

5-6. Requirements For Runway Closures. The following circumstances require the prescribed action by the airport operator:

a. A NIL pilot braking action report (PIREP), or NIL braking action assessment by the airport operator, requires that the runway be closed before the next flight operation. The runway must remain closed until the airport operator is satisfied that the NIL condition no longer exists.

b. When previous PIREPs have indicated GOOD or MEDIUM (FAIR) braking action, two consecutive POOR PIREPS should be taken as evidence that surface conditions may be deteriorating and require the airport operator to conduct a runway assessment. If the airport operator has not already instituted its continuous monitoring procedures (see paragraph 5-7), this assessment must occur before the next operation. If the airport operator is already continuously monitoring runway conditions, this assessment must occur as soon as air traffic volume allows, in accordance with their SICP. Deteriorating conditions include but are not limited to:

- Frozen or freezing precipitation
- Falling air or pavement temperatures that may cause a wet runway to freeze
- Rising air or pavement temperatures that may cause frozen contaminants to melt
- Removal of abrasives previously applied to the runway due to wind or airplane affects
- Frozen contaminants blown onto the runway by wind

c. Under the conditions noted above, the airport operator must take all reasonable steps using all available equipment and materials that are appropriate for the condition to improve the braking action. If the runway cannot be improved, the airport operator must continuously monitor the runway to ensure braking action does not become NIL. The airport operator's procedure for monitoring the runway should be detailed in the SICP.

d. To ensure that the airport operator receives needed information, a Letter of Agreement (LOA) should be formalized between the airport operator and the air traffic control tower. At a minimum, the LOA should specify how all pilot braking reports (PIREPS) of "POOR" and "NIL" are to be immediately transmitted to the airport operator, e.g., the SCC for action, as required by FAA Order 7110.65, *Air Traffic Control*. It should also include agreement on actions by Air Traffic personnel for immediate cessation of operations upon receipt of a "NIL" PIREP. A reference to the signed LOA, whose procedures for ATCT and the airport will likely vary from airport to airport, should be contained in the airport's SICP. Finally, the airport operator must inform airport users in a timely manner of any runway closure. See paragraph 5-2, Runway Condition Reporting, for disseminating such information in a timely manner to airport users.

5-7. Continuous Monitoring. "Continuous monitoring" procedures can vary from airport to airport. Acceptable procedures may include:

- Observing which exit taxiways are being used.
- Maintaining a regular program of friction testing to identify trends in runway traction.
- Monitoring runway physical conditions including air and surface temperatures, contaminant types and depths.
- Monitoring pilot communications.
- Monitoring weather patterns.



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DATE

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