

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: PCG

CHANGE: 1

EFFECTIVE DATE: August 26, 2010

TRACKING #: - G1-B-

SPECIALIST/ROUTING: Robert Law AJR-53 (202) 267-9326

1. **PARAGRAPH NUMBER AND TITLE:**

B - BRAKING ACTION ADVISORIES

2. **BACKGROUND:** FAA Order JO 7110.65, dated February 14, 2008, implemented FAA policy for airplane operators engaged in air transportation that required additional assessment of landing distance requirements based on the conditions present at the time of arrival. This policy required that the flight crew calculate their required landing distance and take into account the runway contamination type and depth or the most recent braking action report for the runway to be used under the landing performance assessment policy.

3. **EXPLANATION OF CHANGE:** This change to the pilot/controller glossary (PCG) provides symmetry between braking action advisory procedures identified in paragraph 3-3-5 and those identified in the PCG. This change cancels and incorporates N JO 7110.518, Braking Action Advisories, effective March 4, 2010.

4. **CHANGE:**

OLD

BRAKING ACTION ADVISORIES- When tower controllers have received runway braking action reports which include the terms “poor” or “nil,” or whenever weather conditions are conducive to deteriorating or rapidly changing runway braking conditions, the tower will include on the ATIS broadcast the statement, “BRAKING ACTION ADVISORIES ARE IN EFFECT.” During the time Braking Action Advisories are in effect, ATC will issue the latest braking action report for the runway in use to each arriving and departing aircraft. Pilots should be prepared for deteriorating braking conditions and should request current runway condition information if not volunteered by controllers. Pilots should also be prepared to provide a descriptive runway condition report to controllers after landing.

NEW

BRAKING ACTION ADVISORIES- When tower controllers have received runway braking action reports which include the terms “fair,” “poor,” or “nil,” or whenever weather conditions are conducive to deteriorating or rapidly changing runway braking conditions, the tower will include the statement “Braking action advisories are in effect” on the ATIS broadcast. During the time braking action advisories are in effect, ATC will issue the latest braking action report for the runway in use to each arriving and departing aircraft. Pilots should be prepared for deteriorating braking conditions and should request current runway condition information if not volunteered by controllers. Pilots should also be prepared to provide a descriptive runway condition report to controllers after landing.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.518, Braking Action Advisories, effective March 4, 2010

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 12/2/2009

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

☒ Proposed change meets full SMS requirements for safety risk assessment.

☐ Proposed change is not safety related.

Comments:



Chuck Chamberlain
Manager (A), Terminal Operations Group

8/12/08
Date: