

PILOT'S RUNWAY CONDITION ASSESSMENT MATRIX

PILOT/AIRCRAFT OPERATOR OPERATIONAL RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) BRAKING ACTION CODES AND DEFINITIONS

<i>Assessment Criteria</i>		<i>Control/Braking Assessment Criteria</i>	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
<ul style="list-style-type: none"> Dry 	6	---	---
<ul style="list-style-type: none"> Frost Wet (Includes damp and 1/8 inch depth or less of water) 1/8 Inch (3mm) Depth or Less of: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> Compacted Snow 	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (any depth) over Compacted Snow Greater Than 1/8 Inch (3 mm) Depth of: <ul style="list-style-type: none"> Dry Snow Wet Snow Warmer Than -15 °C Outside Air Temperature: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> Water Slush 	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> Ice 	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> Wet Ice Slush over Ice Water over Compacted Snow Dry Snow or Wet Snow over Ice 	0	Braking deceleration is minimal to nonexistent for the wheel braking effort applied OR directional control is uncertain.	Nil

Note: The unshaded portion of the RCAM is associated with how an airport operator conducts a runway condition assessment.

Note: The shaded portion of the RCAM is associated with the pilot's experience with braking action.

Note: The Pilot/Aircraft Operator Operational RCAM illustration will differ from the RCAM illustration used by airport operators. The RCAM illustration used by Airport Operators is not intended for use by pilots and/or aircraft operators.

Note: Runway Condition Codes (RwyCC), one for each third of the landing surface, (e.g., 4/3/3), represent the runway condition description as reported by the airport operator. The reporting of codes by runway thirds began October 2016.