TP 14176E

# Decelerometer Tests: CRFI Quality Assurance Tests and the Effect of the Vehicle's ABS System

Prepared for
Transportation Development Centre
On behalf of
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Transport Canada

December 2003

by
BMT Fleet Technology Limited
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# Decelerometer Tests: CRFI Quality Assurance Tests and the Effect of the Vehicle's ABS System

by
G. Comfort and S. Verbit
BMT Fleet Technology Limited

December 2003

## DISCLAIMER



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*Un sommaire français se trouve avant la table des matières.*

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16. Abstract


This is a two-part project to investigate the friction coefficients measured by decelerometers at Canadian airports, comprised of: (a) Canadian Runway Friction Index (CRFI) Quality Assurance Tests and, (b) Antilock Braking System (ABS) Effect tests.

CRFI Quality Assurance Tests were done to compare the CRFIs obtained with decelerometer systems in use at different airports with the Transport Canada (TC) system that consisted of (a) the TC Blazer, (b) an ERD Mk II, and (c) D. Booth, of North Bay airport, who operated the Blazer. Tests were conducted at five airports in northern Ontario during two periods in January and February 2003. Tests were done on operational surfaces that covered a range of friction levels, rather than prepared surfaces, at the airports. Tests were also done with the operators switched.

ABS Effect Tests were done to measure the degree to which CRFIs are affected by whether or not the vehicle's ABS is on or off. The tests extended the database obtained during a similar test program conducted in 2002 by evaluating: (a) a wider range of vehicles; (b) several decelerometer types; and, (c) a wider range of surfaces.


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16. Résumé


Le présent projet porte sur les coefficients de frottement mesurés à l'aide de décéléromètres à des aéroports canadiens. Il comprend deux volets : (a) essais d'assurance de la qualité du Coefficient canadien de frottement sur piste (CRFI, pour *Canadian Runway Friction Index*) et (b) essais sur l'effet du système de freinage antiblocage (ABS).

Les essais d'assurance de la qualité du coefficient CRFI avaient pour but de comparer les coefficients CRFI obtenus avec les décéléromètres en usage aux différents aéroports avec le système de Transports Canada (TC), constitué de (a) le Blazer de TC, (b) un décéléromètre d'enregistrement électronique (ERD) Mk II et (c) D. Booth, de l'aéroport de North Bay, au volant du Blazer. Les essais ont eu lieu à cinq aéroports du nord de l'Ontario et se sont étalés sur deux périodes, en janvier et février 2003. Ils se sont déroulés sur des surfaces opérationnelles présentant divers coefficients de frottement, plutôt que sur des surfaces préparées expressément pour les essais. En outre, les conducteurs étaient appelés à s'échanger les véhicules.

Les essais sur l'effet de l'ABS visaient à mesurer jusqu'à quel point le fait que le système ABS soit actionné ou non influe sur le coefficient CRFI. Ces essais ont permis d'enrichir la base de données constituée à la faveur d'un programme d'essais semblable mené en 2002; ils ont en effet permis d'évaluer : (a) un éventail plus large de véhicules; (b) plusieurs types de décéléromètres et (c) une gamme plus étendue de surfaces.


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Al Cormier of Bowmonk is thanked for providing the next generation Bowmonk device used in the ABS tests. He was onsite for part of the ABS tests conducted at North Bay airport.

North Bay Jack Garland Airport is thanked for providing the airport runway and for preparing the winter surfaces (i.e., ice, sanded ice, packed snow, and sanded packed snow) that were used for the ABS test program. Dan Booth, of North Bay Airport, is thanked for participating as the reference operator for the circuit testing, and operating the vehicles during the ABS test program.

Tests were done at the airports listed below. These airports are thanked for the excellent support and cooperation they provided to the project:

- Great Sudbury (Don Dunlop)
- Kapuskasing (Rock Robitaille)
- North Bay Jack Garland (Hector Gauthier)
- Sault Ste. Marie (Don Vallée)
- Timmins (Ivan Perreault and Harley Nikkel)

These airports provided:

- access to the airfield and cooperation;
- site vehicle, decelerometer, and operator for CRFI measurements; and
- assistance (i.e., maintenance garage facilities and personnel) in documenting the vehicles.

# EXECUTIVE SUMMARY

This was a two-part project to investigate the friction coefficients measured by decelerometers at Canadian airports, comprised of: (a) Canadian Runway Friction Index (CRFI) Quality Assurance Tests and (b) Antilock Braking System (ABS) Effect tests.

