Take Off and Landing Performance Assessment (TALPA) Update

Presented to: NBAA BACE
By: FAA Flt. Stds, Office of Airports
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Opening Remarks

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- Michael J. O’Donnell, A. A. E.
Wet Runways...

- Not Required, but highly encourage reporting of Wet Runways
- Retain Wet runway reporting capability in NOTAM manager
- Busy commercial airports with runways shorter than 7,000 feet should always report wet runways
## Regulatory Authorities
- FAA (Airports, Flight Standards, Certification, NOTAMS, Rulemaking, Legal)
- Transport Canada
- Brazilian Certification Authority
- EASA (Limited Participation)

## Other Organizations
- Air Transport Association
- Airline Pilots Association
- Airports Council International
- Allied Pilots Association
- National Air Carrier Association
- National Business Aviation Association
- National Transportation Safety Board
- Neubert Aero Corporation
- Regional Airline Association
- Southwest Airlines Pilot Association
- Allied Pilots Association

## Airplane Operators
### Part 121
- ABX Air
- Alaska
- American Eagle
- American
- Continental
- Delta
- Express Jet
- Federal Express
- Northwest
- Pinnacle
- Southwest
- United
- UPS
- US Airways

### Part 91-K/125/135
- Alpha Flying, Inc
- Bombardier Flexjet
- Chantilly Air
- Flight Works
- Jet Solutions
- Conoco Phillips Alaska
- Net Jets
- Pogo Jet, Inc

## Airplane Manufacturers
- Airbus
- Boeing
- Bombardier
- Cessna
- Eclipse
- Embraer
- Gulfstream
- Hawker

## Airports
- Cherry Capital
- Chicago Airport System
- Chicago O'Hare
- Grand Rapids Regional
- Minneapolis/St. Paul Airport System
Guidance Information: Snow & Ice Control Plans (SICP)

• Current way airport operators accomplish assessment is not changing
  o RCAM tool makes the process more objective and standardized
• No change on how an airport clears snow and ice from surfaces
• Reporting DOES change
• RwyCCs replace “Mu” numbers
  o Mu still useable for actions associated with trends on taxiway(s), aprons, holding bays, etc.
  o Mu can be considered by airport operator for upgrading/downgrading RwyCCs
• Primary changes are on reporting contaminant information through the Federal NOTAM System
  o Via NOTAM Manager, ENII, and Flight Service Stations
No plans to add other contaminants to the RCAM

Up to two contaminants types for each runway third….from published standardized contaminant list

Although designed for runways, RCAM terminology can also be used on other paved airport surfaces

Certified Friction Measurement Equipment and Decelerometers can still be used as a tool in the airport’s toolbox for trend identification

RwyCC’s are generated only when overall length and width of the usable runway is contaminated more than 25%
Reporting Airport Condition Information

• Runway Condition Codes are disseminated via one or more of the following methods:
  o Federal NOTAM System (FNS), preferably through NOTAM Manager or equivalent system(s);
  o Airport Traffic Control Facility (corresponding Tower, Center, Tracon, etc.);
  o Flight Service Station (FSS) (as applicable); and
  o Directly from airport operator via Common Traffic Advisory Frequency (as applicable).
Questions on Airport Operations

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Take Off and Landing Performance Assessment (TALPA) – Flight Standards

Presented to:  NBAA BACE
By:  Chuck Enders/Tom Lahovski
Date:  November 1, 2016
TALPA scope

➢ **Airplane Operators:**
  - Applies to *any* airplane operating on a contaminated, paved runway (14 CFR Parts 91, 91K, 125, 135, 121).
  - May conduct TALPA performance assessments (for landing and/or departing) on a voluntary basis.
    - Not regulatory
Example NOTAMs

• **Old Format:** JFK JFK RWY 9/27 PATCHY THIN SLUSH

• **New format:** JFK JFK RWY 9 20% 1/8 INCH SLUSH
  Translation: JFK Runway 9 is 20% covered with 1/8 inch of slush

• **Old Format:** JFK JFK RWY 1/19 ½ INCH WET SNOW

• **New format:** JFK JFK RWY 19 5/5/3 70% 1/8 INCH WET SNOW, 70% 1/8 INCH WET SNOW, 90% ½ INCH WET SNOW
  Translation: JFK Runway 19 runway condition code of 5/5/5, Touchdown and Midpoint runway thirds are 70% covered with 1/8 inch of wet snow; the Rollout third is 90% covered with ½ inch wet snow.
Flt. Stds. Guidance on TALPA

• Published:
  – FAA Order 8900.1 Vol. 4, Chap. 3, Sec. 1 – Guidance to ASIs and operators on developing TALPA procedures and computations.
  – Notice 8900.375, Procedures for Reducing the Risk of Runway Overrun (TALPA)
  – SAFO 16009, Runway Assessment and Condition Reporting, Effective October 1, 2016
AC 91-79A, rev. 1, April 28, 2016

• Provides operators with detailed information to develop company standard operating procedures (SOP) and training programs related to TALPA.

• Provides guidance to the pilot/operator in the absence of specific landing performance data provided by the airplane’s manufacturer.

• Focus is primarily on non-turbojet operations.
• Provides Operations Inspectors with guidance for accepting GOM procedures and approving Trng. Prgms.:
  – Contaminated Runway Considerations for Takeoff
    • Type and Depth of Contaminant, not RwyCC (AC 25-31)
  – Best Practices for Landing Distance Assessments
  – Generic factors to apply to available data if appropriate performance data not available
  – Considerations in short field situations: Proc. & Trng.
• Provides guidance to FAA inspectors on accepting TALPA procedures in General Operations Manuals (GOMs) and approving training programs.
SAFO 16009, Runway Assessment and Condition Reporting, Published August 24, 2016

- Notifies operators, pilots, training providers and other personnel of changes in runway condition reporting when a runway is other than dry.
- Provides a list of reference documents for TALPA.
Chief TALPA Elements for Pilots and Operators

• Landing Distance Assessment
• RwyCCs only on ATIS. FICON on NOTAMs
• **Develop your minimum RwyCCs to land**
  – Alternate plans if not met, e.g. MAP & hold or divert
  – Briefed during Approach Briefing, for example
• **New Braking Action Terms and their definitions**
Summary

• TALPA is voluntary, but to your benefit
• TALPA Website:
  – http://www.faa.gov/about/initiatives/talpa/
• Comments, Questions on TALPA:
  – TALPA e-mail address: 9-awa-TALPA@faa.gov
• For Airplane Operators, TALPA is Decision-Supporting, not Decision-Making.
• Pilots: You get numbers (RwyCCs), you give braking action reports (words) only.
  – Know your minimum acceptable RwyCCs Before Commencing Approach
Questions for Flight Standards

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