

7/9/2026

FOR YOUR INFORMATION

2026-239/11-46

2356678

To: FAA (ATM N90 TRACON, AEA-600, AUS-400, AUS-440)

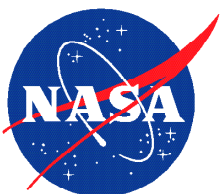
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NATCA, NBAA, NTSB, RAA

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

Re: UAS Radio Interference Causes Phantom RA Alerts in N90 Airspace

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 2356678

DATE / TIME

Date of Occurrence	202604
Local Time Of Day	1201 to 1800

PLACE

Locale	N90.TRACON
State	NY
Altitude - MSL	5000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	N90
Make Model Name	Medium Transport
Operating Under FAR Part	121

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2356678

EVENTS

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

NARRATIVE 1

The airspace around the primary airport has been experiencing phantom RA reports from arriving IFR aircraft. This has caused frequency congestion and is a distraction from safe operations.

Although the reason for these aircraft RAs remains unclear, it is believed to be from a remote drone operator in the area. The RAs are NOT related to a drone; however, it seems to be a radio interference glitch. The FAA has been aware of this for some time but as of now has not taken any corrective action.

Aircraft X was an arrival to LGA at 10000 feet. I had meant to issue a descent to 080 but due to confusion with aircraft advising me of the RAs and the extraneous verbiage I was now required to use, I accidentally issued Aircraft X an altitude of 050. (Note, 050 is not a usual altitude that we use but it was the altitude that an aircraft had just reported the RA at)

Aircraft X read back 050 and initiated the descent. Due to my focus on the RA zone and my reports to subsequent aircraft and reporting to the Front Line Manager (FLM) I missed the readback.

Aircraft X entered another facilities airspace but did not conflict with any other aircraft or go below the MVA.

We routinely report anomalies to management, but it seems as though our reports go unanswered until there is a serious incident or accident.

This situation could have been avoided if the FAA had withdrawn the approval for the drone operation or by the issuing of a NOTAM.

SYNOPSIS

N90 TRACON controller reported they issued an incorrect altitude to an aircraft and it descended into another sector's airspace without coordination. Controller stated they were responding to multiple reports of TCAS RAs reportedly caused by radio interference from a drone operator which is an ongoing safety hazard.