

# CERTALERT

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**ADVISORY \* CAUTIONARY \* NON-DIRECTIVE**

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**DATE: 14 November, 1997** **NO. 97-08**

**TO: AIRPORT CERTIFICATION PROGRAM INSPECTORS**

**TOPIC: FRICTION TESTING VEHICLES**

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Ongoing research has shown that certain Continuous Friction Measuring Equipment (CFME) will give overly conservative readings when used in non-compacted snow or slush of more than very shallow depths. While conservative readings may seem to err on the side of safety, pilots new to friction readings could use recently acquired experience to overestimate braking capability on subsequent landings. These conservative readings may also result in unnecessary runway closures.

The CFME in question are those which use a torque measuring sensor to determine friction readings. In these devices, the torque exerted on the testing tire by deeper contaminants opposes the torque exerted by the pavement, resulting in a very low, overly conservative reading.

For these devices, it is recommended that the device be fitted with a 100 psi, ribbed tire (known as an Aero tire) for winter operational testing only. The standard 30 psi smooth tire should continue to be used for maintenance testing. This modification is anticipated to be temporary, as manufacturers are being contacted to propose modifications to existing devices. Airport sponsors should contact the manufacturer of their device to determine if a torque sensor is used.

Questions may be directed to Rick Marinelli, AAS-100 at (202) 267-7669.

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