

DCA24FA143

AIR TRAFFIC CONTROL

Group Chairman's Factual Report - Attachment 5

Staff Study

May 29, 2025



Federal Aviation Administration

Memorandum

Date: April 12th, 2023

To: Christopher Wilbanks, Director, Operational Policy and Implementation (A), Air Traffic Services, Headquarters, AJT-2

Through: Michael Whitford, Director, Air Traffic Operations, ESA, AJT-E

From: MICHAEL S WHITFORD
Digitally signed by MICHAEL S WHITFORD
Date: 2023.04.12 12:05:39 -04'00'

Jennifer A Ross, Air Traffic Manager, Jacksonville ARTCC, ZJX

Jennifer A Ross
Digitally signed by Jennifer A Ross
Date: 2023.04.12 11:39:20 -04'00'

Subject: ACTION: Request for New/ Revised Sector/Position in an Existing Air Traffic Facility

Jacksonville ARTCC (ZJX) has identified a need for revising several operational sectors in support of an airspace change.

The attached Staff Study provides supporting documentation, modeling data, and appendices that detail the need and justification for this request/action.

The study contains:

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If you have any questions regarding this request, please contact Charles Holden, TEXJ District Support Manager Airspace, [REDACTED]

Attachments: Staff Study/SRMD Documents.

☐

Concur

☐

Non-concur

Michael Whitford
Director, Air Traffic Services
Eastern Service Area

Date

☐

Concur

☐

Non-concur

Christopher Wilbanks
Director, Operational
Policy and Implementation (A)
Air Traffic Services, Headquarters
AJT-2

Date

Executive Summary

ZJX's sectors Nepta (30 ZJX-NEP) and Brewton (10 ZJX-BTN) currently have an airspace design that is inefficient and has workload imbalances. An Article 48 workgroup convened to redesign this airspace. Various alternatives were considered and the final solution reallocates resources by creating 2 new ultra-high altitude sectors, one over the Brewton sector and one over the Nepta sector. This provides a safer, more balanced workload between sectors and altitude stratus, increased efficiency, and better customer service due to a reduction in traffic management initiatives.

Statement of the Problem

The Nepta sector is surface and above and is located over the Gulf of Mexico. The Nepta sector is a very large sector at 220NM east to west and 170NM north to south. When the warning areas are active, the sector's usable airspace is reduced to 160NM E-W and 70NM N-S. The Nepta sector primarily works a large volume of overflight traffic east to west through the Gulf of Mexico. When the military airspace is not active, Nepta works a second stream of traffic north and south from Mexico and the west coast of Florida. When weather closes off the Peninsula of Florida, the Nepta sector becomes the only escape route out of south Florida and countries further south. The volume of traffic transitioning through this sector has steadily increased for the past 10 years due to the volume of traffic to south Florida and the equipping of aircraft to fly more than 50NM from the coastline.

The Brewton sector is FL240 and above and is located over the panhandle of Florida encompassing the Pensacola, Destin, Panama City and southern Alabama areas. The Brewton sector's main traffic flow is east and west along J2 as well as arriving and departing traffic from the panhandle. Currently the Brewton sector borders five high sectors and three ultra-high sectors with the development of the forth ultra-high in progress. The Brewton sector also includes numerous pieces of special use airspace (SUA) that are controlled by multiple facilities and some by the Brewton sector as well. The sector volume issue has increased over the last 10 years due to changes in aircraft performance characteristics allowing aircraft to climb higher and faster.

Alternatives Considered

ZJX's Air Traffic Manager and NATCA's Principal Facility Representative recognized the problems listed above and convened an Article 48 Workgroup to address the issues. The workgroup consisted of an Operations Supervisor (OS) from the West Area, an Operations Manager (OM), a Supervisor Traffic Management Coordinator (STMC), 3 Air Traffic Control Specialists from the West Area, 1 Air Traffic Control Specialist from the Central Area, a Traffic Management Coordinator (TMC), and a staff specialist from airspace and procedures.

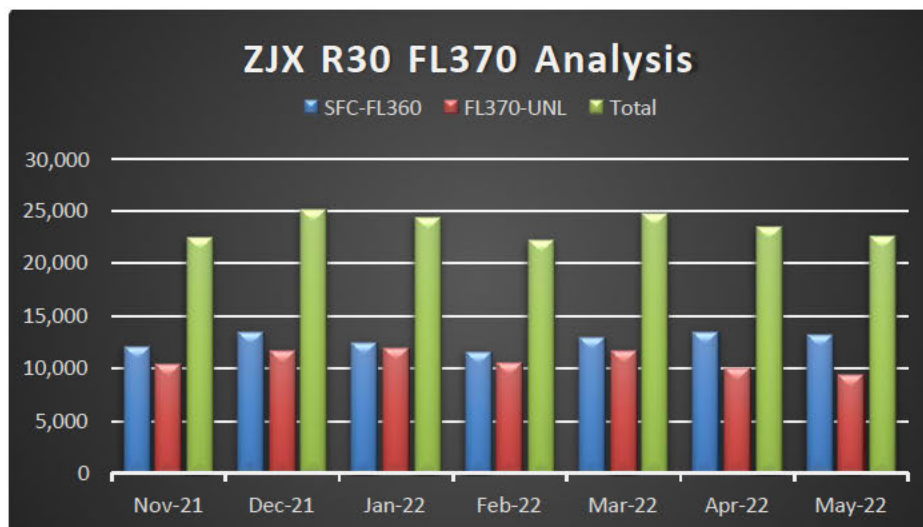
The first alternative was to make no changes. The group conducted analysis on the current sectors using TARGETS and PDARS. The metrics used included traffic volume, percentage of climbing/descending aircraft (increases complexity), and number of hours sectors were open during the year-to-date. As described in the problem statement, the status quo is not effective, and this option was quickly discarded.

