

NOTE: The braking action term “FAIR” will be replaced with “MEDIUM,” effective October 1, 2016. Until October 1, 2016, the current use of the term “FAIR” applies.

TABLE 1-1. OPERATIONAL RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) BRAKING ACTION CODES AND DEFINITIONS

Assessment Criteria		Control/Braking Assessment Criteria	
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) <p>1/8 inch (3mm) depth or less of:</p> <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
<p>-15°C and Colder outside air temperature:</p> <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 <p>Greater than 1/8 inch (3 mm) depth of:</p> <ul style="list-style-type: none"> Dry Snow Wet Snow <p>Warmer than -15°C outside air temperature:</p> <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
<p>Greater than 1/8 inch(3 mm) depth of:</p> <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 non-existent 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 Operational RCAM illustration will differ from the RCAM illustration used by Airport Operators.

Note: Runway condition codes, one for each third of the landing surface, for example 4/3/3, represent the runway condition description as reported by the airport operator. The reporting of codes by runway thirds is expected to begin in October of 2016.