Annex 2

Runway condition assessment matrix (RCAM)			
Assessment criteria		**Downgrade assessment criteria**	
Runway condition code	**Runway surface description**	**Aeroplane deceleration or directional control observation**	**Pilot report of runway braking action**
6	• DRY	----	----
5	• FROST • WET (The runway surface is covered by any visible dampness orwater up to and including 3 mm depth) **Up to and including 3 mm depth:** • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for thewheel braking effort applied AND directional control is normal.	GOOD
4	−15ºC and Lower outside air temperature: • COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• WET (“slippery wet” runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTEDSNOW **More than 3 mm depth:** • DRY SNOW • WET SNOW **Higher than −15ºC outside airtemperature:** • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effortapplied OR directional control is noticeably reduced.	MEDIUM
2	**More than 3 mm depth of water or slush:** • STANDING WATER • SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	• ICE	Braking deceleration is significantlyreduced for the wheel braking effortapplied OR directional control is significantly reduced.	POOR
0	• WET ICE • WATER ON TOP OF COMPACTEDSNOW • DRY SNOW or WET SNOW ONTOP OF ICE	Braking deceleration is minimal to non- existent for the wheel braking effort applied OR directional control isuncertain.	LESS THAN POOR