The second alternative was to laterally split the Nepta and Brewton sectors. For the Nepta sector, it was considered either doing a north/south split or an east/west split. Splitting the Nepta sector either north/south or east/west would not always rectify the traffic situation due to the various configurations of military airspace over the Gulf of Mexico. For the Brewton sector, it was considered doing an east/west split. Due to military airspace as well as the increase in traffic volume and changes to the airspace structure, more responsibility has been placed on the Brewton sector to sequence traffic to the Orlando International, Tampa International, Fort Lauderdale International and Miami International Airports. By splitting the Brewton sector into 2 adjacent sectors, it was concluded that this could add complexity and result in an increase in workload, particularly coordination amongst sectors.

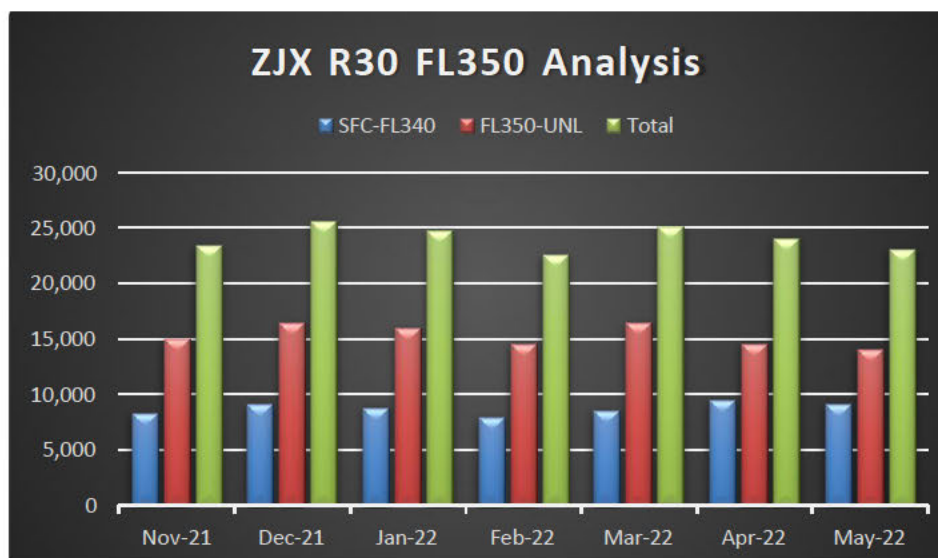
The third alternative was changing vertical boundaries, otherwise known as re-stratification of the sectors. For the Nepta sector, this is not an option since the sector is currently surface and above and there is no underlying sector. For the Brewton sector, raising the ceiling of the underlying sector, Crestview Low sector (10 ZJX-CEW), only moves a very small portion of the volume problem from the Brewton sector to the Crestview sector and does not alleviate the issue. Additionally, the Crestview sector is already a very complex sector and adding workload and complexity to this sector is not preferred.

Operational Justification for the New Sectors

For the Nepta sector, creating a new ultra high sector, St. George (31 ZJX), FL370 and above and using the same outer boundary as Nepta will allow us to manage this problem without unnecessary restrictions. By implementing the St. George sector, ZJX will be able to eliminate Traffic Management Initiatives (TMI), and reduce Miles In Trail (MIT), by reducing the overall volume in the Nepta sector. PDARS data was gathered from November of 2020 to May of 2022. The first chart depicts Nepta broken down from SFC-FL360 and FL370 to unlimited. As you can see FL370 and above in the red is equal to about 45% of Nepta's traffic throughout each month.

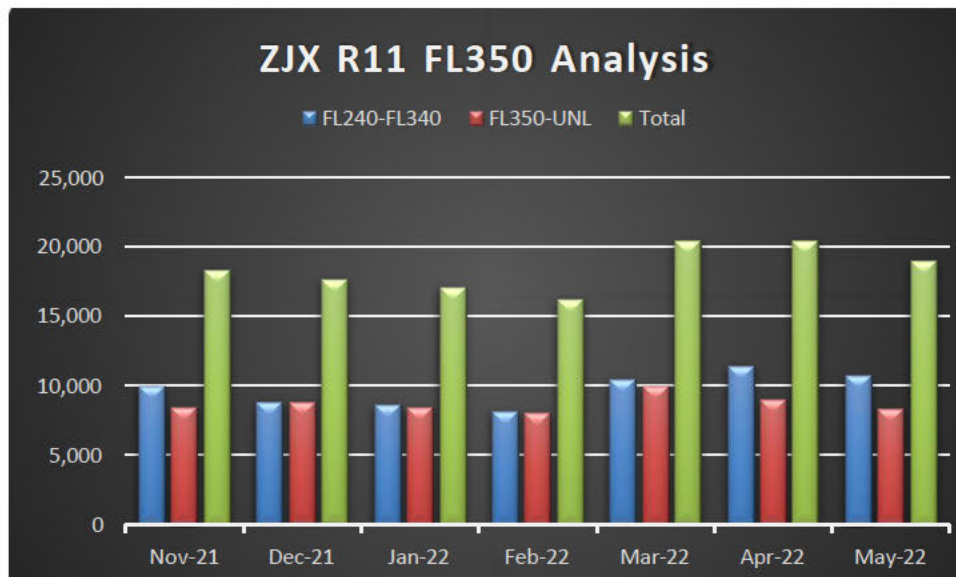


The second chart depicts Nepta broken down from SFC-FL340 and FL350 to unlimited. As you can see in this example, FL350 and above would be equal to almost 70% of Nepta's traffic.

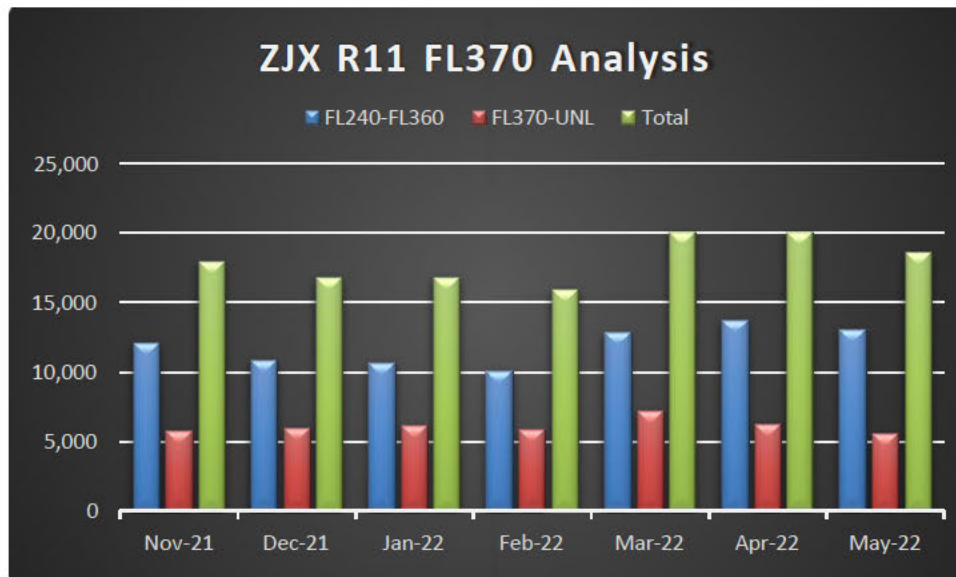


As shown above, stratification at FL370 would more evenly distributes the traffic volume compared to FL350. This further justifies ZJX's reasoning as to why the new St. George sector should be FL370 and above and directly overly Nepta.

For the Brewton sector, creating a new ultra high sector, Enterprise (21 ZJX), FL350 and above and using the same outer boundary as Brewton will allow us to manage this problem without unnecessary restrictions. By implementing the Enterprise sector, ZJX will be able to eliminate Traffic Management Initiatives (TMI), reduce Miles In Trail (MIT), and reduce frequency of altitude cap and tunnel procedures by reducing the overall volume in the Brewton sector. PDARS data was gathered from November of 2020 to May of 2022. The first chart depicts Brewton broken down from FL240-FL340 and FL350 to unlimited. As you can see FL350 and above in the red is equal to about 45% of Brewton's traffic throughout each month.



The second chart depicts Brewton broken down from FL240-FL360 and FL370 to unlimited. As you can see in this example, FL360 and below would be equal to almost 70% of Nepta's traffic.



As shown above, stratification at FL350 would more evenly distributes the traffic volume compared to FL370. This further justifies ZJX's reasoning as to why the new Enterprise sector should be FL350 and above and directly overly Brewton.

Business Case for the New Sectors

Frequency coverage will be the largest cost for this project. A Spectrum Analysis will need to be conducted to review the frequency needs for the two new sectors. The cost for adding two new frequencies at existing sites would be approximately \$1,070,526.00 (Cost includes estimates for electronics, engineering, telco plus 25% contingency) based on the Eastern Service Area Program office estimate.

Other equipment costs are minimal, as current equipment – radar scopes, ERIDs, VSCS, etc. will be set up to accommodate these changes. The cost estimate for this portion of the project is to be determined.

10 additional CPC's will be required to staff both the new St. George and Enterprise positions, which will be full time sectors most of the year.

After consulting national and local training orders, ZJX Training Manager, and NATCA FacRep, training requirements will be as follows:

- Charting and SOP changes will need to be accomplished.
- TTL problems will need to be developed for the Brewton, Nepta, St. George and Enterprise sectors.
- Each person in the West Area needs to be briefed on the change. The Controllers and OSs checked out on sectors Brewton and Nepta need to run at least one TTL problem on the new St. George and Enterprise sectors. No certifications would be needed as all CPCs in the West Area currently work all of these sectors.
- Each person in the Central Area, Gulf Area, and TMU will need to be briefed on the change.

Based on these training requirements, estimated overtime as follows:

- SGET Developers
 - 16hrs X 1 SGET developers X 4 scenarios = 64 hours

- West Area Controllers / Operations Supervisors
 - 4 hrs briefing/scenarios X 40 controllers/OSs = 160 hours
- Gulf Area Controllers / Operations Supervisors
 - 0.5 hr briefing X 41 controllers/OSs = 20.5 hours
- Central Area Controllers / Operations Supervisors
 - 0.5 hr briefing X 43 controllers/OSs = 20.5 hours
- TMU Area Controllers / Operations Supervisors
 - 0.5 hr briefing X 20 controllers/STMCs = 10 hours

Total: 311 hours or 39 shifts

At \$1000 per shift, \$39,000.00

The approximate total cost estimate for this project is **\$1,109,526.00**

This airspace redesign will greatly improve the workload balance between the highs and ultra-highs resulting in a reduction in TMI's required to manage sector workload and provide improved efficiency for the users in the Florida markets.



