



SE AFP Briefing on Split AFPs: ARs, E, W, Qs

Date: **xx/xx/2021**

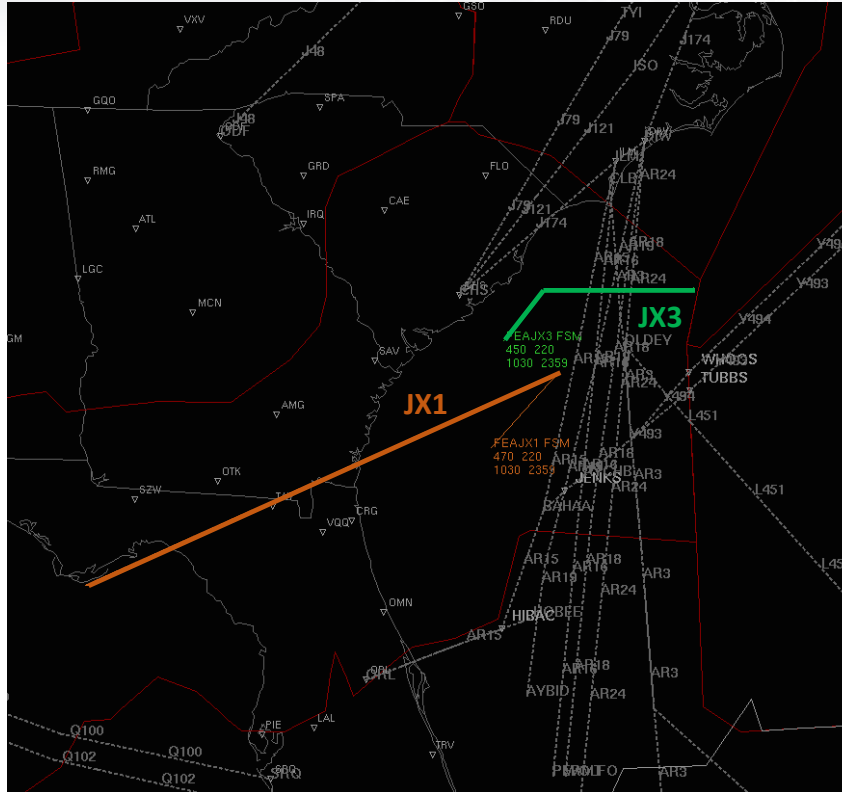
Presented by:
ATCSCC



FAA
Air Traffic Organization

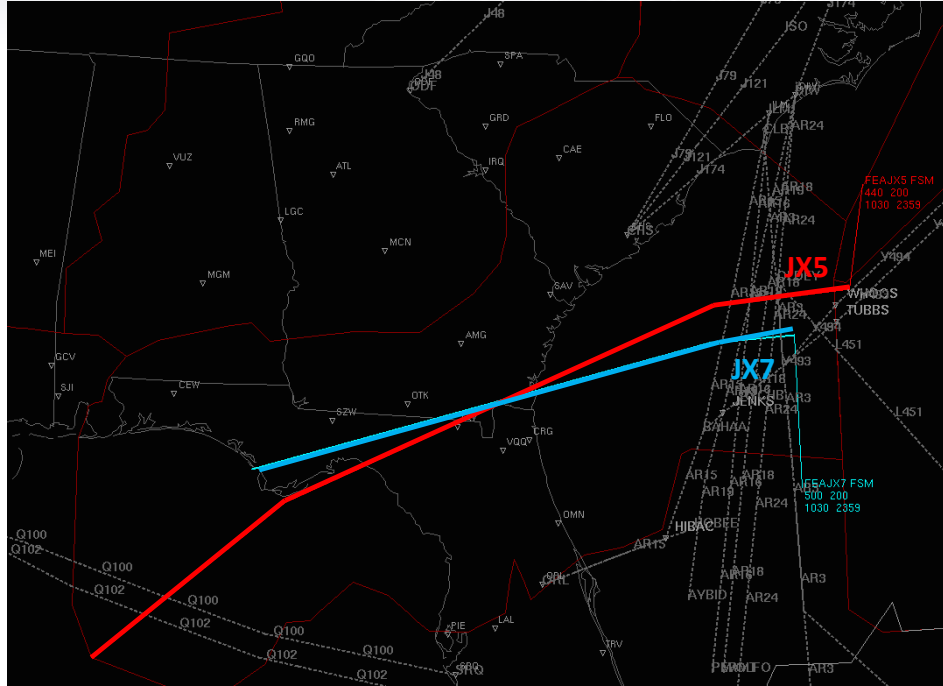
What Does ATCSCC Currently Use?

