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Findings and Recommendations

The following findings and recommendations were developed during the Subcommittee's deliberations. The Subcommittee does not believe that any of these require consideration by the FAA Administrator.

- **FINDING 1:** The Subcommittee is pleased with work on reflective cracking under RPA P2, but believes the research needs to consider the effects vertical loads--both vehicular and environmental—have on such cracking.

RECOMMENDATION 1: The Subcommittee recommends that the FAA include vertical loads in its reflexive cracking test plan.

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- **FINDING 2:** The effects of environmental conditions—particularly sustained exposure to high temperatures—on asphalt concrete pavements are not being fully considered in current FAA pavement design guidance.

RECOMMENDATION 2: The Subcommittee recommends that pavement testing being undertaken under RPA P2 provide necessary data to incorporate a wider range of environmental factors into FAA pavement design software, which is developed and refined under RPA P7.

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- **FINDING 3:** Both Subcommittee and FAA staff believe that additional subject matter expertise is needed to ensure that aircraft braking friction research being conducted under RPA S6 is producing valid data and is appropriately synchronized with other FAA and industry research regarding aircraft braking.

- **RECOMMENDATION 3:** The Subcommittee strongly supports the creation of an expert working group that can advise and review FAA Airport Technology and Flight Standards aircraft braking research programs. This expert working group should involve representatives from the FAA, academia, aircraft/braking system manufacturers, and others that are developing runway braking friction assessment technologies.