PROPOSED PROJECT

Project Header

JCN: 23002571	JCN Status: N	Project Type: F&E
Project Name: ESTABLISH New Ultrahigh Sector (ZJX21) above ZJX11 FL350 and above		
CIP: OSG.00-00		
Region: SO	State: FL	City: HILLIARD
SA: ESA	Fac Type: ARTCC	Loc ID: ZJX
PPM: PATTON, JOSHUA	Project Coordinator: BERRY, DUSTIN	
Scheduler:	Project Implementer Organization:	

Project Information

Project Code:	Originator ROM: \$55,000.00
Tech Ops (TOM): JACKSONVILLE ARTCC GROUP	ATS District Office: Jacksonville District (AJEJX)
Airport: ZJX	Runway:
CCC: 0872B	SSC: JACKSONVILLE ARTCC IFD/COMM SSC
Program Manager: PAPAGNI, BRIAN	Project Analyst: HALEY, JOHN CTR
Program Analyst:	

Note: Generating the Origination Preview PDF when a project is beyond Z status may result in Project Header and Project Information variations.

Project Description:

Commission a new ultrahigh sector by duplicating the sector boundaries from sector11. Stratifying the airspace at FL350 and above.

Problem Statement:

ZJX 11 sectors currently responsible for aircraft operating at FL240- and above. This has created a larger volume of traffic to flow through these neighboring sectors. By stratifying an Ultra-High sector above these two sectors it will increase safety and alleviate the controller workload and complexity currently in place. With the increase in aircraft efficiency and performance characteristics both commercial and private aircraft are climbing to higher cruising altitudes. Adding to this issue is the volume increase post Covid-19 of travelers to Florida and the industry rebounding resulting from it. The high volume of traffic at higher stratum have saturated the airspace resulting in the need to balance controller workloads.

Proposed Solution:

Establish new Ultra-high above ZJX11 FL350 and above. Existing R,D, and Tracker position equipment will be utilized. Frequencies, sites, TX/RX radios have all been identified for this effort but need iRcas and FCC lic to commission this airspace.

Benefits:

By adding an additional sector, it will inject a qualified and less fatigued ATC specialist that can provide additional services and improve safety using surveillance and communication which is currently overloaded in its current configuration.

Impacts:

Establishing an ultra high sector over both ZJX 11 will eliminate the traffic congestion and allow for a safer

and more efficient flow of aircraft through these sectors. Currently the 2 sectors are over saturated increase dangerously the potential of a loss of separation event.

Assumptions:

Current air traffic delays will be reduced resulting in cost and time efficiency for NAS for both commercial and private flights.

Constraints:

Funding and implementation could be delayed due to comm resources.

Disposition

Review Path: Bypass Level 1 Validation

Origination State Code: Approver Pending

Role	Name	Date	Disposition	Comments
Project Originator	HOLDEN, CHARLES	2/7/2023		Project submitted
Origination Level 2 Validator	BERRY, DUSTIN	2/7/2023	Validate	2 of 3



PROPOSED PROJECT

Project Header

JCN: 23002578	JCN Status: N	Project Type: F&E
Project Name: ESTABLISH New Ultrahigh sector (ZJX31) FL370 and above ZJX30 for Air Traffic Workload Balancing		
CIP: OSG.00-00		
Region: SO	State: FL	City: HILLIARD
SA: ESA	Fac Type: ARTCC	Loc ID: ZJX
PPM: PATTON, JOSHUA	Project Coordinator: BERRY, DUSTIN	
Scheduler:	Project Implementer Organization:	

Project Information

Project Code:	Originator ROM: \$45,000.00
Tech Ops (TOM): JACKSONVILLE ARTCC GROUP	ATS District Office: Jacksonville District (AJEJX)
Airport: ZJX	Runway:
CCC: 0872B	SSC: JACKSONVILLE ARTCC IFD/COMM SSC
Program Manager: PAPAGNI, BRIAN	Project Analyst: HALEY, JOHN CTR
Program Analyst:	

Note: Generating the Origination Preview PDF when a project is beyond Z status may result in Project Header and Project Information variations.

Project Description:

Establish ultrahigh sector (ZJX21) duplicating the sector boundaries from sector30. FL370 and above.

Problem Statement:

ZJX30 sector is currently responsible for aircraft operating at FL240- and above. This has created a larger volume of traffic to flow through these neighboring sectors. By stratifying an Ultra-High sector above these two sectors it will increase safety and alleviate the controller workload and complexity currently in place. With the increase in aircraft efficiency and performance characteristics both commercial and private aircraft are climbing to higher cruising altitudes. Adding to this issue is the volume increase post Covid-19 of travelers to Florida and the industry rebounding resulting from it. The high volume of traffic at higher stratus have saturated the airspace resulting in the need to balance controller workloads.

Proposed Solution:

Establish new Ultra-high above ZJX30 FL370 and above. Existing R,D, and Tracker position equipment will be utilized. Frequencies, sites, TX/RX radios have all been identified for this effort but need iRcas and FCC lic to commission this airspace.

Benefits:

By adding an additional sector, it will inject a qualified and less fatigued ATC specialist that can provide additional services and improve safety using surveillance and communication which is currently overloaded in its current configuration.

Impacts:

Establishing an ultra high sector over ZJX 30 will eliminate the traffic congestion and allow for a safer and more efficient flow of aircraft through these sectors. Currently the 2 sectors are over saturated increase dangerously the potential of a loss of separation event.

Assumptions:

Current air traffic delays will be reduced resulting in cost and time efficiency for NAS for both commercial and private flights.

