NOTICE

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

N JO 7210.898

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 7210.3.* Amend the following paragraphs to read as follows:

4-3-1. LETTERS OF AGREEMENT

Title through g2, no change.

3. Provide airport management with braking action reports. At a minimum, procedures must provide for the prompt notification which indicate runway braking conditions have deteriorated to "good to medium," "medium," "medium to poor," "poor," or "nil" or have improved to "good."

No further changes to paragraph

4-3-2. APPROPRIATE SUBJECTS

Title through k2, no change

3. Reporting airport conditions, to include how all PIREP braking action reports of "good to medium," "medium," "medium to poor," "poor," or "nil" are to be immediately transmitted to airport management, and an agreement on actions by air traffic personnel for the immediate cessation of operations on runways subject to "nil" braking action reports.

REFERENCE
Advisory Circular AC 150/5200-30D, Airport Winter Safety and Operations

No further changes to paragraph

13-4-6. AUTOMATIC FLIGHT INFORMATION SERVICE (AFIS) – ALASKA FSS ONLY

a. Alaska FSS AFIS provides a continuous broadcast of recorded non−control information at airports in Alaska where a FSS provides local airport advisory service. The AFIS broadcast automates the repetitive transmission of essential but routine information such as weather, wind, altimeter, favored runway, braking action, airport NOTAMs and other applicable information. The information is continuously broadcast over a discrete VHF radio frequency (usually the ASOS frequency). Pilots are urged to listen to AFIS when arriving, departing, and operating within the airport advisory area as it relieves frequency congestion on the local airport advisory frequency. AFIS is not used in terminal areas and does not contain approach information.

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 throught 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