ATR RCAM

UNPAVED RUNWAY

Runway Surface Descriptor	Depth in mm (inch)	RUNWAY STATUS T/O	RUNWAY STATUS LDG	RWYCC	MAXIMUM X-WIND
DRY	–	Unpaved CBR >15	Dry Unpaved	**6**	**35 kt**
WET	≤ 1/8"	Wet		**5**	**28 kt**
Compact Snow (OAT ≤ -15°C)	≤ 1/8" (Any type of snow)	Compact Snow		**4**	**22 kt**
Compact Snow (OAT > -15°C)	≤ 1/8" (Any type of snow)	Compact Snow		**3**	**16 kt**
DRY SNOW ON TOP OF COMPACT SNOW	> 1/8" depth 1/4" > 1/8" < depth < 1/4"	Compact Snow			
	1/2" depth ≤ 1" 1/4"	Water/Slush ≤ 6.3 mm	Water/Slush ≤ 12.7 mm		
WET SNOW ON TOP OF COMPACT SNOW	2" 1/2" ≤ depth ≤ 3/4"	Water/Slush ≤ 12.7 mm			
–	–	–		**–**	**–**
ICE	–	Ice		**1**	**10 kt**
WATER ON TOP OF COMPACTED SNOW DRY SNOW OR WET SNOW ON TOP OF ICE SLUSH STANDING WATER	–	Prohibited		**0**	**NO GO**