Constraints:

Funding and implementation could be delayed due to comm resources.

Disposition

Review Path: Bypass Level 1 Validation

Origination State Code: Approver Pending

Role	Name	Date	Disposition	Comments
Project Originator	HOLDEN, CHARLES	2/7/2023		Project submitted
Origination Level 2 Validator	BERRY, DUSTIN	2/7/2023	Validate	One of three requests

Jacksonville Air Route Traffic Control Center Establishment of ENTERPRISE and ST. GEORGE Ultra-High Sectors

Safety Risk Management Document Without Hazards



April 10, 2023

Version 1.0

Safety Risk Management Document Change Page

Date	Change Summary	Version Number
3/24/23	Initial draft	0.1
	Facilitation team review completed	
4/3/23	Draft for panel review	0.2
4/10/23	Final document for signature	1.0

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EXECUTIVE SUMMARY

Title: Jacksonville Air Route Traffic Control Center Establishment of ENTERPRISE and ST. GEORGE Ultra-High Sectors, Safety Risk Management Document Without Hazards

Change Proponent Organization: Jacksonville District (TEJX) – Jacksonville Air Route Traffic Control Center (ZJX ARTCC)

SRM Document Type: Operations

Jacksonville Center (ZJX) provides air traffic control services for roughly 160,000 square miles of airspace above five states: Alabama, Georgia, Florida, North and South Carolina, as well as portions of the Atlantic Ocean and the Gulf of Mexico. ZJX also controls the airspace over 20 military airports and more than 200 civilian airports. Approximately 50% of the traffic is air carrier, 30% is general aviation, and 20% is military. The air traffic operation at ZJX consists of six (6) areas and 42 operational sectors and when traffic volume or complexity is at its heaviest, nearly 40 sectors will be open.

Improvements in aircraft performance and increases in the number of flights to and from Florida airports have resulted in additional traffic volume in the high and ultra-high altitude strata. The West Coast of Florida experienced a 40% increase in traffic volume from 2019 to 2021 and the majority of jet aircraft are now flying at or above FL350, creating additional density at higher altitudes. The sectors identified for redesign in the associated Staff Study have experienced similar growth in traffic volume. Specifically, traffic volume for NEPTA (ZJX-11) has increased from an average of 10,500 aircraft per month in 2018 to 15,600 in 2022. Traffic volume in the BREWTON (ZJX-30) sector has increased from 17,700 per month in 2018, to 22,000 per month in 2022. Additionally, with the current airspace configuration, it is routine for NEPTA sector volume to be 10-20 aircraft above the target Monitor Alert Parameter (MAP) number of 21.

To mitigate the identified issues, ZJX has proposed the establishment of two (2) ultra-high sectors. The new sectors: ENTERPRISE (ZJX-21) and ST. GEORGE (ZJX-31), will be directly above, and retain the existing lateral boundaries of, existing sectors BREWTON (ZJX-11) and NEPTA (ZJX-30), respectively. ENTERPRISE will encompass altitudes FL350 to FL600 and ST. GEORGE will encompass altitudes FL370 to FL600.

SRM Panel

A Safety Risk Management (SRM) panel convened on March 8, 2023, to perform a safety analysis of the Staff Study proposal. The SRM panel was facilitated by the FAA Eastern Service Center (ESC) SRM Team and included attendees from ESC Quality Control Group (QCG) and Operations Support Group (OSG), ZJX, FAA System Operations, FAA Jacksonville District (TEJX), and adjoining En Route and terminal facilities. The panel conducted the analysis with the assumption that the proposed airspace changes will be approved and that potential safety impacts of operations-related changes to Standard Operating Procedures (SOP) and Letters of Agreement (LOA), as well as planned training, National Airspace System (NAS) coordination, industry outreach, etc., will be assessed through the SRM process prior to implementation.

The draft Staff Study was briefed by the proponent and alternatives considered were discussed. A lateral split of the airspace was determined to be ineffective. Re-stratification of existing sectors was not an option for NEPTA and not effective for BREWTON. The recommended solution was then reviewed in greater detail. The negative impacts of excessive traffic volume, inefficient use of airspace, and workload imbalances were described and substantiated with current traffic data.

Using the SRM process prescribed in Air Traffic Organization (ATO) Safety Management System (SMS) Manual, Annex A, the panel determined the proposed change does not introduce new risk or elevate existing risk in the NAS. Therefore, no further safety analysis is required.

SAFETY RISK MANAGEMENT DOCUMENT SIGNATURES

Title: Jacksonville Air Route Traffic Control Center Establishment of ENTERPRISE and ST. GEORGE Ultra-High Sectors, Safety Risk Management Document Without Hazards

Version Number: 1.0

Concurrence By: Signature on file in SMTS
Angela J. Moran,
Facilitator, ESC/QCG

Date

Concurrence By: Signature on file in SMTS
Jennifer. A. Ross,
Air Traffic Manager,
Jacksonville Center, ZJX

Date

Approved By: Signature on file in SMTS
Michael S. Whitford
General Manager,
Jacksonville District, TEJX

Date

SECTION 1. CURRENT SYSTEM

Introduction

Jacksonville Center (ZJX) provides air traffic control services in parts of Florida, Georgia, Alabama, South Carolina, and North Carolina, as well as portions of the Atlantic Ocean and the Gulf of Mexico. ZJX airspace shares common boundaries with Houston Center, New York Center, Washington Center, Atlanta Center, and Miami Center. ZJX airspace also overlies or abuts several approach control facilities: Jacksonville, Orlando, Daytona Beach, Tampa, Valdosta, Tallahassee, Tyndall, Eglin, Pensacola, Mobile, Cairns, Atlanta, Savannah, Augusta, Beaufort, Charleston, Columbia, Myrtle Beach, Shaw, Florence, Wilmington, Fayetteville, and Charlotte.

