NOTICE

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

N JO 7110.739

Effective Date:
August 25, 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 issuing and soliciting braking action reports, 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 cancels and replaces N JO 7110.734, effective April 27, 2017, same subject.

5. Explanation of Change. On October 1, 2016, TALPA changes for air traffic controllers and airport operators became effective across the country. Changes made in the original notice (N JO 7110.720) were not aligned with the correct paragraph, and were a basic swap (for example, Mu friction reporting was removed and replaced with Runway Condition Codes). This notice serves two functions: 1) realigns content from JO 7110.734 into new paragraphs without content change, and 2) adds procedures for "Slippery When Wet," "Runway Condition Codes missing," and the use of Runway Condition Codes (RwyCC) for Opposite Direction Operations.

6. 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 abbreviations listed below 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 RVV, no change

RwyCC	Runway Condition Codes
RwyCR	Runway Condition Report

No further changes to paragraph

2-9-3. CONTENT

Title through h2 *EXAMPLE*, no change.

i. Runway Condition Codes (RwyCC) when provided. Include the time of the report.

PHRASEOLOGY−
RUNWAY (number) condition codes (first value, second value, third value) AT (time).

EXAMPLE−
Runway Two Seven, condition codes two, two, one at one zero one eight Zulu.

REFERENCE−
FAAO JO 7110.65, Para 3−3−1, Landing Area Condition

j. Runway Condition Codes “3/3/3” and the statement “Slippery When Wet.”

EXAMPLE -
Runway (number) condition codes three, three, three, Slippery When Wet at one two five five Zulu.

NOTE -
A Slippery When Wet FICON NOTAM s indicates a runway has failed a friction survey due to excessive rubber build-up. Airport Operators will notify ATCT operational personnel of this concern and issue a FICON NOTAM prior to the expected arrival of rain. The FICON NOTAM will be cancelled when the rain has ended and the runway environment is determined to be dry by the Airport Operator.

k. Runway Condition Codes “X/X/X.” When a FICON NOTAM indicates these values, the statement “Runway Condition Codes Missing” must be included on the ATIS broadcast.

EXAMPLE -
Runway (number) condition codes missing at one three four seven Zulu.”

NOTE -
A FICON NOTAM may be generated with “X/X/X” instead of Runway Condition Codes. This will occur when NOTAM Manager is not functioning correctly; however, a FICON NOTAM is still present.

Re-letter j as l

m. When all 3 runway segments (touchdown, midpoint, and rollout) are reporting a code of 6, the Airport Operator will notify ATC that runway condition codes are no longer reportable.

Re-letter k through m as n through p

No further changes to paragraph

3-3-1. LANDING AREA CONDITION

Title through d, no change

e. Runway Condition Codes (RwyCC).

1. Furnish RwyCC, as received from the Airport Operator, to aircraft via the ATIS.

(a) Use the runway number, followed by the RwyCC, for each of the three runway segments, and include the time of the report.

EXAMPLE -
Runway Two-Seven, condition codes two, two, three at one zero one eight zulu.

(b) When an update to the RwyCC is provided, verbally issue to all aircraft until the ATIS broadcast can be updated.

EXAMPLE -
Runway (number) condition codes two, three, one.

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

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

f. In the absence of RwyCC, issue to aircraft only factual information, as reported by the Airport Operator or pilots concerning the condition of the runway surface, describing the accumulation of precipitation.

EXAMPLE−
All runways covered by compacted snow six inches deep.

REFERENCE−
FAAO JO 7110.65, Para 4−7−12, Airport Conditions.

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. Issue the runway surface condition and/or the Runway Condition Reading (RCR), if provided, to all USAF and ANG aircraft. Issue the RCR to other aircraft upon pilot request.

EXAMPLE−
Ice on runway, RCR zero-five, patchy.

NOTE -
USAF offices furnish RCR information at airports serving USAF and ANG aircraft.

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 the Airport Operator 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

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.

REFERENCE−
FAAO JO 7110.65, Para 2−7−2, Altimeter Setting Issuance Below Lowest Usable FL.
FAAO JO 7110.65, Para 3−1−8, Low Level Wind Shear/Microburst Advisories.
FAAO JO 7110.65, Para 3−3−5, Braking Action Advisories.
P/CG Term− Braking Action Advisories.

h. Runway Condition Codes. Furnish RwyCC as received from the Airport Operator, to aircraft via the ATIS.

i. For opposite direction departure operations, controllers may verbally issue the RwyCC, as identified in the FICON NOTAM, in reverse order. Controllers must not include reversed RwyCC on the ATIS broadcast.

Paragraph h, re-letter as j.

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.

REFERENCE -
FAAO JO 7110.65, Para 3−1−8 , Low Level Wind Shear/Microburst Advisories.

k. Runway Condition Codes. Furnish RwyCC as received from the Airport Operator, to aircraft via the ATIS.

l. For opposite direction arrival operations, controllers may verbally issue the RwyCC, as identified in the FICON NOTAM, in reverse order. Controllers must not include reversed RwyCC on the ATIS broadcast.

Paragraph k, re-letter as m

No further changes to paragraph

4-7-12. AIRPORT CONDITIONS

Title through b *REFERENCE*, no change

c. Issue RwyCC contained in a FICON NOTAM to 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 RCR information.

d. RwyCC may be issued in lieu of the complete FICON NOTAM. Issue the complete FICON NOTAM upon pilot request, workload permitting.

EXAMPLE -
Boston Runway Two-Seven, field condition, three, three, three, one hundred percent, two inches dry snow over compacted snow. Observed at one five three zero zulu.

NOTE -
RwyCC may be transmitted via the ATIS as prescribed in paras 2-9-3, Content; 3-3-1, Landing Area Condition; 3-9-1, Departure Information; and 3-10-1, Landing Information.

e. *TERMINAL.* Where RCRs are provided, transmit this information to USAF and ANG aircraft. Issue the RCR to other aircraft upon pilot request.

NOTE−
USAF offices furnish RCR information at airports serving USAF and ANG aircraft.

REFERENCE -
FAAO JO 7110.65, Para 2-9-3, Content
FAAO JO 7110.65, Para 3-3-1, Landing Area Condition
FAAO JO 7110.65, Para 3-9-1, Departure Information
FAAO JO 7110.65 3-10-1, Landing Information

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 CONDITON READING)
(See RUNWAY CONDITION REPORT)
(See RUNWAY CONDITION CODES)

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 CODES − Numerical readings, provided by airport operators, 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 operators 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 Codes)

RwyCR
(See Runway Condition Report)

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, and all Department of Defense air traffic control facilities.

8. Background. On October 1, 2016, the Takeoff and Landing Performance Assessment (TALPA) program commenced. This initiative changed how airport operators report/record runway assessments and how controllers advise pilots of field conditions by relaying Runway Condition Codes (RwyCC) either verbally or via ATIS broadcasts. These changes were issued via FAA notice N JO 7110.720 and reissued via N JO 7110.734; however, following the implementation of TALPA NAS-wide, specialists in AJV-82 reviewed the notice and determined that the location of RwyCC information did not belong in the braking action section of Chapter 3. Additionally, 3 new procedures have been added: 1) Reversal of RwyCC for Opposite Direction Operations; 2) Missing RwyCC in FICON NOTAMs for ATIS broadcasts; and 3) Slippery When Wet FICON NOTAM information for ATIS broadcasts. Additionally, the term Runway Condition Reading (RCR) was changed to mean Runway Condition Report; however, after a lengthy discussion with Headquarters Air Force and Air Traffic Procedures specialists, it was decided to reinsert the previous acronym for Runway Condition Reading and change

the acronym for Runway Condition Report. The intent of TALPA is to harmonize with current and proposed ICAO procedures.

Original signed by Heather Hemdal

5-23-2017

Heather Hemdal
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Date Signed