Docket No. SA-533

Exhibit No. 2-HH

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Excerpts from Empire Airlines GOM (Braking Action Reports)

(2 Pages)

ATTACHMENT
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Braking Action Reports

A. There is no direct correlation between friction coefficient values and braking action. Friction coefficient values should be used together with other knowledge, including recent braking action reports and wind conditions to determine runway suitability. The following table converts braking action reports to friction coefficient values:

Braking Action Report	NOTAM	MU/Tapley/Saab
Good	BRAG	40-100
Fair	BRAG	35-39
Poor	BRAP	19-34
NIL	BRAN	0-18

Note: The U.S. scale, using whole numbers (e.g. 10, 20, 30) corresponds directly to the ICAO scale using decimal numbers (.10, .20, .30).

Note: The Tapley Meter and Saab Friction Tester have scales similar to the MU-Meter and their numerical values may be used interchangeably.

Recommended Maximum Wind Component for Contaminated Runways

Reported Braking Action	Takeoff & Landing					
	C208		F27		ATR 42/72	
	X-Wind	T-Wind	X-Wind	T-Wind	X-Wind	T-Wind
Good	20	10	30	10	35	ATR 42-15 ATR 72-10
Good to Fair	20	10	25	10	30	10
Fair	15	7	15	7	20	7
Fair to Poor	12	5	12	5	15	5
Poor	7	3	7	3	10	3
Poor to Nil	5	0	5	0	5	0
Nil	Suspend Takeoffs and Landings					