

NOTICE

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

N JO 7110.721

Effective Date:
October 1, 2016

Cancellation Date:
April 27, 2017

SUBJ: Takeoff and Landing Performance Assessment (TALPA)

- 1. Purpose of This Notice.** The purpose of this notice is to prescribe guidance pertaining to braking action PIREPS, issuing Runway Condition Codes (RwyCC), and use of the new Runway Condition Assessment Matrix (RCAM) for air traffic operations during periods when runway environments are contaminated (wet, snow, ice, slush, etc.).
- 2. Audience.** This notice applies to the Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, and System Operations; Department of Defense (DOD) air traffic facilities, and all associated Terminal, En route, and Federal Contracted air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Procedures.** *FAA Order JO 7110.10.* Amend the following paragraphs to read as follows:

2-5-1. AUTOMATIC FLIGHT INFORMATION SERVICE

Title through NOTE, no change.

a. Begin each new AFIS message with the airport/facility name and a phonetic alphabet letter. The phonetic alphabet letter must also be spoken at the end of the message and be used sequentially, beginning with "Alpha," ending with "Zulu." Full-time facilities must repeat the letter without regard to the beginning of a new day. Part-time facilities must identify the first resumed broadcast message with "Alpha."

b through c7(g), no change.

(h). Runway braking action or runway condition codes (RwyCC) when provided. Include the time of the report.

PHRASEOLOGY—

RUNWAY (number) condition code (first value, second value, third value) AT (time).

EXAMPLE—

Runway Three-Six condition code two, two, one at one zero one eight Zulu."

REFERENCE—

FAAO JO 7110.10, Para 4-4-3, Airport Advisory/RAIS Elements and Phraseology.

c7(i) through c7(m), no change

(n). Instructions for the pilot to acknowledge receipt of the AFIS message on initial contact.

EXAMPLE–

“Dillingham airport information ALPHA. One six five five Zulu. Wind one three zero at eight; visibility one five; ceiling four thousand overcast; temperature four, dew point three; altimeter two niner niner zero. Favored runway one niner. Notice to Airmen, Dillingham V-O-R out of service. Contact Dillingham Radio on one two three point six for traffic advisories. Advise on initial contact you have ALPHA.”

“Kotzebue information ALPHA. One six five five Zulu. Wind, two one zero at five; visibility two, fog; ceiling one hundred overcast; temperature minus one two, dew point minus one four; altimeter three one zero five. Altimeter in excess of three one zero zero, high pressure altimeter setting procedures are in effect. Favored runway two six. Weather in Kotzebue surface area is below V-F-R minima an ATC clearance is required. Notice to Airmen, Hotham NDB out of service. Contact Kotzebue Radio on one two three point six for traffic advisories and advise intentions. Transcribed Weather Broadcast out of service. Advise on initial contact you have ALPHA.”

No further changes to paragraph

4-4-2. GENERAL

Title through g, no change

EXAMPLE–

“Verify you have information ALPHA.”

No further changes to paragraph

4-4-3. AIRPORT ADVISORY/RAIS ELEMENTS AND PHRASEOLOGY

Title through b4, no change

5. Braking action/NOTAM. Furnish braking action reports as received from pilots to all aircraft as follows:

(a) Describe braking action using the terms “good,” “good to medium,” “medium,” “medium to poor,” “poor,” or “nil.” If the pilot reports braking action in other than the approved terms, ask them to categorize braking action in these terms.

(b) When known, include the type of aircraft from which the report is received.

EXAMPLE–

“Braking action poor.”

“Braking action medium, reported by a Cessna Four-Twenty-One.”

(c) If the braking action report affects only a portion of a runway, obtain enough information from the pilot to describe braking action in terms easily understood by other pilots.

EXAMPLE–

“Braking action poor first half of Runway Six, reported by a Gulfstream Two.”

“Braking action medium Runway Two-Seven, reported by a Boeing Seven Thirty-Seven.”

c6 through c11, no change

12. Runway Condition Report. Upon request, provide runway condition codes as received from airport management to aircraft as follows:

(a) Provide Runway Condition Code (RwyCC) reports, as received from airport management, to all pilots. State the runway number followed by the runway condition code for each of the three runway zones and the time of the report in UTC.

EXAMPLE–

“Runway two seven, condition code two, two, one at one zero one eight ZULU.”

(b) Issue the runway condition code (RwyCC), when provided, to all aircraft. Issue FICON NOTAMs upon pilot request.

EXAMPLE–

“Runway two-seven, condition code two, two, three.”

No further changes to paragraph

12-1-21. RUNWAY CONDITIONS

a. State factual information as reported by airport management concerning the condition of the runway surface and describing the accumulation of precipitation. Furnish quality of braking action as received from pilots to all aircraft as follows:

1. Describe the quality of braking action using the terms “good”, “good to medium”, ‘medium’, ‘medium to poor’, poor, or nil. If the pilot reports braking action in other than the approved terms, ask them to categorize braking action in these terms.

2. Include the type of aircraft from which the report is received.

EXAMPLE–

“All runways covered by packed snow six inches deep.”

“Braking action poor reported by a Boeing Seven Thirty-Seven.”

3. If the braking action report affects only a portion of a runway, obtain enough information from the pilot to describe braking action in terms easily understood by other pilots.

EXAMPLE–

“Braking action poor first half of runway, reported by a Gulfstream Two.”

“Braking action poor beyond the intersection of Runway Two Seven, reported by a Boeing Seven Thirty-Seven.”

NOTE–

Descriptive terms, such as first/last half of the runway, should normally be used rather than landmark descriptions; for example, opposite the fire station, south of a taxiway.

No further changes to paragraph

5. 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, and all Department of Defense air traffic control facilities.

6. Background. In December 2005, a Boeing 737-700 experienced a runway excursion (overrun) while attempting to land at Chicago Midway (MDW) during winter conditions. As a result of this runway excursion, the FAA established an internal team to review related FAA regulations, policies, and industry practices in an effort to develop mitigation strategies designed to reduce/eliminate these occurrences. The result was a group known as Takeoff and Landing Performance Assessment (TALPA).

TALPA found deficiencies in multiple areas, most notably in the lack of a standardized method to assess landing performance during arrival, and particularly when airport conditions had changed while en route. The FAA is proposing operators to conduct a landing performance assessment, while en route, and with this decision, the terms associated with this assessment and the methods used to transmit these

conditions requires updating. The goal of TALPA is to standardize runway contamination reporting through the NAS and to harmonize with ICAO procedures.

Original signed by Heather Hemdal

Heather Hemdal
Director, Air Traffic Procedures
Mission Support Services

8/31/2016

Date Signed