



Federal Aviation Administration

National Part 139 CertAlert

****Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive****

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To: All Title 14 CFR Part 139 Airport Operators and Other Airport Operators that Use the NOTAM System

Subject: Reminders for Using the Runway Condition Assessment Matrix (RCAM)

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- 1. Purpose.** This CertAlert reminds airport operators to use the Takeoff and Landing Performance Assessment (TALPA) Runway Condition Assessment Matrix (RCAM) tool to assess and report airport surface conditions.
- 2. Background.** On 1 October 2016, the NOTAM system incorporated the new TALPA RCAM method for reporting airport surface conditions. To facilitate this change, we added guidance about assessing and reporting airport surface conditions to Advisory Circular (AC) 150/5200-30D, Airport Field Condition Assessments and Winter Operations Safety, and AC 150/5200-8F, Notices to Airmen (NOTAMs) for Airport Operators. The TALPA RCAM tool has standardized the terminology and method for reporting surface condition information.
- 3. Discussion.** As we continue to use the TALPA RCAM tool for a second winter season, we remind airport operators of the following:
 - a. Use the RCAM to report conditions on paved runways only. You can apply the condition description section of the RCAM to all airport surfaces.
 - b. Pilots use the reported Runway Condition Code (RwyCC) and reported contaminants to determine their landing distance requirement near the time of landing.
 - c. Report RwyCCs for a specific runway and direction. You do not need to report a RwyCC for the opposite direction of the runway. RwyCCs apply to the entire length of the usable runway and can be read in reverse for opposite-end operations.

- d. When a runway has a RwyCC of “0” on one or more thirds, you must stop operations on that runway and perform mitigating actions. When you receive a Pilot Braking Action Report of “NIL”, you must also stop operations and perform mitigating actions.
- e. Use Advisory Circular 150/5200-30D, paragraph 5.7.2.2.1, where mitigation and reassessment language is illustrated as follows: “Whenever any of the previously identified circumstances apply, the airport operators can use mitigation to improve runway conditions, which in turn may lead to a higher RwyCC. For example, on first assessment of the runway conditions, an airport operator may determine the identified contaminants generate an RwyCC of “0”. A RwyCC of “0” is equivalent to Nil braking conditions, which requires the runway be closed until mitigation actions are performed and the unsafe conditions no longer exist. After the mitigation actions are completed, the airport operator would reassess the runway conditions and determine whether a different runway condition applies. Based on the contaminants now present (type, depth, and percentage), the runway condition code may change or no longer be reported if the amount of contamination is 25% or less of the overall runway length and width or cleared width (if not cleared from edge to edge). This process differs from the upgrade process, which is based on improvement of friction within the existing contaminants versus the mitigation or removal of those contaminants (see paragraph 5.4.3.2).”
- f. When you receive two consecutive Pilot Braking Action Reports of “Poor”, assess the runway before the next flight operation, unless you have already instituted continuous monitoring procedures.
- g. All airports are encouraged to transition to the NOTAM Manager for submitting NOTAMs. If you have not yet transitioned to NOTAM Manager, contact the NOTAM Manager team at 816-329-2518.
- h. When snow and ice control operations are not conducted across the full width of the runway (e.g., due to heavy snowfall), the RwyCC represents the mitigated/center portion. The airport can describe the condition of the remainder of the runway in a separate data block. The airport can also include information on any runway treatments used.
- i. Update RwyCC NOTAMs (Field Condition Reports or FICONs) in a timely manner to reflect actual conditions. When not updated, a NOTAM remains in the system for 24 hours before the system automatically cancels it.
- j. Using the TALPA RCAM tool does not force you to purchase additional snow removal equipment. Airports should continue to conduct snow removal operations just as they did prior to TALPA implementation. If you believe you need additional snow removal

equipment independent of TALPA, work with your Airport District Office to determine eligibility.

- k. Review the “Assessing and Reporting Airport Conditions” video as well as other training resources on the FAA website at www.faa.gov/about/initiatives/talpa.
- l. Submit questions, concerns, or observations via the TALPA feedback link at www.faa.gov/about/initiatives/talpa. If you are providing feedback on RCAM accuracy, please be as specific as possible, including date(s) and times(s), type(s) of aircraft, surface conditions, Runway Condition Code(s), etc.

4. Action. Airport operators should review the process for TALPA RCAM assessment and reporting and visit the FAA website for additional information and resources at www.faa.gov/about/initiatives/talpa/.



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