

ALERT BULLETIN

AB 2023:5/8-1

3/16/2023

1963966, 1968517, 1956106

TO: Airport Manager, Fort Lauderdale Executive Airport (FXE) FL, Airport Manager, Miami International (MIA), FL, FAA (AAS-1, ATM MIA TRACON)

INFO: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAEE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: FXE/MIA ATC Coordination Procedures

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 following:

ASRS has received reports from FXE Tower controllers and pilots regarding conflicts occurring due to coordination issues with MIA TRACON that allegedly do not adhere to LOA agreements.

(ACN 1963966) FXE Tower Controller reported MIA Approach gave them an aircraft on a conflicting path with traffic in their pattern and was not complying with Letter of Agreement procedures.

(ACN 1968517) FXE Tower Controller reported TRACON sequenced a light jet too close and at too fast a speed to the Tower pattern in violation of the Letter of Agreements which resulted in a traffic conflict with an aircraft on final approach to an intersecting runway.

(ACN 1956106) Corporate jet pilot reported an NMAC during approach to FXE when an aircraft flew under them, causing an RA. Flight crew took evasive action then continued the approach.

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1963966

DATE / TIME

Date of Occurrence	202301
Local Time Of Day	1201 to 1800

PLACE

Locale	FXE.Airport
State	FL

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	FXE
Make Model Name	Small Aircraft
Operating Under FAR Part	91

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower	FXE
Make Model Name	Small Aircraft
Operating Under FAR Part	91

PERSON 1

Function - Air Traffic Control	Local
ASRS Report Number	1963966

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

A VFR flight following Aircraft X was switched to me and I told him to enter a left base Runway 27. Upon entering a 4 mile left base MIA Approach turned an IFR Aircraft Y 5 [miles] northwest of the airport joining a 4 mile right base into my VFR traffic. The visual approach for Aircraft Y was never coordinated. Our LOA with MIA states that if the visual is not approved then MIA will have the aircraft established on final prior to a 7 mile final. I called MIA and the Controller stated he "thought it was 5 miles". I had to turn Aircraft Y south to avoid the Aircraft X before I could have him continue his approach. MIA needs to follow the LOA and not turn aircraft not approved for the visual.

SYNOPSIS

FXE Tower Controller reported MIA Approach gave them an aircraft on a conflicting path with traffic in their pattern and was not complying with Letter of Agreement procedures.

ACN 1968517

DATE / TIME

Date of Occurrence 202301
Local Time Of Day 0601 to 1200

PLACE

Locale FXE.Airport
State FL
Altitude - MSL 2000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower FXE
Make Model Name Small Aircraft
Operating Under FAR Part 91

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower FXE
Make Model Name Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

PERSON 1

Function - Air Traffic Control Local
ASRS Report Number 1968517

EVENTS

Anomaly Airspace Violation - All Types
Anomaly ATC Issue - All Types
Anomaly Conflict - Airborne Conflict
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Air Traffic Control
Result - Air Traffic Control Issued New Clearance
Result - Air Traffic Control Separated Traffic

NARRATIVE 1

FXE was on a west operation, with aircraft inbound for both [Runway] 27 and Runway 31. We had Aircraft X doing 80 knots on final for Runway 31 cleared for touch and go. MIA did not coordinate for a visual approach to Runway 27 for Aircraft Y indicating 200 knots. The LOA states a visual approach not coordinated with the Tower will be established prior to a 7 mile final on FXE west op. Aircraft Y was inside 7 miles and joined final at a 5 mile final. This is against both visual approach and speed LOA with MIA.

Due to Aircraft Y being too fast and cutting inside 7 miles we would not have the spacing with touch n go Aircraft X on intersecting runway. We had to cancel Aircraft X's touch n go for a full stop when Aircraft X was short final and in critical stage of flight. MIA is to assign 170 knots to aircraft by 10 miles from the airport and are to not turn uncoordinated visual approach aircraft inside the agreed LOA mileage markers.

SYNOPSIS

FXE Tower Controller reported TRACON sequenced a light jet too close and at too fast a speed to the Tower pattern in violation of the Letter of Agreements which resulted in a traffic conflict with an aircraft on final approach to an intersecting runway.

ACN 1956106

DATE / TIME

Date of Occurrence 202212
Local Time Of Day 0601 to 1200

PLACE

Locale FXE.Airport
State FL
Altitude - MSL 1400

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower FXE
Make Model Name Light Transport, Low Wing, 2 Turbojet Eng

AIRCRAFT / EQUIPMENT Y

Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1956106

EVENTS

Anomaly Conflict - NMAC
Anomaly Deviation - Altitude - Excursion From Assigned Altitude
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Automation Aircraft RA
Result - Flight Crew Took Evasive Action

NARRATIVE 1

Flight Origin and Destination: FXE-ZZZZ-FXE. Return to FXE for maintenance discrepancy.

Location - Inside of PADDs for ILS 9 say 5 miles from approach end of Runway 9 on the Localizer. Altitude at time of the event: 1400 ft.

Evasive action taken. In contact with Ft Lauderdale Executive Tower at time of event. Cleared for the ILS Runway 9, intruding aircraft was showing 300 ft below us when the TCAS called traffic, TCAS gave a resolution advisory to climb, we climbed about 500-600 feet till the Little lady in the TCAS box advised us to level off. We were asked to call the tower after shutdown.

Suggestions: Miami Approach can keep their traffic out of the approach path of FXE

SYNOPSIS

Corporate jet pilot reported an NMAC during approach to FXE when an aircraft flew under them, causing an RA. Flight crew took evasive action then continued the approach.