9/28/2023 **FOR YOUR INFORMATION** 2023-155/6-11

2030044

To: FAA (ATM NCT TRACON)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations WSA), A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, TWU

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

Re: NCT TRACON Radio 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 2030044

DATE / TIME	
Date of Occurrence	202308
Local Time Of Day	1201 to 1800
PLACE	
Locale	NCT.TRACON
State	CA
Altitude - MSL	6000
ENVIRONMENT	
Flight Conditions	VMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - TRACON	NCT
Make Model Name	Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Operating Under FAR Part	91
PERSON 1	
Function - Flight Crew	Single Pilot
ASRS Report Number	2030044
EVENTS	
Anomaly	ATC Issue - All Types
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

This has happened to me before. NorCal has a transmitter that doesn't reach lower-altitude aircraft on the instrument procedures into SJC from the south (RNAV 30L, ILS 30L). I believe it's 12x.675 or 12x.475. In any case, it's the sector prior to 120.1 to which you are switched about 10 miles prior to KLIDE. On this IFR flight, I was on a clearance and given vectors for sequencing over the Gustine area when the transmissions stopped reaching me. As I've seen this before, I proactively changed to 120.1 and was able to re-establish communications. Note, I had 121.5 monitored on my second radio and no attempt was made to reach me that way to effectuate the handoff to 120.1. Given that the weather was severe clear, I and others were in no significant danger. A controller explained to me once that the transmitter with the issue is located at El Nido (HYP). I suggest that the controller working the pre-120.1 sector be aware of the potential loss of transmission and should let pilots of smaller aircraft know that by KLIDE, they should be on 120.1 and to expect that in xxx minutes. Obviously this is not an issue for the airline/jet traffic coming in, but I've experienced this a couple times now.

SYNOPSIS

Pilot reported routinely losing communications with the NCT sector south of the KLIDE intersection in flight. After regaining contact, a conversation with the Controller revealed this is a known problem in the area.