

BRAKING ACTION REPORTS

Once you're on the ground, you need friction between the runway and the wheels to come to a stop before you overrun the airstrip.

Braking action reports may help. But in their absence you need to consider the possibility of a water- or ice-contaminated runway any time you land on wet surfaces and/or with temperatures at or below freezing.

If the runway is contaminated:

- Plan for a much longer ground roll permitting you to come to a stop with virtually no braking.

- Touch down at the slowest possible speed is critical, in the touchdown zone or even a little closer to the threshold, assuming safe obstacle clearance on final approach.

- Touch down on centerline with the longitudinal axis of the aircraft precisely aligned with the runway.
- Don't try to turn off the runway until the airplane is taxiing very slowly.
- Be ready to power up and go around if you fail to meet any of your airspeed, glidepath and alignment goals on short final.

