

7/21/2026

FOR YOUR INFORMATION

2026-257/6-30

2372085

To: FAA (ATM NCT TRACON, AJW-19)

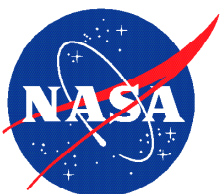
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations WSA),
A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, NTSB,
PAMA, TWU

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

Re: NCT TRACON Radar 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 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 2372085**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	0601 to 1200

PLACE

Locale	NCT.TRACON
State	CA
Altitude - MSL	8500

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	NCT
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2372085

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

We were told by tech ops to go to ES (Emergency Service) mode for a system update that sometimes happens on Day 0 night mids. Luckily the Area B controller would not agree to go to ES until he had no SFO arrivals. This pushed it to XA:00. We went to ES. After a few minutes, I got Aircraft X IFR to ZZZ descending to 100. I gave instructions to proceed to the IAF for ILS to ZZZ and descents appropriately reference MVAs. When the aircraft the around 050 (guessing) but still well away from the IAF, more than half the scopes in Area D went completely black, including mine and the SFO final controller who also had one airplane. The scope next to me was still up so I was able to use that for reference. In the past when a scope goes black, we usually are told to go to ES, but tonight they were working the FS (Full Service) mode so I am unsure of going to another mode would have worked. We yelled over at tech ops and the OMIC (Operations Manager in Charge) about our scopes. They acknowledged but didn't come over to offer help. Tech ops seemed to be working on the issue in the middle area and for a brief time every scope went black for a few seconds before they all came back on. No issues with my aircraft, however, it raises major concerns about safety of equipment.

It seems that radar equipment has lately been faulty. Last week during the middle of the day, the Sunol scope went completely blank. Last week night mid, SFO tower scopes went black and multiple go arounds ensued with chaos at the Area B mid sector. Had the Area B controller agreed to switch to ES earlier tonight (they asked twice), it would have been terrible from a safety standpoint. Why is this stuff happening now? Ive been here XX years and never had a black scope. How can we have confidence in our equipment anymore?

SYNOPSIS

NCT TRACON Controller reported the radar scopes in the area went black resulting in the inability to provide radar services and an unsafe air traffic control environment.