



**FAA
Airports**

Takeoff and Landing Performance Assessment (TALPA) Opening Remarks by Charles Enders, Flight Standards Service

TALPA Update Meeting, July 11, 2017

- Thanks to you all for coming today to participate in this discussion of the Takeoff and Landing Performance Assessment – or TALPA, as we all call it – initiative.
- This gathering is a follow-up to the FAA's introduction last October of the new TALPA procedures.
- TALPA has truly been an interdependent effort, both internally and externally.
- It involves five FAA lines of business: Flight Standards, Airports, NOTAM Office, Aircraft Certification Service, and Air Traffic.
- In industry, TALPA involves pilots, aircraft operators, airport operators, and aircraft manufacturers, to name just a few.
- Given this broad range, the FAA sought feedback from users in industry as well as FAA internal users.
- The feedback, obtained primarily from the TALPA e-mail address on the FAA's TALPA public website, has been analyzed and, where possible, will be incorporated into future TALPA procedures.
- The purpose of this conference is to discuss those changes as well as make any necessary revisions before any changes take effect.
- The FAA's goal is to have all changes implemented no later than August 4, 2018.
- There will be a lot of material today on the details, so let me use my remarks to review how TALPA fits into the broader context of the FAA's Risk-Based Decision-Making strategic initiative, SMS, and Compliance Philosophy.
- We have a lot of rules for takeoff and landing performance, but rules alone are not enough. In order to improve safety, we have to make smarter, system-level decisions that are based on data and risk analysis.
- That's what the FAA's Risk-Based Decision-Making strategic initiative is all about. To support Risk-Based Decision-Making, SMS provides the structure and the tools that operators and regulators need to address and mitigate risks not specifically covered in the rules.

- The Compliance Philosophy, which is fundamentally about finding and fixing problems before they cause accidents or incidents, provides overarching guidance.
- It's clear to see how the TALPA initiative is fully consistent with these overarching policies.
- It's about reducing the risk of runway overruns by helping flight planners and operators determine required runway length more accurately, and more consistently.
- It's about using numbers tailored more closely to the performance characteristics and capabilities of specific aircraft.
- It's about using interdependence and critical thinking to achieve results consistent with specific aircraft performance, because it helps airport operators, flight planners, and operators work from the same page.
- TALPA is also consistent with Risk-Based Decision Making and SMS.
- SMS is about creating a stronger, voluntary safety culture that will help us get to the next level of safety
- SMS requires industry to approach every situation by identifying hazards, analyzing risk, taking appropriate steps to mitigate them. It requires understanding that compliance means operating to both the letter and the spirit of the law.
- TALPA is a good example, because it requires a proactive approach that considers outcomes and performance.
- For the FAA, TALPA requires us to shift from prescribing the “how” to focusing on the “what” – verifying that operators apply both the rules and procedures in ways that effectively manage the risk targeted by the regulations.
- In summary, TALPA is a great example of how communication, cooperation, and collaboration can improve safety in the NAS.
- Thanks again for coming, and I look forward to these discussions.