Improvements in aircraft performance and increases in the number of flights to and from Florida airports have resulted in additional traffic volume in the high and ultra-high altitude strata. The West Coast of Florida experienced a 40% increase in traffic volume from 2019 to 2021 and the majority of jet aircraft are now flying at or above FL350, creating additional density at higher altitudes. With the current airspace configuration, it is routine for NEPTA sector volume to be 10-20 aircraft above the target Monitor Alert Parameter (MAP) number of 21. The ZJX Traffic Management Unit (TMU) routinely applies various initiatives to mitigate the increased volume including rerouting aircraft, limiting aircraft to lower altitudes, and implementing miles-in-trail restrictions. These actions reduce immediate controller workload and complexity but are not a long-term solution to airspace overload, which also impacts adjacent facilities and increases operating costs and delays for NAS users.

The NEPTA sector (ZJX-30) is located over the panhandle of Florida and the Gulf of Mexico. The NEPTA sector is large when compared to similar airspace sectors; 220 NM east to west and 170 NM north to south. The sector's usable airspace is reduced to 160 NM E-W and 70 NM N-S when Special Use Airspace (Warning Areas W155, W151, and W470) is active. The primary workload for the NEPTA sector is overflight traffic transitioning east to west through the Gulf of Mexico. When military airspace is not active, NEPTA manages a second stream of traffic moving north and south between Mexico and the west coast of Florida. The volume of traffic transitioning through this sector has steadily increased for the past 10 years due to the growing number of air carrier and business jet flights to south Florida and the ability of commercial aircraft to fly more than 50NM from the coastline. The BREWTON sector (ZJX-11) is located over the panhandle of Florida encompassing the Pensacola, Destin, Panama City and southern Alabama areas. BREWTON sector's main traffic flow is east and west along J2 as well as arriving and departing traffic from the panhandle. The BREWTON sector also includes Special Use Airspace (SUA) which can increase controller workload when active. See enclosures below for maps of existing airspace.

Traffic data for the R11 and R30 sectors was analyzed from 2018 to 2022. Overall traffic volume for ZJX-11 has increased from an average of 10,500 aircraft per month in 2018 to 15,600 in 2022.

ZJX-30's traffic has increased from 17,700 per month in 2018, to 22,000 per month in 2022. With the current airspace configuration, it is routine for NEPTA sector volume to be 10-20 aircraft above the target Monitor Alert Parameter (MAP) number of 21. Figures 1.1 and 1.2 (below) illustrate the traffic volume for various altitude blocks in the NEPTA and BREWTON sectors from November, 2021, to May, 2022.

Figure 1.1: NEPTA (ZJX-30) Traffic Volume

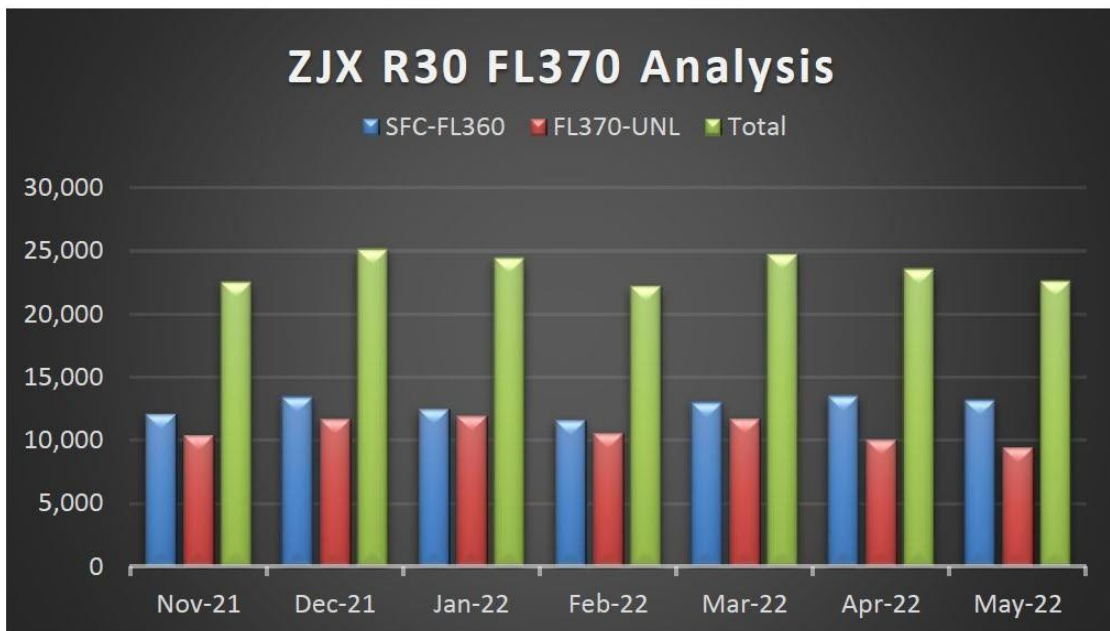
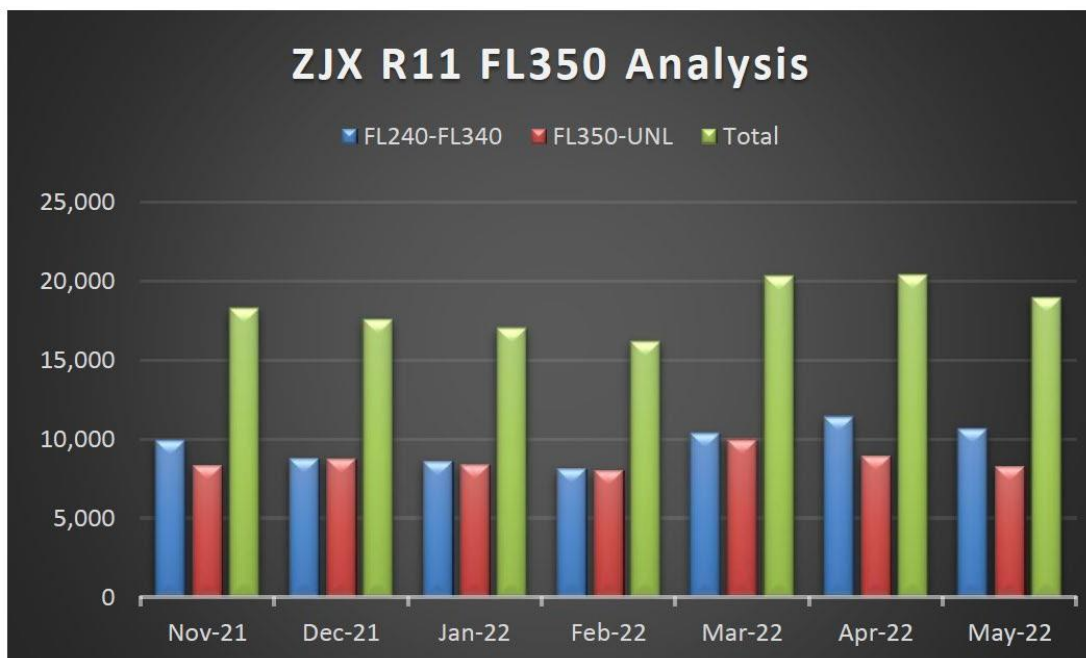


