COE Newsletter

December

Project update

GulfStream Road project- completed all work and has reached final close out.

Lighting Improvement Project - All work has been completed this year. Currently contractor is waiting for part delivery and weather. Expect future closures.

SRE Building - Contractor has paused for the winter and expects delivery of building in Feb 22.

Runway 6/24 Rehab Design - Design for the project is closing in on 90% design. The airport expects to build this project this summer. Runway 6/24 will be closed during this time.

Tower Study - The airport and consultants continue to move forward with the tower study. Expect Stakeholder meetings in the coming months.

Winter Operations – Airport staff continues to work diligently to keep the airport open during this challenging snow year. As a reminder the airport sells FAA approved deice at cost. It is available in the airport office.

Snow Challenges

December 31st 2022

Snow wing tip clearances

Please remember when clearing and placing snow aircraft still need to get by your hangar. We ask you attempt to keep all snow piles in the safety areas below 36 inches. This is to ensure aircraft can safely pass your facilities.

Contact Us

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FAA Takeoff and Landing Performance Assessment (TALPA)

Q. What is the FAA TALPA

A. It is an initiative reduces the risk of runway overruns by providing airport operators with a method to accurately and consistently determine runway conditions when a paved runway is not dry. Federally obligated airports and many other airports use TALPA procedures to conduct runway assessments and to report those conditions in Field Condition (FICON) Notices to Airmen (NOTAMs).

Q How does the Airport determine the conditions and values?

A. All airports throughout the country use the RCAM Matrix(shown below) to determine the runway condition code. This system is standardized and is based on aircraft performance data supplied by airframe manufactures for the type and depth of each runway contaminant. This process replaced the more subject judgements of runway were reported using Mu values. For more information please see the link (https://www.faa.gov/about/initiatives/talpa)

Assessment Criteria		Control/Braking Assessment Criteria	
Runway Condition Description	RwyCC	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	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
-15°C and Colder outside air temperature: • Compacted Snow	4	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 (3 mm) depth of:*** • Dry Snow • Wet Snow ***Warmer than -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 inch(3 mm) depth of: • Water • Slush	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice • Slush over Ice • Water over Compacted Snow • Dry Snow or Wet Snow over Ice	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil