



## Frequently Asked Questions & Answers

### How does the system account for strategic cleared width reductions from full width (200') down to 100'?

- RCAM 1 is capable of measuring various widths both as standard settings and, in-situ during a single run (calculation is made for all scenarios at the end of data collection run)
- During initial configuration, full width (set specifically, contemporaneously, for each runway) + additional 'regions of interest' are configured by runway (for example 60' from centreline, 80' from centreline etc. can be selected)
- After a data collection run, the user is presented with a summary of the above findings, where % coverage calculations are made based on runway 1/3's and, by currently specified widths
- If one of the specified widths does not represent the current cleared width in use, the user can request another calculation based on a specified width, where the requested width is assessed and reported (another data collection run is not required to enable this functionality)

### Is the RSC data saved shared via NOTAM to ATC/Stakeholders, or is there a more proprietary method?

- The WinterOps™ RSC application (which can be combined with RCAM 1 at any time), where collected data is assembled and the Runway Condition Codes (RWYCC's) are determined, supports this capability
- However, it depends on the jurisdiction:
  - a) If the Country in question has a machine interface to allow for automated sharing of the RSC from this vehicle or snow desk, this is possible (Canada has this capability for example)
  - b) If there is no machine to machine interface available, data would have to be manually shared (either via a digital form or, by keying in data if this functionality is allowed)

### Is this system capable of being installed now? And - what programs are required for use if not a current subscriber?

- Yes, the system is available for installation now (please ask for current delivery estimates). All required programs to run RCAM 1 are included with purchase
- If an airport has an electronic RSC software solution, the % coverage data can be manually entered
- If an airport does not have an electronic RSC software solution, or wants to upgrade to an electronic RSC software solution that enables automatic input of sensed data (such as % coverage, friction, other) and also allows for a machine to machine interface with a NOTAM system, RCAM 1 is compatible with Eagle's WinterOps™ RSC software

**During an inspection, can the system be "paused" in the event that we need to briefly interrupt the runway inspection, and then resumed shortly thereafter without losing data?**

- The RCAM 1 system cannot be paused during the runway inspection at this time. It is necessary to perform (or resume) the inspection from the beginning to the end, which also ensures that conditions have not changed during the time an inspection may be interrupted.

**Will the sensors not get contaminated during an active snow event?**

- Yes, this can happen with any sensor exposed to inclement weather. Team Eagle is working on several possible options to include with purchase such as:
  - a) Adding a 'molecular surface solution' of lens (to help prevent bonding of contaminant to the surface of the lens)
  - b) Rapidly rotating glass lens cover (to help prevent bonding of contaminant to the surface of the lens)
  - c) Air knife (air across the lens)
  - d) Airknife + glycol wash (glycol helps prevent contaminant from bonding to the surface of the lens, making contaminants easily removable)Currently lens will need to be inspected before use and cleaned when required

**Are there any issues using a Bowmonk friction measuring device?**

- There are no issues using a Bowmonk friction measuring device. The Bowmonk and the RCAM provide different and complementary information about runway surface condition
- The Bowmonk friction measuring device can be automatically integrated into the WinterOps™ RSC software (along with RCAM 1) to allow for friction data to auto populate the WinterOps™ application towards assessing and selecting the appropriate RWYCC's

**How do you keep the lens clean in heavy snow?**

- Please see above

**Is there API to integrate to other systems?**

- There is no API currently available with/for RCAM 1

**Are there any visibility limitations?**

- Nighttime performance use can depend on lighting available from the airside vehicle, and general ambient light conditions on the airfield
- A sensor included with RCAM 1 automatically adjusts the system to take advantage of most daytime and nighttime ambient light conditions towards effective data capture
- RCAM 1 can visualize the fullwidth of the runway, including assessing light conditions and visibility requirements, at typical operating speed more effectively than the human eye is able

**Will it work with an iPad?**

- RCAM 1 does not currently work with iOS/iPad

**Is there a ballpark figure in regard to cost?**

- Pricing is structured based on:
  - a) Type of vehicle and mounting system (roof rack mount or truck bed mount)
  - b) Other items required/ordered such as the WinterOps™ RSC application (optional)

- c) Location (Team Eagle would travel to location for installation, calibration and training)
- Please contact us directly. We would be pleased to provide a quotation based on your specific requirements

**Can the system indicate the type of contaminant (Dry/Wet Snow, ice)?**

- This will be a functionality of RCAM 2 (est availability summer 2020) which can be easily added to an existing RCAM 1 at additional cost for SWIR camera, installation etc.

**Can the system indicate changes between 1/8 and 1/4 inch?**

- Yes, RCAM 2 will be capable of detecting and determining contaminant depth. For example, it will be able to distinguish < or > 1/8" (3mm) to support GRF/TALPA decision making
- Converting from RCAM 1 to RCAM 2 involves a simple sensor system addition (all other mounting hardware, computer, cabling etc. remains as per RCAM 1 - additional fees will apply per above

**Will the system identify multiple contaminants such as dry snow over compact snow?**

- It is anticipated, via RCAM 2 (available summer 2020), that multiple H<sub>2</sub>O based contaminants can be distinguished and reported

**Are the results able to be viewed remotely, live as they are taken, or only in the measuring vehicle?**

- Yes, the results/reports can be shared provided wireless capability exists within the inspection vehicle

**Will the software work on an iPad that is mounted in the vehicle?**

- Please see above

**If you are on the runway with other snow removal equipment, will their headlights, or the dust that their equipment is throwing off, affect the conditions reporting?**

- As long as the operator is able to see the runway surface and distinguish contaminant from bare runway then the RCAM 1 should also be able to accurately depict the % coverage. The camera is designed to operate in snowy conditions. If the snow dust is heavy enough that the operator cannot see the runway, or if there are "white-out" conditions, the effectiveness of the camera may be impacted in these extreme conditions, where, normally, 100% coverage would be reportable

**How do you measure snow / ice depth?**

- This is accomplished with RCAM 2 (est. available summer 2020) through the use of short-wave infrared (SWIR) combined with the RCAM 1 optical camera
- Converting from RCAM 1 to RCAM 2 involves a simple sensor system addition (all other mounting hardware, computer, cabling etc. remains as per RCAM 1 - additional fees will apply per above

**Will the unit pick up FOD on a clear runway?**

- This capability is planned for a future release of RCAM 4.0, as part of Team Eagle's technology development roadmap