TALPA/RCAM implementation at MSP International Airport

FPAW Fall 2016 Meeting

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Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	**Code**	**Mu (μ) [1]**	**Vehicle Deceleration or Directional Control Observation**	**Pilot Reported Braking Action**
• Dry	**6**		---	---
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water) ***1/8 inch (3mm) depth or less of:*** • Slush • Dry Snow • Wet Snow	**5**	**40 or Higher**	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	**4**	**39 to 30**	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow ***Greater than 1/8 inch (3mm) depth of:*** • Dry Snow • Wet Snow ***Warmer than 5° F (-15°C) outside air temperature:*** • Compacted Snow	**3**		Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: • Water • Slush	**2**	**29 to 21**	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice [2]	**1**		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice [2] • Slush over Ice • Water over Compacted Snow [2] • Dry Snow or Wet Snow over Ice [2]	**0**	**20 or Lower**	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

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History

Hide Conditions Field

Contaminants*

TOUCHDOWN

% Coverage 50% | Depth 1/4 in | Contaminant Wet Snow

Copy to MP | + Add Contaminant

Coverage (TD)	Depth (TD)	Contaminant (TD)	
50%	1/4 in	Wet Snow	

MIDPOINT

% Coverage 50% | Depth 1/4 in | Contaminant Wet Snow

Copy to RO | + Add Contaminant

Coverage (MD)	Depth (MD)	Contaminant (MD)	
50%	1/4 in	Wet Snow	

ROLLOUT

% Coverage 100% | Depth 1/4 in | Contaminant Wet Snow

+ Add Contaminant

Coverage (RO)	Depth (RO)	Contaminant (RO)	
100%	1/4 in	Wet Snow	

Calculate RCC

TD	MP	RO
3	3	3

Domestic | ICAO | Plain Text

!MSP XX/XXX MSP RWY 30L FICON 3/3/3 50 PRCT 1/4IN WET SN, 50 PRCT 1/4IN WET SN, 100 PRCT 1/4IN WET SN 1610151604-1610161604

- Compacted Snow (≤-15 deg Celesius air temp)
- Compacted Snow (>-15 deg Celesius air temp)
- Dry
- Dry Snow
- Dry Snow Over Compacted Snow
- Dry Snow Over Ice
- Frost
- Ice
- Mud
- Oil
- Sand
- Slush
- Slush Over Ice
- Water
- Water Over Compacted Snow
- Wet
- Wet Ice
- **Wet Snow**
- Wet Snow Over Compacted Snow
- Wet Snow Over Ice

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Example FICON NOTAMs

>1/8” Wet Snow – *Expected “typical” scenario at MSP during active snowfall event*

!MSP XX/XXX MSP RWY 30L FICON **3/3/3** 50 PRCT 1/4IN WET SN, 50 PRCT 1/4IN WET SN, 100 PRCT 1/4IN WET SN 1610151604-1610161604

>1/8” Slush

!MSP XX/XXX MSP RWY 30L FICON **2/2/2** 25 PRCT 1/4IN SLUSH, 25 PRCT 1/4IN SLUSH, 50 PRCT 1/4IN SLUSH 1610151604-1610161604

Wet (i.e. rain)

!MSP XX/XXX MSP RWY 30L FICON **5/5/5** 100 PRCT WET 1610151604-1610161604

Wet with rubber contaminant

!MSP XX/XXX MSP RWY 12R/30L FICON **3/3/3** SLIPPERY WHEN WET 1610151651-1610161651

TD & MP 25% >1/8” Dry Snow, RO 50% 1” Dry Snow – No RCC generated

!MSP XX/XXX MSP RWY 30L FICON 25 PRCT 1/4IN DRY SN, 25 PRCT 1/4IN DRY SN, 25 PRCT 1IN DRY SN 1610152228-1610162228

TD & MP 1/8” Wet Snow, RO ½” Slush

!MSP XX/XXX MSP RWY 30L FICON **5/5/2** 25 PRCT 1/8IN WET SN, 25 PRCT 1/8IN WET SN, 30 PRCT 1/4IN SLUSH 1610152228-1610162228

As it always has been, FICON information is a “snapshot” of conditions at the time observed


Runway Condition Code = 2/2/-7 ?

