

Inclusion of Braking Action Reports in Pilot Reports (PIREPS)

Presented to: Friends and Partners in Aviation Weather

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Inclusion of Braking Action Reports in PIREP

- **Problem:** Numerous Runway excursions and overruns. Current PIREP submission tools do not provide a specific field or standardized format for pilot reports of braking action.
- **Need:** A standardized set of contractions a pilot would use to report runway conditions which aligns with the Runway Condition Assessment Matrix (RCAM)
- **Flight Standards** has explored requesting a change to the Aviation Weather Center (AWC) PIREP submission tool by adding a list of standardized braking action contractions to the AWC PIREP tool but this is only one small area of PIREPs. **Flight Standards** would like to see this change across the entire PIREP reporting system. Instead of making the change to this one format, we propose to make this change across the board for all PIREPs.
- This feature is expected to provide the pilot with a readily accessible and accurate selection of contractions that are consistent with a code specific format/system assuring the information is disseminated into the PIREP system, reducing the risk of missing or unusable information.
- This enhancement is designed to improve safety, operational efficiency by providing the flight crews objective feedback on runway conditions when conducting the Landing Performance Assessment thus reducing the number of runway overruns.

Inclusion of Braking Action Reports in PIREP

- **FAA guidance, SAFO 06012 revised by SAFO 19001 outlines the definitions and use of reliable braking action reports**
- **These reports are a critical piece of information used to “augment” the Field Condition report**
- **Airport FICONS are contained in NOTAM (D) information**
- **Pilots currently obtain pilot reports of braking action from the Tower controller.**
- **Landing Performance Assessments are supposed to be conducted prior to top of descent, routinely working with ARTCC not tower or TRACON.**
- **Having wider distribution of braking conditions will support earlier decision making and improve operations at airports without an operating control tower**



List of Proposed Braking Action Contractions (Reference JO 7930.2S)

Contractions

- Braking Action Good: BA GOOD
- Braking Action Good to Medium: BA GOOD TO MEDIUM
- Braking Action Medium: BA MEDIUM
- Braking Action Medium to Poor: BA MEDIUM TO POOR
- Braking Action Poor: BA POOR
- Braking Action NIL: BA NIL

Reportable Contaminants

- Dry: DRY
- Frost: FROST
- Wet: WET
- Water: WATER
- Slush: SLUSH
- Dry Snow: DRY SN
- Wet Snow: WET SN
- Compacted Snow: COMPACTED SN
- Dry Snow or Wet Snow over Compacted Snow: DRY SN or WET SN OVER COMPACTED SN

- Ice: ICE
- Wet Ice: WET ICE
- Slush over Ice: SLUSH OVER ICE
- Water over Compacted Snow: WATER OVERCOMPACTED S
- Dry Snow or Wet Snow over Ice: DRY SN or WET SN OVER ICE
- Other

Runway Contaminant Depth

- Units of Measurement, Inches: IN
- Checkbox for Thin (<1/8 inch depth or less)
- Fraction or whole number (1/2, 3/4, 1, 3)
- Units
- Inches (in)
- Measured
- Measured: 1/2in
- Estimated: 1/2in

Takeoff and Landing Performance Assessment (TALPA) Runway Braking Action PIREP Form

/FL add SFC radio button

Either RWY or TWY Condition

/OV include ICAO 4 letter Airport ID

Required to be specified

Runway (RWY)	<input type="text"/>
RWY Braking Action Condition	<input type="text"/>
Runway Contaminant	<input type="text"/> <input checked="" type="checkbox"/> Thin [1/8in (3mm) depth or less]
Taxiway Turn Off (TWY)	<input type="text"/>
TWY Braking Action Condition	<input type="text"/>
Depth	<input type="text"/> <input type="text"/> IN

<https://www.faa.gov/about/initiatives/talpa/media/TALPA-Pilot-RCAM.pdf>

Questions



Example Format

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