

4/21/2026

**FOR YOUR INFORMATION**

2026-139/8-13

2339868

To: Airport Manager, Cape Cod Gateway Airport (HYA), MA, FAA (AAS-1)

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-200, AFS-260, ANE-600, Runway Safety Team, Director of Air Traffic Operations ESA North), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, IBT, ICAO, ICASS, IFALPA, NTSB, PAMA, SWAPA, TWU

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: HYA ATIS Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2339868

### DATE / TIME

Date of Occurrence	202603
Local Time Of Day	1201 to 1800

### ENVIRONMENT

Flight Conditions	IMC
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### AIRCRAFT / EQUIPMENT X

Make Model Name	Small Aircraft
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### PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2339868

### EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

### NARRATIVE 1

35 miles from destination, flight listened to ATIS 1, which was almost unreadable and excessively long with NOTAMs, taking up too much time to hear the entire broadcast. BOS Approach advised info 2 had just been posted so pilot attempted to listen to 2. Info 1 was still on the air so pilot had to ask Approach to read the new ATIS. HYA ATIS has been almost unreadable for weeks now and has bleed-over from previous broadcasts.

Cause: ATIS broadcast from HYA poor quality and almost unreadable. It is so hard to understand that it takes excessive time and effort by the pilots to copy it. Often Approach has to read it to the pilot. This degrades safety in a single pilot IFR environment where the pilot attempts to copy the ATIS info while listening to two radios at the same time. ATIS broadcast is too long with too many NOTAMs.

Suggestions: Install new ATIS system at HYA to provide clear broadcast and only pertinent NOTAMs.

### SYNOPSIS

Pilot reported HYA's ATIS has been unreadable for weeks.