

- 2) The steady state crosswind is forecasted to exceed the aircraft specific limitation based on Figure 2:

TAKEOFF	Dry	Wet	Compacted Snow	Dry Snow Wet Snow Slush Standing Water	Ice	Wet Ice	
CRJ 200	27	27	27	27	10	10	
CRJ 550	28	28	28	28	10	10	
CRJ 700	28	28	28	28	10	10	
CRJ 900	35	35	35	35	10	10	
ERJ 175	38	31	20	18	12	12	
LANDING	RCC – 6	RCC – 5	RCC – 4	RCC – 3	RCC – 2	RCC – 1	Cat II
CRJ 200	27	27	27	27	10	10	15
CRJ 550	30	30	30	30	10	10	15
CRJ 700	30	30	30	30	10	10	15
CRJ 900	32	32	32	32	10	10	15
ERJ 175	38	31	20	15	12	8	12

Figure 2. Aircraft Crosswind Limitations for Dry and Contaminated Runways

6. Runway Friction Reports

A. Friction reports (Mu)

- 1) Mu data is not issued via NOTAM and shall not be requested from local airports by either flight crews or dispatchers to supplement FICON NOTAM information.

B. A Canadian Runway Friction Index (CRFI) number may be reported in an RSC NOTAM and is expressed as a decimal value between zero and one (e.g., CRFI .40). When reported, a CRFI may be given for each runway third or averaged over the entire runway length.

- 1) CRFI values of 0.4 or greater represent good braking action; CRFI values of 0.19 or lower represent poor or less than poor braking action. CRFI NR indicates the CRFI is not reported for a given runway third.
- 2) CRFI values are advisory only and shall not be used in lieu of RwyCC information contained in a NOTAM.

C. Runway Condition Reading (RCR): TALPA may not be used at certain joint-use civilian/military airports; instead, an alternate runway reporting system utilizing RCR may be used.