

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7110.65S

**CHANGE:** Basic

**EFFECTIVE DATE:** February 14, 2007                      **TRACKING #:** 5B- 3-3-5

**SPECIALIST/ROUTING:** Ben Grimes AJT-23 x5-8609

**1. PARAGRAPH NUMBER AND TITLE:**

3-3-5, BRAKING ACTION ADVISORIES

**2. BACKGROUND:** Flight Standards has implemented a new policy for airplane operators engaged in air transportation that requires additional assessment of landing distance requirements based on the conditions present at the time of arrival. This policy requires that the flight crew calculate their required landing distance accounting for the runway contamination type and depth, or most recent braking action report for the runway to be used under the landing performance assessment policy. Some aircraft will begin to be restricted when braking action reports of "fair" are received. With the current Air Traffic Control (ATC) threshold of "poor" for placing advisory information on the Automatic Terminal Information Service (ATIS) the flight crews of these aircraft would not have any indication that they may be runway restricted until actually making radio contact with the tower controller. This late information could add additional workload for the flight crew at a very critical time of flight, and potentially lead to an unnecessary go-around with the resultant effects on the ATC workload. Therefore we are taking action to change the trigger for "BRAKING ACTION ADVISORIES ARE IN EFFECT" on the ATIS to any time a "fair" or worse braking action report is received.

**3. EXPLANATION OF CHANGE:** This change triggers "BRAKING ACTION ADVISORIES ARE IN EFFECT" on the ATIS when a braking action report of "fair", "poor" or "nil" has been received. This change cancels and incorporates N JO 7110.471, Braking Action Advisories, effective June 24, 2007.

**4. CHANGE:**

**OLD**

3-3-5. BRAKING ACTION ADVISORIES

a. When runway braking action reports are received from pilots or the airport management which include the terms "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 thru b.2.

3. Advise the airport management that runway braking action reports of "poor" or "nil" have been received.

**NEW**

3-3-5. BRAKING ACTION ADVISORIES

a. When runway braking action reports are received from pilots or the airport management which include the terms "**fair**", "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."

No Change

3. Advise the airport management that runway braking action reports of "**fair**", "poor", or "nil" have been received.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.471, Braking Action Advisories, effective June 24, 2007.

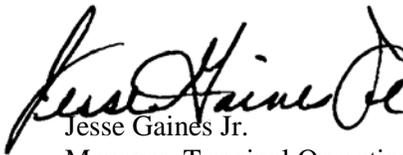
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

Proposed change is not safety related.

**Comments:** This change enhances safety by advising pilots when there is a "braking action" report of less than "good", instead of less than "fair", which is the requirement now.



Jesse Gaines Jr.

Manager, Terminal Operations

Date: 6/19/07