

8/7/2026

FOR YOUR INFORMATION

2026-279/5-83

2380513

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

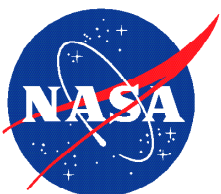
Info: FAA (Director of Air Traffic Operations WSA, ANM-600, AAS-300, AVP-1, AVP-200, AFS-260, AFS-200), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ZLC Radio Transmission Coverage

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 2380513**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	1201 to 1800

PLACE

Locale	ZLC.ARTCC
State	UT
Altitude - MSL	12000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZLC
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2380513

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2380558

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

The crew was cleared to conduct the ILZ Z 19 into JAC. As we descended lower the PM reported to the PF that the transmissions of Salt Lake Center could no longer be heard while the transmissions of other aircraft were still audible, including other aircraft departing JAC. The crew never received a frequency change clearance and assuming that the aircraft was in an area where the terrain blocked the Center's transmitter, the crew changed to JAC tower of their own volition. Flight continued without incident.

NARRATIVE 2

Cleared for the JAC ILS 19 Z approach before we crossed MOSSS. Descended via the approach. After MOSSS at 14,000' we noticed the quality of SLC Centers transmissions starting to deteriorate. By the time we crossed DNW at 12,800' we could no longer hear the SLC Center controller at all, although we could hear all other aircraft on frequency.

We elected to change to the JAC Tower frequency as we expected good VHF communication with the Tower at that distance and altitude. Immediate contact was made with Tower and the remainder of the flight was uneventful.

SYNOPSIS

Air carrier flight crew reported a loss of communications with ZLC Center during approach, possibly due to terrain. Flight continued without incident.