Figure 1.2: BREWTON (ZJX-11) Traffic Volume



Need for an SRM Panel

ZJX prepared a Staff Study to justify the establishment of two (2) new ultra-high sectors. Per JO 7210.67B, a Safety Analysis using the SRM process must be conducted to determine any potential safety risks introduced to the NAS. A Safety Risk Management Panel was convened to meet this requirement.

Scope of the SRM Panel

The scope included the existing airspace, traffic flows and volume, current operational issues and alternatives considered including the proposed ultra-high sectors and adjacent airspace. Facilities and Equipment (F&E) requirements as well as future changes to procedures, facility directives, and pre-implementation activities (e.g., training, coordination, outreach, etc.) were not within the scope of this panel.

Table 1.1: 5M Model

Mission: The clearly defined and detailed purpose of the NAS change proposal or system/operation being assessed	Establish two (2) new ultra-high sectors in Jacksonville ARTCC (ZJX) airspace: one (1) over the BREWTON sector and one (1) over the NEPTA sector. These addition of these sectors will result in a reallocation of resources and redistribution of traffic volume providing a safer, more balanced workload between sectors and altitude stratus while increasing efficiency and improving customer service due to a reduction in Traffic Management Initiatives (TMIs).
(hu)Man: Operators, maintainers, and affected stakeholders	Air Traffic Operations and Support Office Personnel, Technical Operations Personnel, and Traffic Management Personnel at Jacksonville ARTCC, Atlanta ARTCC, and Houston ARTCC. DOD Personnel and NAS users in the upper altitude strata over the panhandle of Florida and Gulf of Mexico.
Machine: Equipment used in the system	En Route Automation Modernization (ERAM), VHF/UHF frequencies, radar displays/video monitors, Radar Video Maps (RVMs), facility airspace/sector overhead charts, aeronautical charts, En Route Information Display System (ERIDs) and Status Information Area (SIA) displays, Voice Switching & Control System (VSCS)
Management: Procedures and policies that govern the system's behavior	JO 7110.65, 7210.3 and 7400.2, ZJX LOAs with ZMA/ZTL/ZHU, ZJX SOP, Local Training Order, Technical Operations orders/directives including Operational Risk Management (ORM) procedures
Media: The environment in which the system is operated/maintained	National Airspace System, Jacksonville ARTCC (ZDC) airspace overlying existing BREWTON and NEPTA sectors up to FL600.

Description of the Change

The staff study proposes the establishment of a new ultra-high sector, ST. GEORGE (ZJX-31), which will overlay the NEPTA sector's lateral boundaries and be stratified from FL370 to FL600. The NEPTA sector will be re-stratified from SFC to FL360. Additionally, a second new

The proposed vertical limits of the ST. GEORGE sector are based on Performance Data Analysis and Reporting System (PDARS) data that reflects a balance of traffic volume when the existing NEPTA sector is split at FL370. An analysis of traffic volume in that configuration from November, 2020, to May, 2022, resulted in 192,000 aircraft in the proposed ST. GEORGE sector and 208,000 aircraft in the revised NEPTA sector.

Figure 2.1 shows the proposed airspace configuration.

The map illustrates the proposed Class C airspace for the Orlando International Airport (KMAF). The central area is labeled "PROPOSED AIRSPACE". Surrounding this are several sectors and flight levels:

- SEC 11 BREWTON - HI FL240 & ABV**: Located to the northwest, near the NPA (North Port Area).
- SEC 21 Enterprise FL350 & ABV**: Located to the north, near the MAI (Miami) and SZW (Sawtooth) airports.
- SEC 30 NEPTA - HI SFC & ABV**: Located to the south, near the NPA.
- SEC 31 St George FL370 & ABV**: Located to the southeast, near the KMAF (Orlando International Airport).
- SEC 33 GEORGE - HI FL240 & ABV**: Located to the northeast, near the GEF (Georgetown) airport.

