

7/15/2026

FOR YOUR INFORMATION

2026-248/7-9

2369981

To: FAA (ATM ZHU ARTCC)

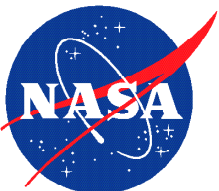
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AMFA, APA, ASAP, ATSG
CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

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

Re: ZHU Operational Concerns

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 2369981**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	1801 to 2400

PLACE

Locale	ZHU.ARTCC
State	TX

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZHU
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	2369981

EVENTS

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

NARRATIVE 1

Thunderstorms all over our airspace in west Texas. I come in at XA:15 to work the mid shift. There are two scopes open and marginal traffic but weather everywhere causing a funnel in our airspace that has happened hundreds of times before. This funneling causes a significantly larger amount of aircraft to come into our sectors than normal. This is known. Even though this is known, our Traffic Management Unit (TMU) had left for the night with no plan or contingency in place and we had one mid OM on duty. The sectors were overwhelmed with traffic and routes that needed to be fixed due to weather. It was me and one other mid controller. Everyone else had gone home. Despite the other controllers literally yells for help from the OM, and my yells for an airspace coordination, there were no answers. The OM was standing there and heard us and never responded or took any action. TMU regularly leaves for the night and just releases all aircraft without any regard for safety, and tonight was no different. There was an event ending in our airspace at SAT with weather all over the airspace... no plan in place. All aircraft were released and caused a very unsafe environment. TMU is to blame. I was on position for over two hours with no break or even help from a D-side. Even though my co-worker actually yelled to the OM that he needed help, none was given. During the day, sectors are micromanaged so no one ever becomes very busy, but after the TMU and OM shifts are over, no one cares what happens.

Recommendation: TMU needs accountability for their lack of help during weather situations. Make one of them stay late when there is weather to help manage the flow of traffic... that IS their ONLY job! Same for the OMs. They micromanage our sectors all day, but as soon as their shift is over, they walk out and leave no plan in place and we're left to fend for ourselves working busy sectors. Accountability for people in charge of managing traffic flow. That's all we want.

SYNOPSIS

ZHU Center Controller reported Traffic Management Unit personnel left for the day without creating a plan to manage traffic in the deteriorating weather conditions in the area. Reportedly, TMU often leaves before establishing a plan for safe traffic management.