- Southbound Traffic
 - FEAJX1 (Inland)
 - FEAJX3 (ARs)



What Does ATCSCC Currently Use?

- Southbound (cont'd)
 - FEAJX7 (Inland & ARs)
 - FEAJX5 (Gulf, Inland & ARs)



What Does ATCSCC Currently Use?

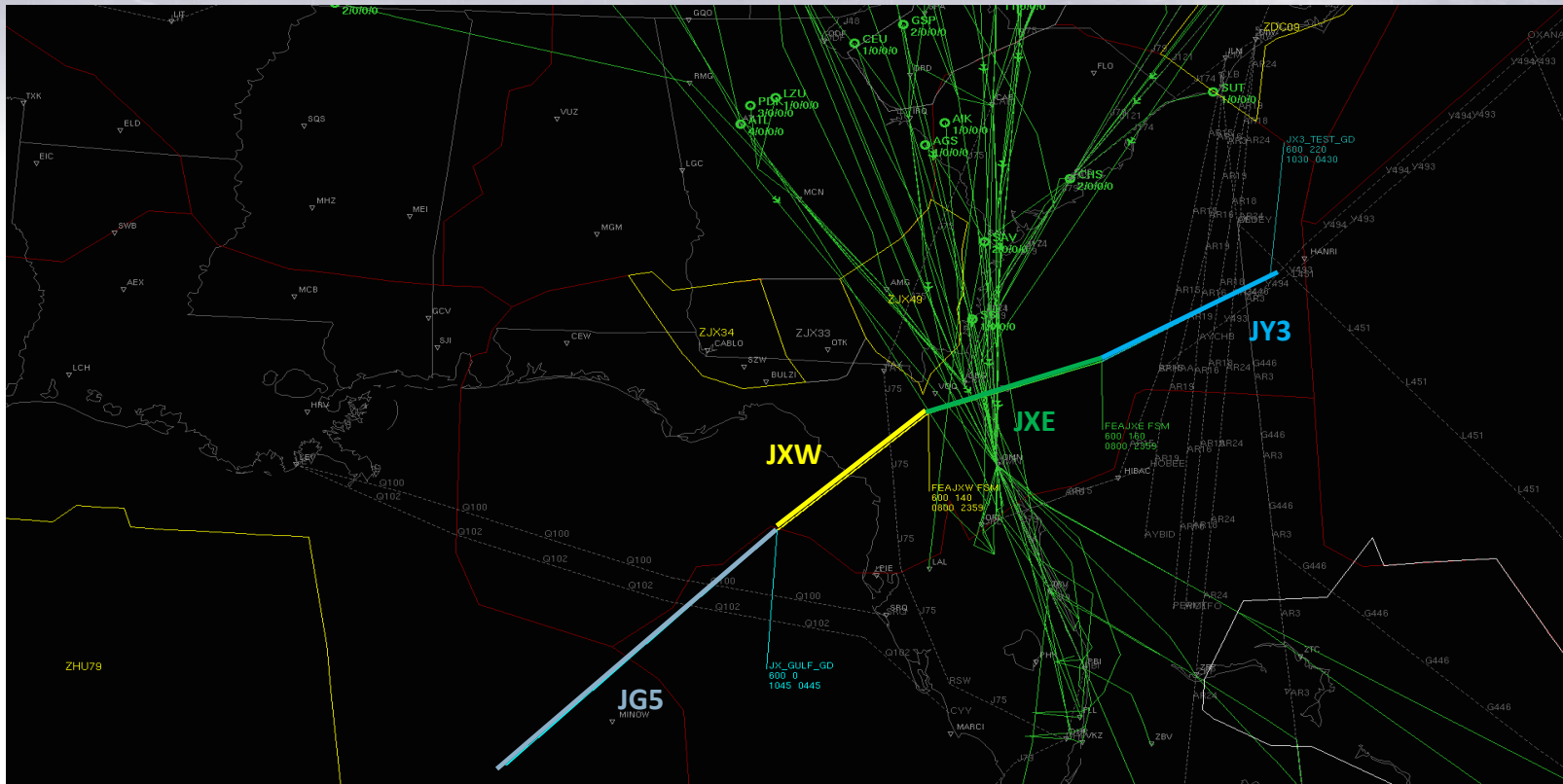
	Normal Rate	Low Impact	Medium Impact	High Impact
FEAJX1	144	108-122	94-108	79-94
FEAJX2	110	N/A	N/A	N/A
FEAJX3	42	N/A	N/A	N/A
FEAJX4	33	N/A	N/A	N/A
FEAJX5	250	185-210	160-185	135-160
FEAJX7	200	150-170	130-150	110-130
	Altitude	Heading	Arrival Filters	Dept Filters
FEAJX1	220-470	170 +/-70	N/A	N/A
FEAJX2	220-470	350 +/-70	N/A	N/A
FEAJX3	220-450	190 +/-45	N/A	N/A
FEAJX4	200-600	360 +/-45	N/A	N/A
FEAJX5	200-440	170 +/-80	N/A	N/A
FEAJX7	200-500	170 +/-65	NOT JAX	N/A

