

7/12/2021

**FOR YOUR INFORMATION**

2021-87/8-6

1811982

To: FAA (ATM F11 TRACON, ATM ZMA ARTCC, AAS-1)

Info: FAA (Director of Air Traffic Operations ESA South, AVP-1, AVP-200, ASO-600, AFS-280, AFS-200, AFS-430), ATSG, ALPA, ICASS, IFALPA, AOPA, APA, ASAP, A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: F11 TRACON Arrival Rate Issue

We recently received an ASRS report 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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 1811982

### DATE / TIME

Date of Occurrence	202106
Local Time Of Day	0601 to 1200

### PLACE

Locale	F11.TRACON
State	FL

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	F11
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON	F11
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	1811982

### EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Detector - Person	Air Traffic Control
Result - General	None Reported / Taken

### NARRATIVE 1

I was working the arrival and final position with an arrival rate of 22 [aircraft] sent in the NTML [National Traffic Management Log]. However, at the time of the incident I had 19-20 aircraft in my sector landing MCO. So, needless to say, the Center was not complying with the 22 rate. Which for sure contributed to this because my supervisor called Miami Center to slow the COASTR [COSTR] arrivals down to 210 kts. Aircraft X was on the COASTR [COSTR] arrival. I was fed Aircraft Y from TPA Approach at 11,000 [feet], and normal speed. I descended Aircraft X to 9,000 [feet], not realizing that Aircraft Y wasn't given 210 kts by TPA. When I descended Aircraft X there was probably at least 5-6 miles between the aircraft. As Aircraft X was descending, the CA [Conflict Alert] went off. I issued an immediate turn to Aircraft Y and called the traffic. Aircraft Y read it back and said they were responding to an RA and then subsequently, Aircraft X keyed up saying they were responding to an RA.

First of all, the rate is not a joke!!! This is a normal occurrence, here at F11, we ask for one rate and get fed way over the rate. It's been okay until now when something happens. I would encourage you to look into this, and stop the games, because safety is being compromised. The rate is there for a reason. It wasn't being followed, no one will be held accountable for it. When the rate is established, that is the rate. The rate is there to ensure safety. This is a shining example of why the rate is necessary. The advertised rate was 22, and I had 19 aircraft landing MCO in my sector at the time of the incident. That's not a 22 rate. I can assure you, that if the rate was being followed, that situation would have not occurred. Because Aircraft X would have been normal speed over the COASTR [COSTR] arrival, and Aircraft Y and Aircraft X would have been compatible. And the two airliners wouldn't have to respond to RAs, and make it uncomfortable for the people in the back, and safety wouldn't have been compromised.

## SYNOPSIS

F11 TRACON Controller reported that they were not receiving traffic within the Traffic Management set rate of 22 aircraft. Reporter had an operational error and attributed it to the arrival rate not being adhered to.