

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.913

Effective Date:
November 26, 2018

Cancellation Date:
February 28, 2019

SUBJ: Method for Calculating Monitor Alert Parameters

- 1. Purpose of This Notice.** This notice provides interim guidance in advance of a change to FAA Order JO 7210.3AA, paragraph 17-8-2, Implementation Procedures, to be effective February 28, 2019.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services and associated air traffic control facilities, Mission Support, and System Operations.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice is cancelled upon the publication of FAA Order JO 7210.3AA, Change 3, on February 28, 2019.
- 5. Explanation of Policy Change.** This change is the initial phase of improving the Traffic Flow Management System (TFMS) Monitor Alert (MA) function. System Operations Services (AJR), in conjunction with the MITRE Corporation, has developed a workload-based methodology to replace the current formula for computing Monitor Alert Parameter (MAP) values. Specifically, the change will replace the average sector flight time table with a description of the workload-based methodology.
- 6. Procedures/Responsibilities/Action.** Amend FAA Order JO 7210.3AA by changing the following paragraph to read as follows:

17-8-2. IMPLEMENTATION PROCEDURES

Baseline MAP values are established utilizing a workload-based model collaboratively developed at the national level and any adjustments made to those values using the ARTCC's collaborative process. These values will be reflected in the TFMS NAS Monitor.

- a.** Baseline MAP value adjustments require concurrence of representatives of the TMU and area of specialization. Adjustments to the baseline values will be documented, including rationale, and maintained by the TMU.
- b.** The MAP value may be dynamically adjusted to reflect the ability of the functional position to provide air traffic service. Examples of situations that may require an adjustment include convective weather, turbulence, NAVAID outages, or other scenarios that have a negative or positive impact on the ability to safely and efficiently work air traffic at a level consistent with the MAP. Any adjustments made to the MAP value shall be communicated to the ATCSCC.

No further changes to paragraph.

7. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

8. Background. The current method for calculating MAP values, originally established in 1995, is based on average sector flight time. In recent years issues have been identified with this calculation method. The sector flight time method does not account for sector-specific workload and traffic complexity characteristics. It also does not inherently account for changes in sector workload and complexity over time, and only applies to single sectors (i.e., frequently used sector combinations are not included).

To address these concerns, AJR has developed an update to the MAP value calculation, which is currently outlined in FAA Order JO 7210.3, paragraph 17-8-2, Implementation Procedures. This paragraph is updated to reflect a workload-based approach to calculating sector MAP values.

Original signed by *Sharon Kurywachak*

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10/19/2018

Date Signed