3/11/2026 **FOR YOUR INFORMATION** 2026-83/6-11

2324145

To: FAA (ATM ZTL ARTCC)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations, ESA South), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ZTL ATC Frequency Reliability 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.

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

ACN 2324145

DATE / TIME	
Date of Occurrence	202601
Local Time Of Day	1801 to 2400
PLACE	
Locale	ZTL.ARTCC
State	GA
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Center	ZTL
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
PERSON 1	
Function - Air Traffic Control	Other / Unknown
ASRS Report Number	2324145
PERSON 2	
Function - Air Traffic Control	Other / Unknown
ASRS Report Number	2324142
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Air Traffic Control
Result - General	None Reported / Taken

NARRATIVE 1

The problem was at R27. In the middle of the session, the Hampton frequency 125.82 stopped working. All the aircraft that were on that frequency were unable to contact R27. The controller at R27 had to turn on the back up frequency 127.12, use Guard frequency to have aircraft go over to the new one, as well as have other aircraft transmit to get all the aircraft to the new frequency. They also had to contact all the adjacent sectors and tell them they are on the new frequency.

The event happened because the frequency 125.82 is unreliable. Especially as of lately, that frequency is consistently going out. Hampton is a busy sector too and so when the frequency goes out, which is common, there are safety concerns as aircraft may be on tight vectors to navigate traffic or needing descent to meet restrictions. This frequency has had issues for months, if not years now. It may be a transmitter issue because the related UHF (I do not know the exact frequency off the the top of my head) often has issues.

The frequency 125.82 at Hampton needs thorough inspection and maintenance to find the cause of the frequent outages and long term fix.

NARRATIVE 2

Hampton frequency 125.82 degraded over the course of an hour and was eventually unusable. Multiple pilots reported scratchy transmissions and 2 by 5 signal strength. Aircraft coming from the south, JAX center, were not able to hear transmissions at all. Switched to workload frequency 127.12 to communicate with aircraft.

This has been a repeat issue for this frequency and is made worse when there is weather in the Macon, GA area.

I recommend steps are taken to improve the signal quality of 125.82 especially when there is weather present.

SYNOPSIS

Atlanta Center Controller reported Sector 27 Hampton frequency 125.82 is unreliable.