

6/24/2025

FOR YOUR INFORMATION

2025-149/8-15

2238940

To: FAA (ATM ZJX ARTCC, Director of Air Traffic Operations ESA South)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

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

Re: ZJX Routing Operations

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 2238940**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	1801 to 2400

PLACE

Locale	ZJX.ARTCC
State	FL

AIRCRAFT / EQUIPMENT X

Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
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PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	2238940

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Result - Air Traffic Control	Provided Assistance
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

I have been a CPC at JAX Center for years and have previously submitted multiple reports regarding concerns for running high volumes of traffic through or near areas of significant weather. This was just another instance of Traffic Management Unit (TMU) or Management prioritizing throughput over safety. Fortunately there were no reports of severe turbulence today but there have been 100's of severe turbulence incidents that have otherwise gone unreported through the reporting system that could have been. This is still the very beginning of our "thunderstorm season" and TMU continues to keep route structures open that force aircraft to navigate through areas of heavy/extreme precipitation along the Atlantic Y routes. The north/south Y routes run right against the edges of 3 different military airspace sections that are frequently active during normal business hours. This prevents aircraft from being able to safely deviate where they need to avoid dangerous weather. The eastern edge of this airspace is also restricted by non-radar airspace and the 162 NM limitation that many aircraft have. I have seen over and over how overloaded the controllers and pilots get when flying through this airspace during weather events. The east and west sides of the routes allow very little deviation and yet TMU or Command Center continue to attempt to maximize throughput at the expense of safe, orderly traffic flow. Even when we do the best we can as controllers to mitigate these unsafe situations, there are still many reports of severe turbulence that can lead to flight crew and passenger injuries.

My recommendations are for Management, Command Center and local TMU to focus on the safe and orderly flow of traffic through this airspace and take preemptive steps to route traffic west when there is heavy to extreme precipitation forecast or displayed in the Atlantic Y routes. I understand that they are under pressure to maximize throughput but that is at odds with a controller's job of prioritizing safe, orderly, efficient service.

SYNOPSIS

ZJX Controller reported concerns with routing operations and recommended that TMU, Management, and the Command Center open routes that do not force aircraft to navigate through areas of dangerous weather and

military airspace. Reporter stated that Controllers and flight crew alike are being overloaded trying to get through these unsafe situations.