**CRFI Quality Assurance Tests –** These tests were done to compare the CRFIs obtained with decelerometer systems in use at different airports with the Transport Canada (TC) system. The test vehicles consisted of (a) the TC Blazer, and (b) an Electronic Recording Decelerometer (ERD) Mk II. D. Booth, of North Bay airport, operated the Blazer. The Transport Canada system has been used throughout the Joint Winter Runway Friction Measurement Program (JWRFMP), which commenced in 1996. Tests were conducted at five airports in northern Ontario during two periods in January and February 2003. CRFIs were obtained with the Transport Canada system and the sites' vehicles on the same surface. Tests were done on operational surfaces, rather than prepared surfaces, at the airports. The surfaces covered a range of friction levels. Tests were also done with the operators switched.

The findings were as follows:

- The CRFI variations between the airport systems and the Transport Canada system varied with airport and Circuit. As expected, more small landing distance variations were observed than large ones. Seventy percent of the inferred landing distances for these cases varied by less than 500 ft. The maximum variation in inferred landing distance was 826 ft. (Note that all references made to inferred landing distances apply to an unfactored landing distance of 3000 ft., and to no reverse thrust.)
- Generally, greater variation was observed between the Transport Canada and airport systems for sites that used the ERD Mk III as part of their system.
- In all cases, similar results were obtained with Transport Canada and site operators. The average CRFI variation was 0.013, with a maximum variation of 0.04. This probably indicates that the operators had all been trained to employ similar measurement techniques. It was concluded that switching the operators did not affect the CRFI readings significantly, compared to the other differences seen between vehicle-decelerometer pairs.
- Instrumentation problems were encountered with the ERDs used in the TC system that limited the strength of the conclusions that can be drawn.

Further investigation is recommended regarding: (a) the stability of the standard used as the basis of comparison for this project; (b) decelerometer calibration and certification; (c) decelerometer acceptance and regulation; and (d) the significance of the observed CRFI variations.

**ABS Effect Tests** – The tests were done to measure the degree to which CRFIs are affected by whether or not the vehicle's ABS is on or off. The tests were aimed at expanding the database obtained during a similar test program conducted in 2002. The 2003 testing evaluated this for: (a) a wider range of vehicles; (b) several decelerometer types; and (c) a wider range of surfaces.

The findings from the whole data set were as follows:

- The effect of ABS on versus off depended on the specific vehicle, decelerometer, and surface under consideration. No universal relationships were apparent, although trends were evident for each vehicle. The effect of ABS on versus off ranged from: (i) increasing the respective friction coefficient to; (ii) decreasing the respective friction coefficient to; and (iii) no effect. Substantial CRFI variations were measured in some cases, depending upon whether or not the vehicle's ABS was on or off.
- the observed friction coefficient variations were examined with respect to their effect on inferred landing distances to evaluate their significance. (Note that all references made to inferred landing distances apply to an unfactored landing distance of 3000 ft., and to no reverse thrust). The largest variations were observed for the ½-ton and the ¾-ton (Table 1) on February 24 during tests done with 6 mm (1/4 in.) of loose snow on bare pavement. Data were only obtained with the ERD Mk III and the ERD Mk II on that day. The Tapley and Bowmonk were not tested on that day as they were not available.

**Table 1: Maximum Variation in Inferred Landing Distances for ABS On vs. Off**

| | ERD MK III | ERD Mk II | Tapley | Bowmonk Peak | Bowmonk Average |
|---|---|---|---|---|---|
| Blazer | - 549 | - 533 | -171 | -106 | -695 |
| ½-Ton | 876 | 829 | -152 | -448 | 614 |
| ¾-Ton | 924 | 853 | 41 | 220 | no data |
| 1-Ton | -202 | -334 | no data | no data | -116 |
| RWD Car | -302 | -310 | -189 | -256 | no data |
| FWD Car | 257 | 258 | 34 | -427 | no data |

Notes:

1. The above differences in inferred LD are measured in ft.
2. Negative and positive variations indicate that the inferred LD based on the friction coefficient measured with the ABS off was shorter or longer, respectively.

The above maxima are larger than those observed during the 2002 tests, which was 449 ft. This variation may be due to differences in surface conditions as no tests were done in 2002 on loose snow on pavement. The 2002 tests were all done on bare ice and compacted snow.

The recommended actions depend upon whether or not the above variations in inferred landing distance are considered to be significant. Transport Canada should undertake this evaluation.