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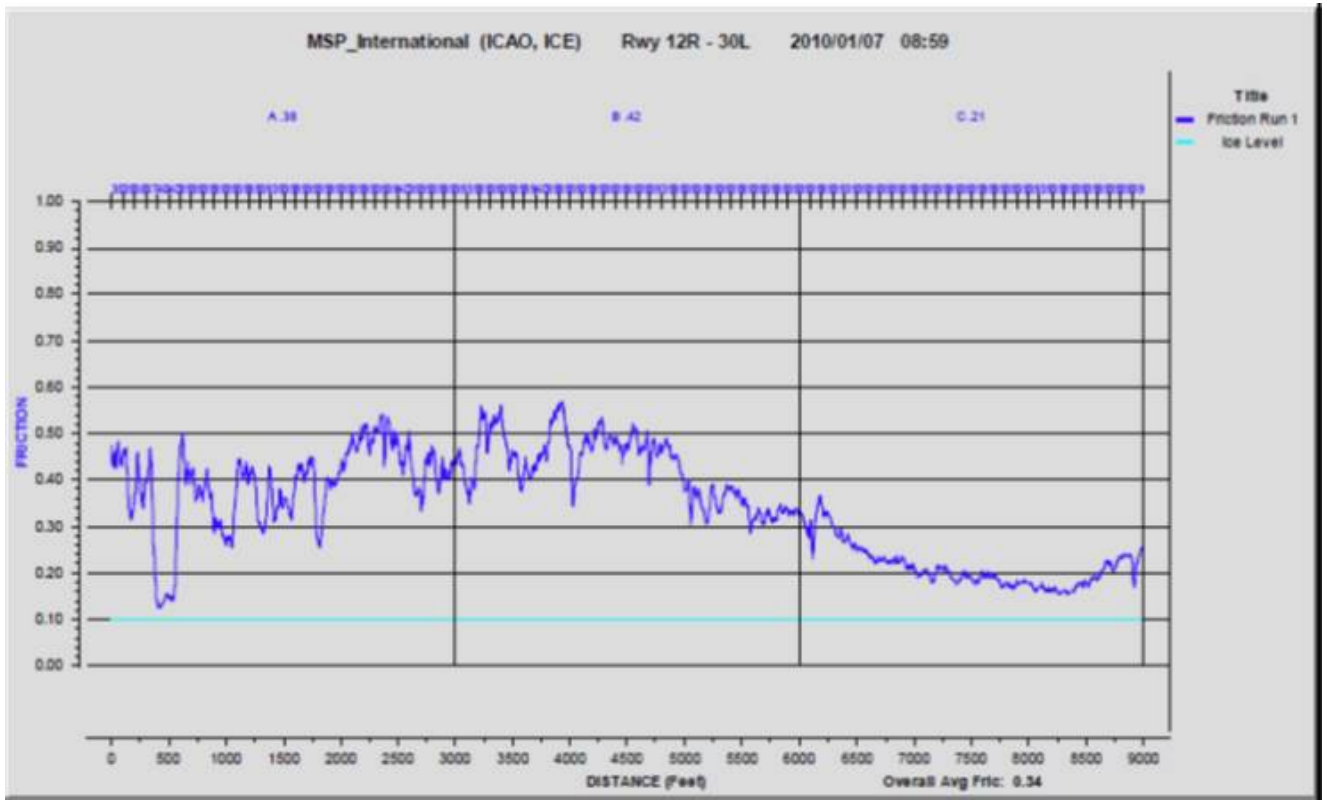

No longer **disseminated**

Remains critical tool for our planning of runway closures

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MAC Reliever Airports

STP / FCM / ANE / MIC / LVN / 21D

- Will continue past practice of calling in winter airfield conditions to AFSS
  - AFSS will enter into Federal NOTAM System for FICON dissemination
- Will not issue Wet FICONs

Tom Lahovski – Federal Aviation Administration

Joe Vickers – Aviation Safety Technologies

Rafal Kicinger – Metron Aviation

Geoff Bing – Boshung America