Other labels on the map include "MONROEVILLE HIGH Sector 11 - 5 FL240 - 340", "OCEAN SFC & ABV", "NPA", "MAI", "SZW", "GEF", "KMAF", "SEC 21", "SEC 30", "SEC 31", "SEC 33", "FL240 & ABV", "FL350 & ABV", "FL370 & ABV", "FL240-FL350", "FL240-FL370", "FL240-FL350-FL370", "FL240-FL350-FL370-FL390", "FL240-FL350-FL370-FL390-FL410", "FL240-FL350-FL370-FL390-FL410-FL430", "FL240-FL350-FL370-FL390-FL410-FL430-FL450", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930-FL950", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930-FL950-FL970", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930-FL950-FL970-FL990", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930-FL950-FL970-FL990-FL1010", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930-FL950-FL970-FL990-FL1010-FL1030", "FL240-FL350-FL370-FL390-FL410-FL430-FL450-FL470-FL490-FL510-FL530-FL550-FL570-FL590-FL610-FL630-FL650-FL670-FL690-FL710-FL730-FL750-FL770-FL790-FL810-FL830-FL850-FL870-FL890-FL910-FL930-FL950-FL970-FL990-FL1010-FL1030-FL1050", "FL240-FL350-FL370-FL390-FL410

SECTION 2. RATIONALE FOR A SAFETY FINDING WITHOUT HAZARDS

A SRM panel convened on March 8, 2023, to perform a safety analysis of the Staff Study proposal. The SRM panel was facilitated by the ESC SRM Team and included attendees from ESC QCG and OSG, ZJX, TEJX, FAA System Operations, and adjoining En Route and terminal facilities. The panel conducted the analysis with the assumption that the proposed airspace changes will be approved and that potential safety impacts of operations-related changes to SOPs and LOAs, as well as planned training, NAS coordination, industry outreach, etc., will be assessed through the SRM process prior to implementation.

The draft Staff Study was briefed by the proponent and alternatives considered were discussed. A lateral split of the airspace was determined to be ineffective. Re-stratification of existing sectors was not an option for NEPTA and not effective for BREWTON. The recommended solution was then reviewed in greater detail. The negative impacts of excessive traffic volume, inefficient use of the airspace, and workload imbalances were described and substantiated with current traffic data. Items in the Staff Study related to resources, cost estimates for related equipment, frequencies, etc., were not part of the discussions.

The impacts of different altitude stratus, specifically FL350 and FL370, between the proposed ST. GEORGE sector and adjacent facility airspace were discussed. Subject Matter Expert (SME) input was solicited and considered, and justification and supporting information was provided by the proponent. One of the primary safety controls reviewed was training and briefings. ZJX described planned training activities including the use of Dynamic Simulation (DYSIM) scenarios, face-to-face briefings, and outreach to aviation groups to support pilot awareness of the changes.

Miami Center (ZMA) and Houston Center (ZHU) advised they are doing similar airspace realignments. ZMA described departure routes and procedures from Tampa International Airport (TPA) and Orlando International Airport (MCO) and highlighted potential coordination and/or point-outs, which will be discussed in a future SRMP.

FAA System Operations commented that facilities need to consider the larger picture of ensuring balanced flows/volume across the region, including ZMA, ZHU, and Atlanta Center (ZTL). This issue will be addressed as appropriate through collaboration among the respective facility TMUs and Air Traffic Control System Command Center (ATCSCC).

After all areas of the proposed change and system state were thoroughly explored, questions were solicited from panel attendees group. There were no questions. The Facilitator then solicited the attendees for safety concerns. None were expressed.

SECTION 3. DISSENTION

No dissention was registered.

SECTION 4. SRM PANEL ATTENDEES

The SRM panel convened on March 8, 2023, to perform a thorough safety risk examination. Table 5.1 lists panel attendees by their organizations.

Table 5.1: SRM Panel Members, SMEs, and Facilitation Team

Name	Organization	Email
Panel Members		
Louis Hancock	ZJX Executive Officer	
Luke Alcorn	ZJX NATCA Airspace	
Matthew Bennett	ZJX FLM West Area	
Tyler Palm	ZJX West ATCS	
Ryan Sisneros	ZJX Operational Manager	
SMEs		
Charles Holden	ZJX Support Manager	
Billy D. Copley	ZTL Support Specialist	
Matt Walden	ZTL ATCS	
Stephanie Stuart	ZTL Area 5 NATCA Rep	
Dave Mullinax	ZHU Support manager	
Cailin Filhiol	ZHU Support Specialist	
Luis Rodriguez	ZMA NATCA Airspace	
CMSgt Crystal Aponte	Eglin Missions - DOD	
Scott Albers	ZJX TMO	
Nat Primus	ZJX Plans and Programs	
Deanna Hall	FAA Quality Control Specialist	
Patrice Richardson	ESA OSG Support Specialist	
Brian O'quinn	FAA Systems Operations	
Shawn Willcutt		
Chubby Motin	ESA OSG Support Specialist	
Observers		
Lester Berkin	FAA System Operations	
Sheri Baker	ZJX Training Support Manager	
Facilitation Team		
Angela Moran	Facilitator	
Ray Cummins	Facilitator	
Michele Ruffino-Snelling	Tech Writer	
Jim Conley	Tech Writer	