ALERT BULLETIN

AB 2026:15/6-3
4/13/2026
2322117

TO: FAA (ATM ZMA ARTCC, AJW-19)

INFO: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

SUBJ: ZMA ATC Equipment Outages

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 following:

ASRS received a report from a ZMA Controller describing concerns with the lack of reliability of the facility's communication radio and radar equipment.

Reporter stated that they have filed multiple reports on the issues affecting the devices and expressed frustration and concern about the lack of response.

Reporter further stated that these chronic issues have been a factor in other controllers choosing to leave the profession altogether.

ASRS has previously alerted on ZMA equipment outage issues. Alert messages 2025-229/6-23 and 2025:10/6-1 are also enclosed.

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 2322117	
DATE / TIME	
Date of Occurrence	202601
Local Time Of Day	0601 to 1200
PLACE	
Locale	ZMA.ARTCC
State	FL
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Center	ZMA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
PERSON 1	
ASRS Report Number	2322117
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Air Traffic Control

NARRATIVE 1

This is now my nth report of frequency issues in my facility. My frequency went out completely and I could not hear any readbacks coming from aircraft during the busiest day our building had ever had. I was also not sure if they were hearing anything I was saying. Without hearing read backs I was unable to verify instruction was received by pilots. I was unsure they would do what I needed them to do to prevent conflicts and collisions with other aircraft in my sector. There was no backup frequency.

I was once on an aircraft that almost couldn't take off because they were missing a flashlight. My facility has broken frequencies and broken radars which go down on a routine basis. So much that it has caused several people to leave the profession all together. This is an unsafe environment for both employees and for aircraft flying though our airspace. There are several chunks of airspace that currently have no backup. If one frequency goes down there is no alternative. This just happened to me during the busiest day of the year.

The frequency is my engine and the radar is my wings. It seems the FAA is not following its own safety standards that it sets for the users. It would not allow a plane to fly with broken equipment. Why does it allow itself to make do with broken equipment and no backup?

I have never felt the feeling of complete hopelessness. I have never felt so defeated. The job tests your fight or flight response. We must fight. That is the requirement of the job. This is the first time in my multi-year career that I felt like walking away from an active sector.

Recommendation: MYAF, MYBS, MYEF, MYGF frequency sites need to be fixed and maintained to a higher standard. GTK radar needs to be fixed. NOW!!!

SYNOPSIS

ZMA Center Controller reported the radar often does not work and that multiple frequencies need to be fixed and better maintained.

Previous Alerts

9/17/2025 **FOR YOUR INFORMATION** 2025-229/6-23

2273321

To: FAA (ATM ZMA ARTCC, AJW-19)

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

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

Re: ZMA Radar Outages

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 2273321

DATE / TIME	
Date of Occurrence	202508
Local Time Of Day	0601 to 1200
PLACE	
Locale	ZMA.ARTCC
State	FL
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Center	ZMA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
PERSON 1	
Function - Air Traffic Control	Enroute
ASRS Report Number	2273321
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue

NARRATIVE 1

The Nassau (ZQA) and the Georgetown (FK7) radar are both out of service causing us to lose radar contact with aircraft transitioning through the airspace. This is extremely dangerous because once traffic volume increases, the complexity goes through the roof. Given the amount of weather we have, there will come a point to where it’s almost impossible to safely allow aircraft to deviate from their route of flight due to traffic and running out of safe altitudes. We also cannot provide IFR services, and VFR flight following on low altitude aircraft, or confidently issue descent clearances to aircraft landing in the Southern Bahamas because we don't have radar to see the low altitude traffic.

Fix the radar! Nowhere else in the country do ATCs have to deal with extended radar outages but here in Miami the culture is just deal with it and figure it out. For too long radar outages have been an issue and fixing this problem has been ignored.

SYNOPSIS

ZMA Center Controller reported extended radar outages is causing ATC to lose radar contact with aircraft transitioning through the airspace.

ALERT BULLETIN

AB 2025:10/6-1
5/28/2025
2221454

TO: FAA (ATM ZMA ARTCC)

INFO: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

SUBJ: ZMA Ocean Sector Equipment 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 following:

ASRS received a report from a ZMA Controller expressing concern about recurring equipment failures in the ZMA ocean sector. Reporter stated that on a recent shift he experienced a complete loss of both radar coverage and communication capability, significantly increasing the risk of airborne conflict. Reporter urged action to make the necessary repairs and operational changes to improve safety in this sector.

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 2221454	
DATE / TIME	
Date of Occurrence	202503
Local Time Of Day	1201 to 1800
PLACE	
Locale	ZMA.ARTCC
State	FL
Altitude - MSL	31000
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Center	ZMA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
AIRCRAFT / EQUIPMENT Y	
ATC / Advisory - Center	ZMA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Air Traffic Control	Enroute
Function - Air Traffic Control	Oceanic
ASRS Report Number	2221454
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control

NARRATIVE 1

While on shift, I returned from a break and was immediately assigned to handle traffic between sectors 58, 63, and 62. During this time, the radar system malfunctioned, causing a complete loss of radar coverage. As a result, all aircraft targets were in coast track, and I had no visibility of the aircraft's actual positions. To complicate matters further, the communication frequency also went out, leaving me unable to establish contact with the aircraft. This combination of equipment failures led to a loss of non-radar separation between multiple aircraft, significantly increasing the risk of potential conflict.

Recommendation: Given the recurring equipment failures in the ZMA ocean sector, it is evident that the airspace is operating in an unsafe condition. The reliance on single-thread operations, particularly in high-traffic situations, significantly compromises the safety of both air traffic controllers and aircraft. The recent incident, where radar and communication systems failed simultaneously, demonstrates the critical risk to non-radar separation and overall situational awareness.

The continued refusal by the Command Center to adjust traffic flow through this known failure-prone airspace exacerbates this safety risk. This lack of proactive action is putting lives at risk. In its current state, the airspace remains a significant hazard, and if these systemic issues are not addressed immediately, there is a real and imminent threat of catastrophic outcomes, including potential collisions and loss of life.

It is imperative that the necessary repairs and operational changes be implemented without delay. If these issues are not urgently corrected, the probability of an accident leading to the loss of aircraft and personnel will only increase. The safety of the flying public and air traffic controllers must be prioritized, and decisive action is required to prevent a tragedy.

SYNOPSIS

ZMA Oceanic Controller reported radar and communication equipment failures led to a loss of non-radar separation between multiple aircraft. The reporter noted this is a recurring issue and needs to be repaired without delay.