

7/21/2026

FOR YOUR INFORMATION

2026-256/6-29

2372461

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

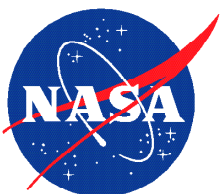
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, Director of Air Traffic Operations ESA North), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: PHL TRACON Radar and Communication Equipment Failures

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 2372461**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	0601 to 1200

PLACE

Locale	PHL.TRACON
State	PA

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	PHL
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2372461

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

I was scheduled for the XA:00 to XI:00 shift but was held over for an additional two hours to assist with heavy traffic recovery. I officially took position at XI:30. At approximately XJ:00, my scope displayed an error message indicating a system failure or similar technical degradation. I immediately notified the OM and moments later, all radar scopes went blank.

I immediately contacted the aircraft on my frequency, advised them of the radar failure, and verified their positions. Because I was already running an extended final into Newark, the arrivals were already slowed, sufficiently spaced, and cleared for their approaches, I transferred communications for these aircraft to EWR ATCT

I contacted adjacent sectors to advise them that I could not accept any further traffic due to the radar failure. During this process, I switched the radar to ES (Emergency Service) mode, which began restoring targets. While some scopes started coming back online and others remained dark, all traffic was successfully stopped and contained. The whole event was over in a matter of minutes.

Radar and communication failures have happened in Area C multiple times in the last 2 years. The same day earlier in the morning, the area lost multiple frequencies. While we are being continually told the equipment is fixed, issues continue to pop up. We have learned to work out poor frequency coverage areas. We are being a band-aid to a major safety risk in the NAS. If this happened an hour early, the outcome from the level of traffic would have been very different. Im not sure how we find it acceptable to operate with this level of risk of losing radar and communications on a fairly regular basis.

SYNOPSIS

PHL TRACON Controller reported the radar scope system failure with the radar scopes going blank resulted in an unsafe air traffic control environment.