**Effect of Decelerometer Type** – Tests were done with the Electronic Recording Decelerometer (ERD Mk II and ERD Mk III), the Tapley, and the Bowmonk (which was set to record either the peak or the average friction coefficient). These decelerometers produced different values, which is similar to the results obtained during a test program in 2002. Instrumentation problems were encountered with the ERDs that make it difficult to make general statements; and to compare the MK II and Mk III. The ERD Mk III consistently read about 0.05 lower than did the Tapley over the full range of friction coefficients. This finding is similar to the result from the 2002 program. The relationship between the Bowmonk and the ERD Mk III depended upon whether peak or average Bowmonk values were compared.

The peak values read by the Bowmonk were both above and below the readings from the ERD Mk III. The maximum variation in friction coefficient between the Bowmonk peak and the ERD Mk III was about 0.1. The average values read by the Bowmonk were generally similar to those from the ERD Mk III, although only a few data points were obtained.

# SOMMAIRE

Le présent projet porte sur les coefficients de frottement mesurés à l'aide de décéléromètres à des aéroports canadiens. Il comprend deux volets : (a) essais d'assurance de la qualité du Coefficient canadien de frottement sur piste (CRFI, pour *Canadian Runway Friction Index*) et (b) essais sur l'effet du système de freinage antiblocage (ABS).

**Essais d'assurance de la qualité du CRFI –** Ces essais avaient pour but de comparer les coefficients CRFI obtenus avec les décéléromètres en usage aux différents aéroports avec le système de Transports Canada (TC). Les véhicules d'essai étaient constitués de (a) le Blazer de TC et (b) un décéléromètre d'enregistrement électronique (ERD) Mk II. D. Booth, de l'aéroport de North Bay, était au volant du Blazer. Le système de Transports Canada a été utilisé tout au long du Programme conjoint de recherche sur la glissance des chaussées aéronautiques l'hiver (PCRGCAH), lancé en 1996. Les essais ont eu lieu à cinq aéroports du nord de l'Ontario et se sont étalés sur deux périodes, en janvier et février 2003. Pour chaque surface étudiée, des coefficients CRFI ont été établis à l'aide du système de Transports Canada et des véhicules en usage aux aéroports. Les essais ont été menés sur des surfaces opérationnelles plutôt que sur des surfaces spécialement préparées. Ces surfaces présentaient divers degrés de frottement. En outre, les conducteurs étaient appelés à s'échanger les véhicules.

Résultats :

- Les écarts entre les coefficients CRFI obtenus avec les systèmes aéroportuaires et avec celui de Transports Canada varient selon l'aéroport et le circuit. Comme prévu, les écarts observés entre les distances d'atterrissage recommandées (établies à partir des coefficients CRFI mesurés) étaient la plupart du temps minimes. En effet, dans 70 p. 100 des cas, celui-ci ne dépassait pas 500 pi. À son maximum, il s'établissait à 826 pi. (À noter que toutes les références faites aux distances d'atterrissage recommandées s'appliquent à une distance d'atterrissage non pondérée de 3 000 pi, sans inversion de poussée.)
- En général, les écarts les plus grands ont été observés aux aéroports qui font usage de l'ERD Mk III.
- Dans tous les cas, les résultats obtenus avec le conducteur de Transports Canada et le conducteur rattaché à l'aéroport ont été semblables. L'écart moyen entre les coefficients CRFI s'est établi à 0,013, avec un maximum de 0,04. Cela est probablement une indication que les conducteurs avaient tous reçu une formation semblable concernant l'utilisation des techniques de mesure. Donc, la permutation des conducteurs n'a pas eu d'effet significatif sur les coefficients CRFI, en comparaison des autres écarts observés entre les ensembles véhicule-décéléromètre.
- Les ERD utilisés dans le système de TC ont posé des problèmes d'instrumentation, ce qui limite la portée des conclusions qui peuvent être tirées des essais.

Il est recommandé de mener d'autres études sur les thèmes suivants : (a) la stabilité de la norme utilisée comme base de comparaison au cours des présents travaux; (b) l'étalonnage et la certification des décéléromètres; (c) l'acceptation et la réglementation des décéléromètres et (d) l'importance des écarts observés entre les coefficients CRFI.

**Essais sur l'effet de l'ABS** – Ces essais visaient à mesurer jusqu'à quel point le fait que le système ABS soit actionné ou non influe sur le coefficient CRFI. Ces essais ont permis d'enrichir la base de données constituée à la faveur d'un programme d'essais semblable mené en 2002; ils ont en effet permis d'évaluer : (a) un éventail plus large de véhicules; (b) plusieurs types de décéléromètres et (c) une gamme plus étendue de surfaces.

Résultats tirés de l'ensemble des données recueillies :

- L'effet du freinage avec ou sans ABS est tributaire du véhicule, du décéléromètre et de la surface étudiée. Aucune relation universelle n'a pu être établie, malgré que pour chaque véhicule, certaines tendances aient pu être dégagées. Ainsi, les effets les plus divers ont été constatés : par rapport au freinage sans ABS, le freinage avec ABS (i) augmentait le coefficient de frottement, (ii) diminuait le coefficient de frottement ou (iii) n'avait aucun effet. Dans certains cas, des écarts substantiels ont été mesurés entre les coefficients CRFI, selon que l'ABS du véhicule était actionné ou non.
- Pour évaluer l'importance des écarts observés entre coefficients de frottement, ceux-ci ont été examinés sous l'angle de leur effet sur les distances d'atterrissage recommandées. (À noter que toutes les références faites aux distances d'atterrissage recommandées s'appliquent à une distance d'atterrissage non pondérée de 3 000 pi, sans inversion de poussée.) Les écarts les plus grands ont été observés pour le camion ½ tonne et le camion ¾ de tonne (voir le tableau 1), le 24 février, au cours d'essais réalisés sur une piste nue recouverte de 6 mm (¼ po) de neige folle. Ce jour-là, seuls l'ERD Mk III et l'ERD Mk II ont servi à la collecte de données. Les appareils Tapley et Bowmonk n'ont pas été mis en œuvre pour raison d'indisponibilité.

**Tableau 1 : Écart maximal entre les distances d'arrêt inférées, selon que le système de freinage utilise ou non l'ABS**

| | ERD MK III | ERD Mk II | Tapley | Bowmonk – valeur maximale | Bowmonk –valeur moyenne |
|---|---|---|---|---|---|
| Blazer | - 549 | - 533 | - 171 | - 106 | - 695 |
| Camion ½ tonne | 876 | 829 | - 152 | - 448 | 614 |
| Camion ¾ tonne | 924 | 853 | 41 | 220 | aucune donnée |
| Camion 1 tonne | - 202 | - 334 | aucune donnée | aucune donnée | - 116 |
| Voiture, traction arrière | - 302 | - 310 | - 189 | - 256 | aucune donnée |
| Voiture, traction avant | 257 | 258 | 34 | - 427 | aucune donnée |

Nota :

1. Les écarts sont donnés en pieds.
2. Un écart négatif ou positif indique que la distance d'atterrissage calculée à partir du coefficient de frottement mesuré sans ABS était plus courte ou plus longue, respectivement, que la distance avec ABS.

Les écarts maximaux donnés ci-dessus sont plus élevés que ceux observés au cours des essais de 2002, dont le plus élevé s'établissait à 449 pi. Cette différence peut être attribuable aux conditions de la surface, car en 2002, aucun essai n'a eu lieu sur une chaussée recouverte de neige folle. Les essais de 2002 ont tous été réalisés sur de la glace vive et de la neige tassée.

Pour ce qui est des suites à donner à ces résultats, il importe de déterminer l'importance des écarts ci-dessus. Il revient à Transports Canada de se prononcer sur cette question.

**Effet du type de décéléromètre –** Des essais ont été réalisés avec les décéléromètres à enregistrement électronique ERD Mk II et ERD Mk III, le Tapley, et le Bowmonk (ce dernier réglé pour enregistrer soit le coefficient de frottement maximal, soit le coefficient de frottement moyen). Tous ces décéléromètres ont enregistré des valeurs différentes, ce qui concorde avec les résultats obtenus au cours d'un programme d'essais en 2002. Du fait des problèmes d'instrumentation posés par les ERD, il est difficile de tirer des conclusions générales des essais et de comparer le MK II et le Mk III. Quant à l'ERD Mk III, il donnait systématiquement des valeurs environ 0,05 inférieures à celles données par le Tapley, dans toute la gamme des coefficients de frottement. Ce résultat concorde avec ce qui avait été observé au cours du programme d'essais de 2002. La relation entre le Bowmonk et l'ERD Mk III variait selon que l'on considérait les valeurs maximales ou moyennes recueillies à l'aide de l'appareil Bowmonk.

Ainsi, les valeurs maximales obtenues à l'aide de l'appareil Bowmonk étaient parfois supérieures, parfois inférieures aux valeurs obtenues à l'aide de l'ERD Mk III. L'écart maximal entre le coefficient de frottement maximal enregistré par le Bowmonk et celui enregistré par l'ERD Mk III était d'environ 0,1. Règle générale, les valeurs moyennes enregistrées par le Bowmonk concordaient avec celles enregistrées par l'ERD Mk III; il faut toutefois préciser que l'on ne dispose que d'un petit nombre de points de données.

