



LANDING ON WET OR SLIPPERY RUNWAYS

Conduct a positive landing to ensure initial wheel spin-up and initiate firm ground contact upon touchdown, achieving wheel load as quickly as possible. Such technique avoids hydroplaning on wet runways and reduces the strength of any ice bond that might have been eventually formed on brake and wheel assemblies during flight.

The factors that influence the occurrence of hydroplaning are high speed, standing water and poor runway macrotexture. When hydroplaning occurs, it causes a substantial loss of tire friction and wheel spin-up may not occur.

Icy runways can be very slippery at all speeds depending on temperature.

Stopping the airplane with the least landing run must be emphasized when landing on wet or slippery runways.

- Anticipate the approach procedures and speeds: a well-planned and executed approach, flare and touchdown minimize the landing distance.
- Lower nose wheel immediately to the runway. It will decrease lift and will increase main gear loading.
- Apply brakes with moderate-to-firm pressure, smoothly and symmetrically, and let the anti-skid do its job.
- If no braking action is felt, hydroplaning is probably occurring. Do not apply Emergency/Parking Brake, as it will remove anti-skid protection. Maintain runway centerline and keep braking until airplane is decelerated.