

9/16/2026

FOR YOUR INFORMATION

2026-324/6-38

2393666

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

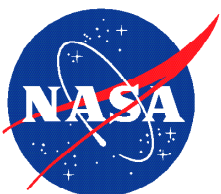
Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, CSA),
A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS,
IFALPA, NATCA, NTSB, RAA, SWAPA

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

Re: ZMP Radio Reliability 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 2393666**DATE / TIME**

Date of Occurrence	202608
Local Time Of Day	1201 to 1800

PLACE

Locale	ZMP.ARTCC
State	MN

AIRCRAFT / EQUIPMENT X

Make Model Name	No Aircraft
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PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	2393666

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control

NARRATIVE 1

While working the R-side on Sector 22, I overheard the controller behind me working Miller High Sector 44 having issues with their frequency. Upon being relieved of my position, I was informed that the single frequency Sector 44 has, had the Remote Communications Air to Ground (RCAG) out of service and was using the Backup Emergency Communications (BUEC) transmitter/receiver. The controller working the sector was unable to communicate with all aircraft that were on their frequency due to the BUEC also not functioning. The controller began transferring aircraft to the sector below them via CPDLC, using Guard frequencies, or contacting company to send ACARS message to the aircraft. The controller asked to combine the sector and to work the D-side on Sector 20 but was denied due to high traffic count, despite the fact they had no working frequency to communicate with. Sector 44 frequency 120.05 has had numerous reports of issues over the past 1 – 2 months with acknowledgment from management leading up to this event.

Recommendation: Ensure the equipment controllers rely on to provide services to aircraft work properly and reports of issues on equipment are taken seriously to have them fixed.

SYNOPSIS

ZMP Center Controller reported another sector was unable to communicate with all aircraft due to malfunctioning equipment, and that this is a recurring issue.