NOTICE

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

N JO 7110.734

Effective Date:
April 27, 2017

Cancellation Date:
October 12, 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. Cancellation. This notice is an extension of FAA Notice JO 7110.720, same subject, with no changes made. N JO 7110.720 is hereby cancelled with the publication of this notice.

5. Procedures.

a. *FAA Order JO 7110.65.* Amend the following paragraphs to read as follows:

1-2-6. ABBREVIATIONS

As used in this order, the following abbreviations have the following meanings indicated. (See Table 1-2-1).

TBL 1-2-1
Abbreviations

AAR through FDP, no change

FICON	Field Condition

FIR through RCLS, no change

RCR	Runway Condition Report

RE through RVV, no change

RwyCC	Runway Condition Code

No further changes to paragraph

2-9-3. CONTENT

Title through h2, no change.

i. 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 Two Seven, condition code two, two, one at one zero one eight Zulu."

REFERENCE−
FAAO JO 7110.65, Para 3−3−5, Braking Action Advisories.

j, no change

k. When all 3 runway segments are reporting a code of 6, airport management will notify ATC that runway condition codes are no longer reportable.

Re-letter as l through n

No further changes to paragraph

3-3-4. BRAKING ACTION

Furnish quality of braking action, as received from pilots, to all aircraft as follows:

a. 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 him/her to categorize braking action in these terms.

NOTE−
The term "nil" is used to indicate bad or no braking action.

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

EXAMPLE−
"Braking action medium, reported by a heavy Boeing Seven-Sixty-Seven."
"Braking action poor, reported by a Boeing Seven Thirty−Seven."

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

EXAMPLE−
"Braking action poor first half of runway, reported by a Boeing Seven-Fifty-Seven."
"Braking action good to medium beyond the intersection of Runway Two Seven, reported by an Airbus Three-Twenty-One."

NOTE−
Descriptive terms, such as the first or the last half of the runway, should normally be used rather than landmark descriptions, such as opposite the fire station, south of a taxiway, etc. Landmarks extraneous to the landing runway are difficult to distinguish during low visibility, at night, or anytime a pilot is busy landing an aircraft.

d. Furnish runway condition codes, as received from airport management, to aircraft via the ATIS when any 1 or more runway condition codes are reported as less than 6.

1. Use the runway number, followed by the runway condition code for each of the three runway segments, and include the time of report. Do not issue RwyCC values when all three segments of the runway are reporting values of 6.

EXAMPLE−
"Runway two seven, condition code two, two, three at one zero one eight Zulu."

2. Issue the runway condition code (RwyCC), when provided, to all aircraft.

EXAMPLE−
"Runway two-seven, condition code two, two, three."

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

3. Issue FICON NOTAMs upon pilot request, workload permitting.

No further changes to paragraph

3-3-5. BRAKING ACTION ADVISORIES

a. When runway braking action reports are received from pilots which include the terms "medium," "poor," or "nil," or whenever weather conditions are conducive to deteriorating or rapidly changing runway conditions, include on the ATIS broadcast the statement "Braking Action Advisories are in effect."

REFERENCE−
FAAO JO 7210.3, Para 10−4−1, Automatic Terminal Information Service (ATIS).

b through b2 *PHRASEOLOGY*, no change

3. Advise airport management that runway braking action reports of "good to medium," "medium," "medium to poor," "poor," or "nil" have been received.

REFERENCE−
FAAO JO 7210.3, Para 4−3−1, Letters of Agreement.

b4, no change

c. Include RwyCC, and the time of the report, as received from airport management on the ATIS. Furnish the information when requested by the pilot in accordance with para 3−3−4, Braking Action.

No further changes to paragraph

3-9-1. DEPARTURE INFORMATION

Title through f, no change

g. Issue braking action for the runway in use as received from pilots when "Braking Action Advisories" are in effect.

No further changes to paragraph

3-10-1. LANDING INFORMATION

Title through i, no change

j. Issue braking action for the runway in use as received from pilots when "Braking Action Advisories" are in effect.

No further changes to paragraph

4-7-12. AIRPORT CONDITIONS

Title through a, no change

NOTE−
1. *Airport conditions information, in the provision of en route approach control service, does not include information pertaining to cold temperature compensation or the airport surface environment other than the landing area(s) or obstruction information for aircraft that will be cleared for an instrument approach. Accordingly, FICON NOTAMs that contain the keywords TAXIWAY (TWY), RAMP, APRON, or SERVICE (SVC) are not required to be issued. Additionally, Obstruction NOTAMs (OBST) are not required to be issued if an aircraft will be cleared for an instrument approach.*

2. *When advised of special use airspace (SUA) or military training route (MTR) activation, appropriate action is taken to separate nonparticipating IFR aircraft from those activities when required, and/or to issue applicable advisories as warranted. When meeting this requirement, there is no requirement for controllers to additionally issue the associated D NOTAM activating that SUA or MTR to the pilot. Accordingly, D NOTAMs for SUA that contain the accountability codes SUAE, SUAC, and SUAW are not required to be issued.*

b, no change

c. Where runway condition codes (Rwy CC) are provided, transmit this information to all aircraft in accordance with one of the following.

1. Before or when an approach clearance is issued.

2. Before an en route descent clearance is issued.

3. *TERMINAL.* Prior to departure.

4. As soon as possible after receipt of any subsequent changes in previously issued RwyCC information.

d. Issue FICON NOTAMs upon pilot request, workload permitting.

No further changes to paragraph

b. *Pilot/Controller Glossary.* Amend the following definitions to read as follows:

BRAKING ACTION (GOOD, GOOD TO MEDIUM, MEDIUM, MEDIUM TO POOR, POOR, OR NIL) − A report of conditions on the airport movement area providing a pilot with a degree/quality of braking to expect. Braking action is reported in terms of good, good to medium, medium, medium to poor, poor, or nil.

(See RUNWAY CONDITION REPORT)
(See RUNWAY CONDITION CODE)

BRAKING ACTION ADVISORIES− When tower controllers receive runway braking action reports which include the terms "medium," "poor," or "nil," or whenever weather conditions are conducive to deteriorating or rapidly changing runway braking conditions, the tower will include on the ATIS broadcast the statement, "Braking Action Advisories are in Effect". During the time braking action advisories are in effect, ATC will issue the most current braking action report for the runway in use to each arriving and departing aircraft.

Pilots should be prepared for deteriorating braking conditions and should request current runway condition information if not issued by controllers. Pilots should also be prepared to provide a descriptive runway condition report to controllers after landing.

RUNWAY CONDITION CODE − Numerical readings, provided by airport management, that indicate runway surface contamination (for example, slush, ice, rain, etc.). These values range from "1" (poor) to "6" (dry) and must be included on the ATIS when the reportable condition is less than 6 in any one or more of the three runway zones (touchdown, midpoint, rollout).

RUNWAY CONDITION REPORT − A data collection worksheet used by airport management that correlates the runway percentage of coverage along with the depth and type of contaminant for the purpose of creating a FICON NOTAM.

(See RUNWAY CONDITION CODE)

RwyCC -
(See Runway Condition Code)

6. 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.

7. 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
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4-26-2017
Date Signed