

**FIG 4-3-7
Runway Condition Assessment Matrix (RCAM)**

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><i>1/8 inch (3mm) depth or less of:</i></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><i>-15°C and Colder outside air temperature:</i></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><i>Greater than 1/8 inch (3 mm) depth of:</i></p> <ul style="list-style-type: none"> • Dry Snow • Wet Snow <p><i>Warmer than -15°C outside air temperature:</i></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><i>Greater than 1/8 inch(3 mm) depth of:</i></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

4-3-10. Intersection Takeoffs

a. In order to enhance airport capacities, reduce taxiing distances, minimize departure delays, and provide for more efficient movement of air traffic, controllers may initiate intersection takeoffs as well as approve them when the pilot requests. If for ANY reason a pilot prefers to use a different intersection or the full length of the runway or desires to obtain the distance between the intersection and the runway end, THE PILOT IS EXPECTED TO INFORM ATC ACCORDINGLY.