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# GLOSSARY

| | |
|---|---|
| ABS | Antilock Braking System |
| AIP | Aeronautical Information Publication |
| BMT FTL | BMT Fleet Technology Limited |
| CRFI | Canadian Runway Friction Index |
| ERD | Electronic Recording Decelerometer |
| FAA | Federal Aviation Administration |
| FWD | Front Wheel Drive |
| JWRFMP | Joint Winter Runway Friction Measurement Program |
| LD | Landing Distance |
| RWD | Rear Wheel Drive |
| SUV | Sport Utility Vehicle |
| TC | Transport Canada |

# 1. INTRODUCTION AND OBJECTIVES

Runway friction data are a fundamental requirement at Canadian airports for maintaining a satisfactory safety level when aircraft land and take off on runways covered with winter contaminants. Surface conditions such as ice, snow, wet ice, and chemically treated winter surfaces are a hazard to safe aircraft operations. Meaningful and credible friction information is needed from pilots to make proper decisions on whether to safely land his/her aircraft. The provision of runway friction information is internationally recognized as critical for global aviation safety.

## 1.1 Background

During the winter season, airports in Canada conduct runway surface inspections and forward this information to air traffic control or flight service stations for onward transmission to pilots. The friction of the runway is an essential part of the information collected. Airports take friction measurements throughout inclement winter weather periods when winter contaminants such as snow, ice, compacted snow and other contaminants are on the runway.

Various devices are used throughout the world to measure and report runway friction. In Canada, airports have used, and continue to use, decelerometers for friction measurement in wintertime. These measurements are made by mounting a decelerometer in a vehicle. To take a measurement, the vehicle is induced to skid, and its deceleration is recorded. The friction number that these instruments provide are averaged over the length of the runway, and called the Canadian Runway Friction Index (CRFI). It is fundamental to the provision of the CRFI that:

- the decelerometers in service at Canadian airports are being used properly;
- they produce the same number when operated in the same vehicle;
- they are regularly serviced as required; and
- the vehicles used as platforms for decelerometers are appropriate, and properly maintained.

It is important to recognize that this friction-measuring system has three major components:

- the decelerometer instrument – although the Electronic Recording Decelerometer (ERD) is most commonly used at Canadian airports, other decelerometers are available.
- the vehicle – airports in Canada use a variety of vehicles as the platform for friction measurements with decelerometers.
- the operator – it is well known that results can vary with different operators.

This was a two-part project undertaken to investigate the friction coefficients produced by decelerometers at Canadian airports.

## 1.2 Objectives

This project had two major parts as follows:

(a) CRFI Quality Assurance Tests
(b) Antilock Braking System (ABS) effect tests

### 1.2.1 CRFI Quality Assurance Tests

The objective was to compare the CRFIs obtained with decelerometer systems in use at different airports with the Transport Canada system, which consisted of the following:

- the Transport Canada Blazer (described in Section 2);
- the ERD – although both the ERD Mk II and the ERD Mk III were mounted in the Blazer, the ERD Mk II was used as the basis of comparison; and
- D. Booth, of North Bay airport, who operated the Blazer.

Tests were conducted at five airports in northern Ontario during two periods in January and February. CRFIs were obtained with the Transport Canada system and the sites' vehicles on the same surface. It should be noted that the tests were not done on prepared surfaces but rather on operational surfaces at the airports. The surfaces were selected to span a range of friction levels.

The second objective was to assess the effect of the operator on any variability that might be observed. To this end, tests were done with the operators switched, as follows:

- the Transport Canada Blazer was operated by the site's operator;
- D. Booth, of North Bay airport, operated the site's system.

### 1.2.2 ABS Effect Tests

Friction measurements at Canadian airports are now made with the vehicle's ABS braking system disabled. This practice stems from previous tests that showed that the friction coefficients measured with the vehicle's ABS system on were substantially different from those obtained with the ABS system off. Transport Canada standardized friction testing at that time by disabling the vehicle's ABS systems as this eliminated this variable and improved the credibility of the friction reporting process. However, it is becoming increasingly difficult for airports to disable the ABS system for friction measurement. Most current vehicles have ABS systems as standard equipment. Furthermore, ABS systems are becoming increasingly complex, which makes them more difficult to disable. Also, liability issues arise when vehicles are operated with the ABS system off.

Recent tests in January, 2002 at North Bay airport cast doubt on the need to disable the ABS system [1]. It was indicated that the friction readings were not greatly affected by whether or not the vehicle's ABS was on or off. Because this finding was at variance with current recommendations (by Transport Canada, Federal Aviation Administration (FAA) and the decelerometer manufacturers), and it was based on a relatively small database, it was decided that additional testing was required. The objective of the testing was to establish the degree to which friction coefficients are affected by whether or not the vehicle's ABS is on or off. The testing was aimed at evaluating this for:

- a wide range of vehicles;
- several decelerometer types; and
- a wide range of winter surfaces.

