

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N JO 7110.471

### Air Traffic Organization Policy

Effective Date:  
June 24, 2007

Cancellation Date:  
February 14, 2008

**SUBJ:** Braking Action Advisories

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**1. Purpose of This Notice.** This notice provides modifications to Federal Aviation Administration Order (FAAO) 7110.65R, Air Traffic Control, Paragraph 3-3-5, Braking Action Advisories.

**2. Audience.** This notice applies to the Terminal Services and all associated air traffic control (ATC) facilities; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**3. Where Can I Find This Notice?** The notice is available on MYFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications](http://www.faa.gov/airports_airtraffic/air_traffic/publications).

**4. Action.** Facility managers must ensure that all terminal ATC tower personnel are briefed on this notice before working an operational position.

**5. Procedures.** The following paragraph is being changed to reflect the new procedure for triggering braking action advisories in effect on the ATIS.

**a.** Change paragraph 3-3-5, Braking Action Advisories, subparagraph a, to read as follows:

a. When braking action reports are received from pilots or the airport management, which include the terms “fair,” “poor,” or “nil,” or whenever weather conditions are conducive to deteriorating or rapidly changing runway conditions, include on the ATIS broadcast the statement “Braking Action Advisories are in effect.”

**b.** Change paragraph 3-3-5, Braking Action Advisories, subparagraph b3, to read as follows:

3. Advise the airport management that runway braking action reports of “fair,” “poor,” or “nil” have been received.

**6. Distribution.** This notice is distributed to select offices in Washington headquarters, service center offices; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; and all ATC field facilities.

**7. Background.** Flight Standards has implemented a new policy for airplane operators engaged in air transportation that requires additional assessment of landing distance requirements based on the conditions present at the time of arrival. This policy requires that the flightcrew calculate their required landing distance accounting for the runway contamination type and depth or, most recent braking action report for the runway to be used under the landing performance assessment policy. Some aircraft will begin to be restricted when braking action reports of “fair” are received. With the current ATC threshold of “poor” for placing advisory information on the Automatic Terminal Information Service (ATIS), the flightcrews of these aircraft would not have any indication that they may be runway restricted until making radio contact with the tower controller. This late information could add additional workload for the flightcrew at a critical time of flight and, potentially, lead to an unnecessary go-around with the resultant effects on the ATC workload. Therefore, we are taking action to change the trigger when “BRAKING ACTION ADVISORIES ARE IN EFFECT” on the ATIS to any time a “fair” or worse braking action report is received.

**8. Implementation.** This notice shall be implemented on the effective date and content of this notice will be incorporated into FAAO 7110.65S, effective February 14, 2008.



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Air Traffic Organization

5-31-2007

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Date Signed