

# TALPA Role Out Team (TROT)



Federal Aviation  
Administration

## Challenges of Implementation

Presented to: Symposium Attendees

By: Raymond Zee, PE, Civil Engineer

Office of Safety and Standards

Airport Engineering

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# Volume of Documents to be Revised or Created and Coordinated

- **Airplane Manufacturers – Part 25**
  - AC: Producing Landing Performance Assessment Data for Contaminated Runways
  - AC: Producing Takeoff Performance Data for Contaminated Runways
  - Guidance Material for Retroactive Incorporation
  - Ops Spec Appendix: Landing Distance Factors for Aircraft when Manufacturer Data is Limited or not Available
- **Airplane Manufacturers – Part 23**
  - AC: Producing Landing Performance Assessment Data for Contaminated Runways

# Documents to be Revised or Created and Coordinated (cont.)

- **Airplane Manufacturers – Part 23(cont.)**
  - AC: Producing Takeoff Performance Data for Contaminated Runways
  - Guidance Material for Retroactive Incorporation
- **Airplane Operators**
  - Ops Spec Appendix: Landing Distance Factors for Aircraft for which Manufacturer Data is Limited or not Available
  - AC 121.195(d)-1A, Operational Landing Distance for Wet Runways; Transport Category Aircraft
  - AC 91.6A – Water, Slush, and Snow on Runway (to be cancelled)

# Documents to be Revised or Created and Coordinated (cont.)

- **Airplane Operators (cont.)**
  - Aeronautical Information Manual (AIM)
  - Pilot Controller Glossary
  - Ops Spec 382 Landing Performance Assessment at Time of Arrival for Turbojet Operations
  - AC 0045 (Section on Pilot Reporting needs to be updated to include Braking Action Reports.)
  - Practical Test Standards and Knowledge Test
  - AC 91-79, Runway Overrun Protection
  - M Spec 382 Landing Performance Assessment at Time of Arrival for Turbojet Operations



# Documents to be Revised or Created and Coordinated (cont.)

- **Airport Operators**

- AC 150/5200-30, Airport Winter Safety & Operations
- AC 150/5200-28D, Notices to Airmen (NOTAMs) for Airport Operators
- AC 150/5320-12C, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
- AC 150/5325-4B, Runway Length Requirements for Airport Design

# Documents to be Revised or Created and Coordinated (cont.)

- **FAA Internal Documents**

- Order 8900.1 Flight Standards Information Management System (FSIMS) ELMS Training Documents for Aviation Safety Inspectors
- N and O Rewrite
- 5280-5, Airport Certification Safety Inspector's Handbook
- Order 7110.65 Air Traffic Control
- JO 7930.2 Notices to Airmen
- Notice N JO 7930.93 Reporting of Field Conditions (FICON)



# Change in Terminology

- **7930.2M Version of Report**

**!GRR GRR RWY 18/36 PATCHY THN LSR WEF  
1301311919**

- **7930.2N Version of Report**

**!GRR GRR RWY 18/36 FICON PATCHY ¼ INCH DRY  
SNOW OBSERVED AT 130131910.  
1301311919-1302010400EST.**

- **Proposed TALPA Version of Report**

**!GRR GRR RWY 18 FICON 4/3/3 25% ¼INCH DRY SNOW  
OBSERVED AT 130131910.  
1301311919-1302010400EST.**

# Implementation without Rulemaking

- **NOTAM format will be changed to reflect TALPA terms and methodology**
- **Airports will report using the new terms/methods**
- **Airplane operators can voluntarily elect use of an Ops Spec to operate in accordance with the TALPA ARC recommendations**
- **Guidance will be provided to allow manufacturers to voluntarily produce performance data in accordance with TALPA ARC recommendations**



# Many Inter-Related Changes Needed

## Aircraft & Airworthiness

- **FAA provides criteria by which type certificate holders can receive FAA approval of data for:**
  - Making before-landing performance assessments
  - Takeoffs from contaminated runways
- **Manufacturers develop data for approval**
- **FAA approves data**

# Many Inter-Related Changes Needed

## Airplane Operations

- **FAA defines how/when landing performance assessments should be made**
- **FAA provides guidance for takeoffs on contaminated runways**
- **FAA provides guidance for making runway braking action PIREPs**
- **FAA revises internal guidance for Inspector Workforce**
- **FAA develops training for Inspector Workforce**
- **FAA trains inspector workforce**
- **Airplane Operators incorporate performance assessments into their operating procedures**
- **FAA approves revised procedures**
- **Airplane Operators train pilots on new procedures**



# Many Inter-Related Changes Needed

## Air Traffic Services Directives

- **FAA develops procedures for receiving runway surface condition reports from airports and passing this information on to flight crews of landing airplanes**
- **FAA Procedures for soliciting and receiving braking action PIREPs from pilots and passing this information on to other pilots and airports**
- **FAA updates internal controller and facility guidance**
- **FAA trains controller workforce**

# Many Inter-Related Changes Needed

## NOTAMS

- **FAA revise internal documentation to reflect TALPA format (phased approach)**
- **FAA make software changes to incorporate TALPA format (phased approach)**

# Many Inter-Related Changes Needed

## Airports

- **FAA defines how and when runway conditions are reported**
- **FAA defines runway closure/clearing criteria**
- **FAA updates internal guidance to reflect TALPA approach**
- **FAA trains Airport Certification Safety Inspectors**
- **FAA develops training for airports**
- **Airports update ACMs and SICPs as necessary to incorporate TALPA**
- **Airports update LOAs as necessary to incorporate TALPA**
- **Airports have opportunity to practice using TALPA format**
- **Airports train their staff on TALPA methods and format**

# Final Thoughts

**Safety Management System (SMS) risk assessment as required.**

**Role play scenarios helpful in “de-bugging” and to better understand the process.**