# 2. CRFI QUALITY ASSURANCE TESTS

## 2.1 Test Program Scope

### 2.1.1 Test Locations

Tests were done at airports in Sudbury, Kapuskasing, North Bay Jack Garland, Sault Ste. Marie, and Timmins (Table 2.1).

**Table 2.1: Airports Tested and Test Dates**

| Airport | Contact Person at Airport | Test Dates for Circuit 1 | Test Dates for Circuit 2 |
|---|---|---|---|
| Great Sudbury Airport | Don Dunlop | January 10 | February 6 |
| Kapuskasing Airport | Rock Robitaille, | January 15 | February 4 |
| North Bay Jack Garland | Hector Gauthier | January 9 and 13 | February 6 |
| Sault Ste. Marie Airport | Don Vallée | January 11 | February 10 |
| Timmins Airport | Ivan Perreault | January 14 | February 5 |

These airports were selected for a number of reasons:

- they are all relatively close to North Bay which would allow the project to be conducted efficiently;
- they are all located in regions where a range of winter surfaces can be expected; and
- discussions at the start of the project with the appropriate airport staff indicated that these airports would be willing to cooperate in such a project.

Because this was an exploratory research program, it was agreed that the results from each airport would not be specifically identified in this report. As a result, the results are presented as Airports 1 through 5 in random order.

### 2.1.2 Test Dates

Tests were performed by traveling to each airport in turn with the Transport Canada system. Tests were done in two circuits, as summarized below, and listed in Table 2.1.

- Circuit 1 – January 9-14, 2003
- Circuit 2 – February 4-10, 2003

## 2.2 Test Procedures and Conditions

### 2.2.1 Test Procedures

The program was set up to not interfere with the normal operations of the airports. Thus, the test schedule was kept flexible to the extent possible. Excellent cooperation was obtained from each airport.

Each test day began with a meeting with the airport staff. Testing involved the following steps:

- The vehicles were documented. This included weighing them and measuring the tire footprint area. Detailed procedures for these measurements are provided in Appendix A. Other pertinent vehicle data were also recorded as described in section 2.2.4.
- Test surfaces were selected. This was done by driving out onto the airfield and inspecting the available surfaces. Surfaces were selected to cover a range of friction levels. At least two different surfaces were always tested.
- CRFI tests were conducted as described in section 2.2.2 to:
    - compare the CRFIs obtained from the site and the Transport Canada system; and
    - evaluate the effect of the operator. (This was done by switching operators in the test vehicles.)

### 2.2.2 CRFI Testing Method

Initially, both operators calibrated their devices on the level ground commonly used by the site.

The site was instructed to use the same testing method that they would normally use for friction measurement during regular Runway Condition Reporting. It was observed that all operators applied the brakes in a similar fashion. The only noticeable difference between operators was the length of time that they held the brake down to ensure that a valid CRFI was collected.

Typically, testing was done by having the site operator drive a short distance (about 500 ft.) ahead of the TC operator. In all cases, the vehicle was accelerated to 50 km/h and then the brakes were applied.

A minimum of 15 readings was collected per run. This data quantity was selected as previous analyses [2] have shown that the reliability of the friction coefficients measured by the ERD on winter surfaces did not increase significantly with additional measurements.

Although the friction data were not analyzed on a point-by-point basis, efforts were made to synchronize the two data sets by collecting them at nearby locations. The runway lights were used for this purpose as the site operator was asked to apply the brakes at a regular interval of runway lights. The TC operator (following behind) used these as reference points for applying his vehicle’s brakes, while keeping his vehicle’s path slightly offset from the existing skids to avoid testing on previously skidded surfaces.

During Circuit 1, a BMT FTL representative responsible for tagging the CRFI data strips for subsequent data entry accompanied both operators. During Circuit 2, the TC operator drove alone, and tagged his vehicle’s CRFI reading strips while a BMT FTL representative accompanied the site operator.

The test matrix included tests with the operators switched. This was done to allow the effect of different operators to be evaluated. Except for the airport 5 data, the odd-numbered data sets (Runs 1, 3, and 5) were collected using the "original" systems, with the site operator running the site vehicle, and D. Booth running the Transport Canada system. The even-numbered data sets (Runs 2, 4, and 6) were collected by switching operators.

