



FAA

# Field Condition (FICON) Notices to Airmen (NOTAMs)

## Reportable Contaminants

Wet (water 1/8 inch depth or less)  
 Water\* (greater than 1/8 inch depth)  
 Frost  
 Slush\*  
 Ice  
 Wet ice  
 Wet snow\*  
 Wet snow\* over ice  
 Dry snow\*  
 Dry snow\* over ice

Compacted snow  
 Water\* over compacted snow  
 Wet snow\* over compacted snow  
 Dry snow\* over compacted snow  
 Slush\* over Ice  
 Slippery When Wet  
 Ash  
 Rubber (taxiways only)  
 Oil  
 Sand  
 Mud\* (See AC 150/5200-30)

Those contaminants marked by an asterisk “\*” are to be accompanied by a depth. Part 139/Federally obligated airports are required to report depth on taxiways and aprons. It is optional for other airports to report depths on taxiways and apron.

### Reportable depth of contaminants

Use Value	To Report
1/8IN	1/8 inch or less
1/4IN	>1/8 inch to and including 1/4 inch
1/2IN	>1/4 inch to and including 1/2 inch
3/4IN	>1/2 inch to and including 3/4 inch
1IN	>3/4 inch to and including 1 inch

**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"> <li>Dry</li> </ul>	6	---	---
<ul style="list-style-type: none"> <li>Frost</li> <li>Wet (Includes damp and 1/8 inch depth or less of water)</li> </ul> <p><b>1/8 inch (3mm) depth or less of:</b></p> <ul style="list-style-type: none"> <li>Slush</li> <li>Dry Snow</li> <li>Wet Snow</li> </ul>	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<p><b>-15°C and Colder outside air temperature:</b></p> <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> <li>Slippery When Wet (wet runway)</li> <li>Dry Snow or Wet Snow (any depth) over Compacted Snow</li> </ul> <p><b>Greater than 1/8 inch (3 mm) depth of:</b></p> <ul style="list-style-type: none"> <li>Dry Snow</li> <li>Wet Snow</li> </ul> <p><b>Warmer than -15°C outside air temperature:</b></p> <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<p><b>Greater than 1/8 inch(3 mm) depth of:</b></p> <ul style="list-style-type: none"> <li>Water</li> <li>Slush</li> </ul>	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> <li>Ice</li> </ul>	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"> <li>Wet Ice</li> <li>Slush over Ice</li> <li>Water over Compacted Snow</li> <li>Dry Snow or Wet Snow over Ice</li> </ul>	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.