SEE PAGE 3 FOR THE PROCEDURE WHEN A RWYCC IS PROVIDED AND NOT PROVIDED ➔

Trace = Contamination Depth of ≤ 1/8'' / 0.13 in / 3mm

ATR RCAM

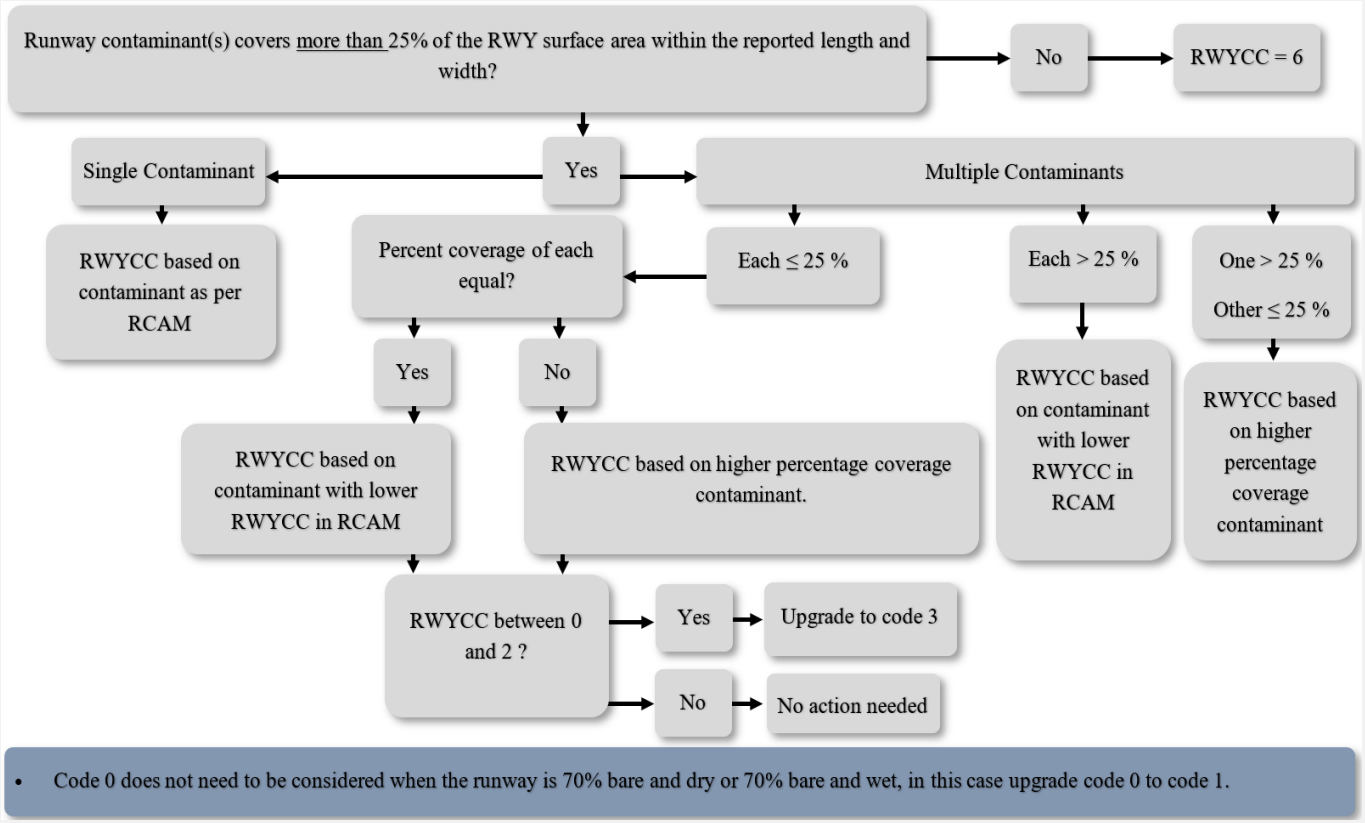
PAVED RUNWAY

Runway Surface Descriptor	Depth in mm (inch)	RUNWAY STATUS T/O	RUNWAY STATUS LDG	RWYCC	MAXIMUM X-WIND
DRY	-	Dry		6	35 kt
FROST WET STANDING WATER SLUSH DRY SNOW WET SNOW	≤ 1/8"	Wet		5	28 kt
Compact Snow (OAT ≤ -15°C)	≤ 1/8" (Any type of snow)	Compact Snow		4	22 kt
Compact Snow (OAT > -15°C) SLIPPERY WET	≤ 1/8" (Any type of snow)	Compact Snow		3	16 kt
DRY SNOW	> 1/8" depth 1/4" > 1/8" < depth < 1/4"	Compact Snow			
	1/2" depth ≤ 1" 1/4"	Water/Slush ≤ 6.3 mm	Water/Slush ≤ 12.7 mm		
WET SNOW	2" 1/2" ≤ depth ≤ 3/4"	Water/Slush ≤ 12.7 mm			
STANDING WATER	1/8" < depth ≤ 1/4"	Water/Slush ≤ 6.3 mm	Water/Slush ≤ 12.7 mm	2	16 kt
SLUSH	1/4" < depth ≤ 1/2"	Water/Slush ≤ 12.7 mm			
ICE	-	Ice		1	10 kt
WET ICE	-	Prohibited		0	NO GO

SEE PAGE 3 FOR THE PROCEDURE WHEN A RWYCC IS PROVIDED AND NOT PROVIDED

Trace = Contamination Depth of ≤ 1/8'' / 0.13 in / 3mm

WHEN NO RWYCC IS PROVIDED, FOLLOW THE FLOW CHART BELOW



When no RWYCC is provided, the Chief Pilot, the DFO (or their delegate) may upgrade a RWYCC from 0 to 1 when all the following requirements are met:

- CRFI is at or higher than 0.35
- PIC agrees on the upgrade

USE THE RWYCC WHEN PROVIDED. FOR MORE DETAILS, SEE THE DOCUMENT BELOW OR ASK YOUR DISPATCHER

Take-off and Landing Performance Assessment (TALPA) methodology (available in Sharepoint)

1.Ice patches must be considered as a whole. For example, 30 PCT ICE PATCHES is considered the same as 30 PCT ICE .

2.For planning purpose use the ETA forecasted outside air temperature.

3.RSC will only be accepted from qualified personnel. Ex: CARS, RWY Maintainer, pilot, accurate report from an CRQ agent.

4.Only flights with a valid alternate (including the RSC) will be allowed to be dispatch if no RSC is avail at the destination.

5.The maximum permitted contaminant must be respected over the total minimum runway width.

6.WHEN IN DOUBT USE LOWER RUNWAY CODE. The RCAM must be used for planning and inflight.

MAXIMUM CONTAMINANT DEPTH				
	WATER	DRY SNOW	WET SNOW	SLUSH
ATR	0.5 in	2.0 in	0.75 in	0.5 in