At airport 5, runs 1, 2, 3, 4, and 6 were done with "original" systems. The operators were switched for runs 5 and 7. Summary data are presented in Section 2.3.

### 2.2.3 Surfaces Tested

Following each test, the surface was photographed, and the air and ground temperatures were measured (Appendix B and Table 2.2). Wind information was gathered from each airport's weather office (Appendix B). Appendix B also provides general surface descriptions for each surface. The location of the runs was also recorded, but these are withheld to maintain anonymity.

No test surfaces were specially prepared for this program; all tests were done on operational surfaces at the airports. Sample surfaces are shown in Figure 2.1. All of the surfaces tested are shown in Appendix C.

**Table 2.2: Summary of Test Temperatures**

| | Circuit 1 | | Circuit 2 | |
|---|---|---|---|---|
| **Airport** | **Air Temp (°C)** | **Surface Temp (°C)** | **Air Temp (°C)** | **Surface Temp (°C)** |
| Airport 1 | -23.5 | -22.4 to -23.2 | -15.9 to -16.6 | -14.9 to -16 |
| Airport 2 | -20.9 to -23.7 | -20.7 to -21.9 | -23.4 to -24.4 | -17.2 to -23.5 |
| Airport 3 | -16.7 to -20.5 | -12.9 to -14.3 | -15.9 to -18.3 | -15 to -17.2 |
| Airport 4 | -6.6 to -7 | -5.6 | -18 to -19 | -13.6 to -18.3 |
| Airport 5 | -11 to -15.6 | -6.9 to -15.6 | -17 to -17.6 | -14.4 to -15.6 |

**(a) Circuit 1 – Surface 1**

**(b) Circuit 1 – Surface 2**

**(c) Circuit 1 – Surface 3**

**(d) Circuit 2 – Surface 1**

**(e) Circuit 2 – Surface 2**

**(f) Circuit 2 – Surface 3**

**Figure 2.1: Airport 1 Test Surfaces**

### 2.2.4 Vehicles Tested

Table 2.3 describes each vehicle that was tested while Table 2.4 summarizes the weight and contact pressure for each vehicle. Photographs of all vehicles are provided in Appendix A.

**Table 2.3: Vehicle Description**

| **Vehicle - General** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Location | Transport Canada | Airport 1 | Airport 2 | | Airport 3 | | Airport 4 | Airport 5 |
| Manufacturer | Chevrolet | GMC | Ford | Chevrolet | Chevrolet | GMC | Chevrolet | Ford |
| Model | Blazer | 1500 Cheyenne | F350 | 1500 Silverado | 2500 Cheyenne | 2500 SL | 1500 Cheyenne | F150XL |
| Year | 1991 | 1992 | 1996 | 2003 | 1997 | 1993 | 1989 | 2002 |
| Odometer (km) | 113,645 | 97,097 | 93,452 | 2,791 | 100,199 | 117,154 | 119,981 | 13,941 |
| Wheelbase, m (in) | 2.74 (108) | 3.35 (132) | 4.27 (168) | 3.35 (132) | 3.35 (132) | 3.35 (132) | 3.35 (132) | 3.04 (120) |
| **Vehicle - Antilock Braking System (ABS)** | | | | | | | | |
| Type | 4 wheel | None | 4 wheel | 4 wheel | 4 wheel | None | None | 4 wheel |
| On/Off | Off | - | Off | Off | Off | - | - | Off |
| **Vehicle - Tires** | | | | | | | | |
| Size | P235/75 R15 | 245/75 R16 | 235/85 R16 | 255/70 R16 | LT245/75 R16 | LT225/75 R16 | P235/75 R15 | P235/70 R16 |
| Brand | Michelin | Toyo radials | | Ameritrak | Marshal | Merit | Hercules | BF Goodrich |
| Type/Season | M + S | All season | M+S | M+S | All season | All season | M+S | All season |
| Pressure, kPa (psi) | 241 (35) | 193 (28) | 276 (40) | front 221 (32) rear 241 (35) | front 241 (35) rear 276 (40) | front 248 (36) rear 276 (40) | 241 (35) | 248 (36) |
| Tread Depth (mm) | 9.0 | N.A. | front 9.0 rear 12.0 | front 7.0 rear 8.0 | front 8.5 rear 5.2 | front 8.0 rear 5.0 | 3.75 | 5.5 |