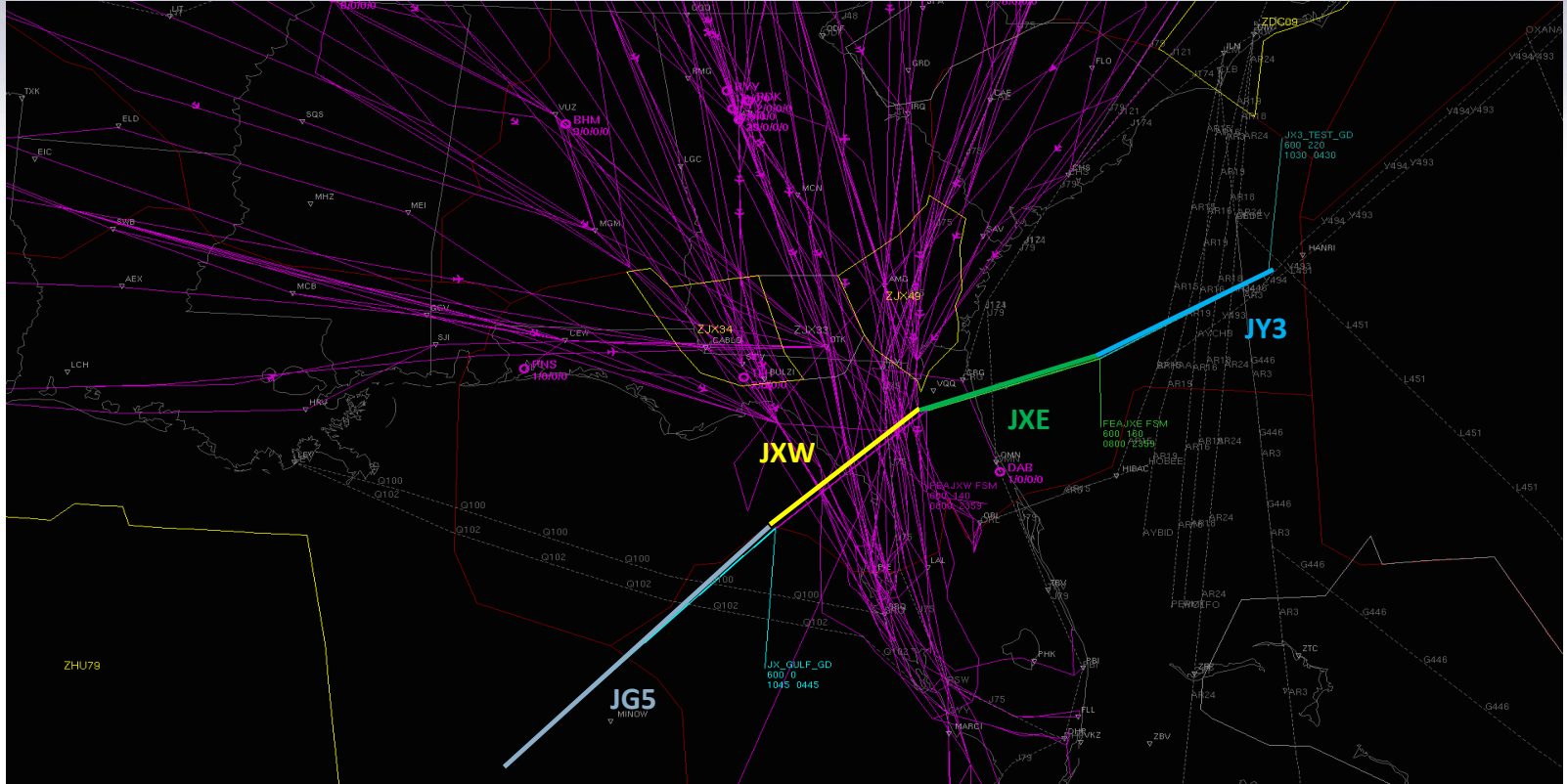
Traffic Flow analysis

- Next few slides depict traffic flows through each of the new FCA's south bound to and through Florida.



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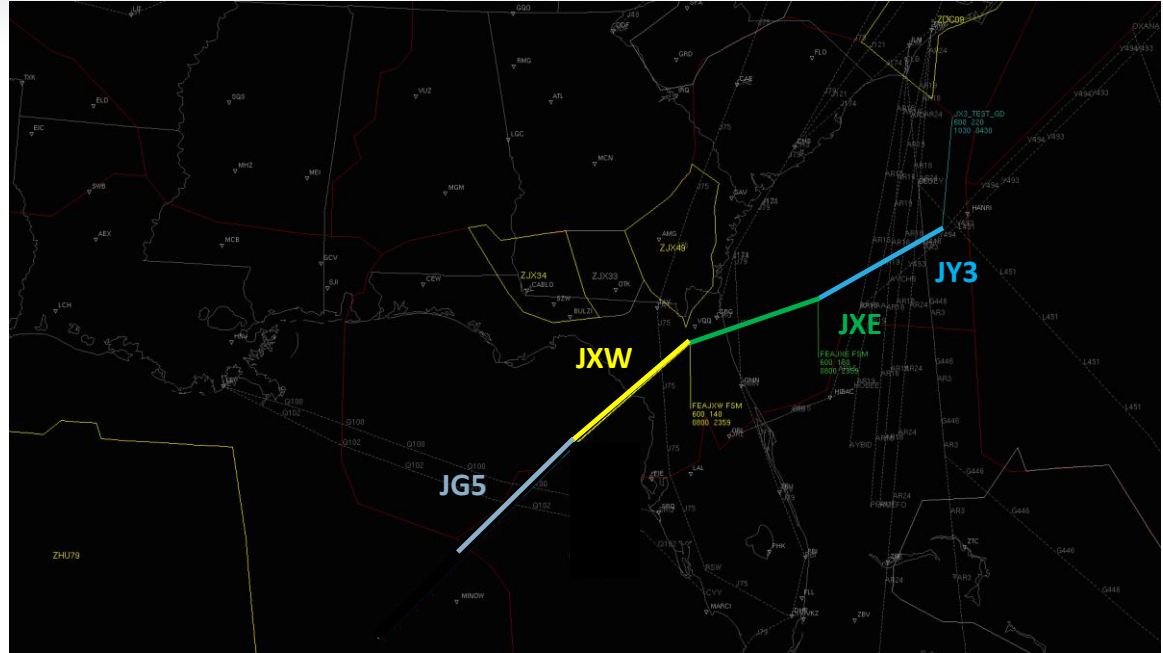




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Split AFP Option

- JG5, JXW, JXE, JY3
- Greater flexibility
- All four areas work independently
- Each segment can be independently adjusted to meet overall airspace throughput goal.



Filters

	Altitude	Heading	Arrival Filters	Dept Filters
FEAJG5	000-470	100 +/-70	N/A	N/A
FEAJXW	140-600	190 +/-40	N/A	N/A
FEAJXE	160-600	160 +/-30	N/A	N/A
FEAJY3	220-450	190 +/-45	N/A	N/A

Determining UFT

- ✓ Measure actual traffic worked under normal, *unconstrained* conditions to establish a starting point for day of operations AFP Rate determination.
 - Use PDARs data of actual traffic worked – 2017-present
 - Defined hourly throughput for each day
 - Average the 3 busiest hours per day to determine a daily throughput value
 - Define Unconstrained FCA Throughput (UFT)
 - Average the 14 busiest days per year (Oct 1- Sept 30) to establish one number for each FCA

Note: UFTs are not AFP rates

SE: Hourly Unconstrained FEA Throughput (UFT)

- UFTs are based on *actual traffic worked* by the facilities
- For JG5 (Q routes) and JY3 (AR routes) 2018-2019 actual traffic counts used
- For East and West Coast inland traffic, post metroplex implementation numbers used because it more accurately counted what is now worked in these areas.
- These are **not** AFP numbers; they are **the starting point** when DCC SVRWX discusses rates with the facilities and flight operators

	JG5	JXW	JXE	JY3
	Hourly	Hourly	Hourly	Hourly
2017-2021 Average top 14 values	31	105	71	53
2017-2018 Average top 14 values	27	70	62	49
2018-2019 Average top 14 values	31	74	70	49
2019-2020 Average top 14 values	26	99	63	51
2020-2021 Average top 14 values	25	95	58	45

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