

12/30/2024

FOR YOUR INFORMATION

2024-235/6-14

2188515

To: FAA (ATM ORD ATCT, ATM C90 TRACON, AJV-A)

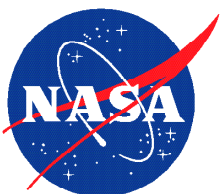
Info: FAA (Director of Air Traffic Operations CSA, AVP-1, AVP-200, AGL-600, AFS-260, AFS-200), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: C90 TRACON ATC Radio Coverage Vicinity of DKB

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 2188515

DATE / TIME

Date of Occurrence 202411
Local Time Of Day 0601 to 1200

PLACE

Locale C90.TRACON
State IL
Altitude - MSL 4000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON C90
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Single Pilot
ASRS Report Number 2188515

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Detector - Person Air Traffic Control
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Earlier today, I had a brief loss of radio contact with Chicago Approach. Although safety wasn't compromised, I think it may be useful to report this area of poor radio contact. I had just checked on with Chicago Approach on 120.55. We were IFR, and flying at 4000' about 10 miles north / northeast of DKB. After checking on with the Controller on 120.55, he gave us a vector of 060, which we read back and complied with. The Controller was audible but only faintly. The audio wasn't bad enough where I thought I should turn off squelch, which proved to be a mistake.

Looking at my flight data log, I can see that we were on this heading for about 2 minutes, and heard nothing at all on the radio. I then heard, simultaneously on 120.55 and guard, which I always monitor on com2, the Controller calling us and asking us to contact him on 120.55. I replied right away, since I could now hear him, and he did a radio check and then gave us a further clearance to an IAF. He sounded irritated, so my assumption is he had called me several times on 120.55, but I didn't hear any of that. Only until he called on guard could I hear him. My com radios are about 1.5 years old and have been heavily used, and work very well. I strongly believe this is not an aircraft problem, and instead shows an area of spotty coverage on Chicago Approach frequency 120.55. If this issue can't be resolved at the radio hardware level for ATC, then Controllers should be aware that 120.55 is spotty about 10 north / northeast of DKB at 4000'.

SYNOPSIS

Pilot reported a brief loss of radio contact with C90 TRACON and suspected ATC transmitters in the area are intermittent.