

Assessment Criteria		Downgrade Assessment Criteria (Control/Braking Assessment Criteria)		
Runway Surface Description	RWYCC	CRFI Range	Vehicle Deceleration or Directional Control Observation	Pilot Braking Action
• DRY	6	0.40 or higher	-	-
• FROST • WET (The runway surface is covered by any visible dampness or water up to and including 1/8 inch (3 mm) depth) Up to and including 1/8 inch (3 mm) depth: • SLUSH • DRY SNOW • WET SNOW	5		Braking deceleration is normal for the wheel braking applied AND directional control is normal	GOOD
-15°C and Colder outside air temperature: • COMPACTED SNOW	4	0.39 to 0.35	Braking deceleration OR directional control is between Good and Medium	GOOD TO MEDIUM
• SLIPPERY (WHEN) WET (wet runway) <i>* includes wet runways with excessive rubber deposits (by NOTAM) and non-grooved or PFC runways with standing water</i> • DRY SNOW or WET SNOW (Any depth) ON TOP OF COMPACTED SNOW Greater than 1/8 inch (3 mm) depth: • DRY SNOW • WET SNOW Warmer than -15°C outside air temperature: • COMPACTED SNOW	3	0.34 to 0.30	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: • STANDING WATER • SLUSH	2	0.29 to 0.20	Braking deceleration OR directional control is between Medium and Poor	MEDIUM TO POOR
• ICE	1	0.19 or lower	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced	POOR
• WET ICE • SLUSH ON TOP OF ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain	LESS THAN POOR / NIL