

# C E R T A L E R T

**ADVISORY \* CAUTIONARY \* NON-DIRECTIVE**

FOR INFORMATION, CONTACT CERTIFICATION BRANCH, AAS-310 267.8728

**DATE: October 1, 1995**

**NO. 95-06**

**TO: AIRPORT CERTIFICATION PROGRAM INSPECTORS**

**TOPIC: REPORTING BRAKING ACTION AND FRICTION MEASUREMENTS**

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Reference: Aeronautical Information Manual (AIM), Paragraphs 4-57, 4-58, and 4-59.

FAA Order 7930.2, Notices To Airmen (NOTAMS) Chapter 6; Paragraphs 6-3d., and 6-3e.

AC 150/5200-30A, Airport Winter Safety and Operations; Paragraphs 13 and 14.

As a new snow season approaches, questions are again being raised about reporting braking action and friction measurements (MU Value).

Many people are of the understanding that these two methods of pavement assessment are interchangeable. This is due to a Ground Vehicle Friction Reading Correlation Table presented by Thomas J. Yager of NASA in 1987 at the International Aviation Snow Symposium in Buffalo, NY.

The FAA does not support this table because there is no correlation between braking action and MU Value. Braking action is subjective, whereas MU Value is quantitative. A pilot should know how the aircraft will react to a given MU Value. Whereas what is considered a "Good" braking action for one person may be "Poor" or "Nil" to another.

Either MU Values or braking action reports are acceptable for reporting pavement conditions to the Notice To Airman (NOTAM) system. However, there is no correlation between the two. **THEY ARE NOT INTERCHANGEABLE!**

Information pertaining to MU Values and Braking Action reports will be updated in AC 150/5200-28, Notices to Airmen (NOTAMS) For Airport Operators.

O/S Benedict D. Castellano

9/28/95

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Manager, Airport Safety and Compliance

Date