**Table 2.4: Vehicle Weights and Contact Pressures**

| **Vehicle - General** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Location | Transport Canada | Airport 1 | Airport 2 | | Airport 3 | | Airport 4 | Airport 5 |
| Manufacturer | Chevrolet | GMC | Ford | Chevrolet | Chevrolet | GMC | Chevrolet | Ford |
| Model | Blazer | 1500 Cheyenne | F350 | 1500 Silverado | 2500 Cheyenne | 2500 SL | 1500 Cheyenne | F150XL |
| **Total Vehicle Weight [lb.]** | | | | | | | | |
| | 5200 | 6360 | 6240 | 5410 | 6715 | 5470 | 4620 | 5205 |
| **Weight/Tire [lb.]** | | | | | | | | |
| Front Pass. | 1050 | 1940 | 1410 | 1260 | 1725 | 1110 | 1070 | 1050 |
| Front Driver | 1620 | 1950 | 1890 | 1630 | 1860 | 1140 | 1390 | 1630 |
| Rear Pass. | 1270 | 1220 | 1380 | 1270 | 1670 | 1650 | 1010 | 1275 |
| Rear driver | 1260 | 1250 | 1560 | 1250 | 1460 | 1570 | 1150 | 1250 |
| **Weight/Tire [kN]** | | | | | | | | |
| Front Pass. | 4.670 | 8.629 | 6.272 | 5.604 | 7.673 | 4.937 | 4.759 | 4.670 |
| Front Driver | 7.206 | 8.674 | 8.407 | 7.250 | 8.273 | 5.071 | 6.183 | 7.250 |
| Rear Pass. | 5.649 | 5.427 | 6.138 | 5.649 | 7.428 | 7.339 | 4.492 | 5.671 |
| Rear driver | 5.604 | 5.560 | 6.939 | 5.560 | 6.494 | 6.983 | 5.115 | 5.560 |
| **Tire Print Contact Area[1] [mm$^2$]** | | | | | | | | |
| Front Pass. | 14,173 | 34,677 | 18,669 | 16,743 | 15,081 | 14,839 | 19,677 | 19,544 |
| Front Driver | 13,710 | 30,443 | 19,335 | 19,379 | 21,835 | 14,677 | 18,992 | 17,314 |
| Rear Pass. | 11,573 | 20,282 | 17,944 | 21,155 | 15,121 | 20,726 | 17,823 | 18,177 |
| Rear driver | 11,169 | 25,524 | 17,399 | 20,329 | 17,944 | 22,016 | 18,750 | 17,472 |
| **Tire-Surface Pressure[2] [MPa]** | | | | | | | | |
| Front Pass. | 0.330 | 0.249 | 0.336 | 0.335 | 0.509 | 0.333 | 0.242 | 0.239 |
| Front Driver | 0.526 | 0.285 | 0.435 | 0.374 | 0.379 | 0.345 | 0.326 | 0.419 |
| Rear Pass. | 0.488 | 0.268 | 0.342 | 0.267 | 0.491 | 0.354 | 0.252 | 0.312 |
| Rear driver | 0.502 | 0.218 | 0.399 | 0.274 | 0.362 | 0.317 | 0.273 | 0.318 |
| **Total Vehicle-Surface Contact Pressure[3] [kPa]** | | | | | | | | |
| | 457 | 255 | 378 | 310 | 427 | 337 | 273 | 319 |

Note:

1. This was defined as: the overall footprint area less the area of the grooves not in contact with the surface.
2. This was defined as: Weight on Tire/Tire Print Contact Area.
3. This was defined as: Total Vehicle Weight/Total Tire Contact Area (i.e., for all 4 tires).
4. The above weights do not include the weight of the operator.

## 2.2.5 Decelerometers Used

The decelerometers each had a valid calibration record from which the calibration data was taken. The decelerometer information is reported in Table 2.5.

### *2.2.5.1 ERD Mk II in the Transport Canada System*

Transport Canada's ERD Mk II (serial #0179) was used for Circuit 1 (Table 2.5) as it had been used during previous JWRFMP testing. This ERD MK II was selected to be consistent with previously collected data.

Following completion of Circuit 1, but before Circuit 2, the Transport Canada system (i.e., the Blazer, ERD MK II serial # 0179, and D. Booth) was used in the tests done at North Bay Jack Garland Airport as part of the 2003 JWRFMP.

The TC operator informed BMT FTL that sometime during the JWRFMP testing, ERD Mk II serial #0179 seemed to be experiencing or causing interference. As a result, ERD Mk II serial #0179 was replaced by ERD Mk II serial #0219, another Transport Canada ERD, during the 2003 JWRFMP. The reasons for the instrumentation problems with ERD Mk II serial #0179 are unknown.

ERD Mk II serial #0219 was used in the Transport Canada system for Circuit 2.

**Table 2.5: Decelerometers Used**

| | Transport Canada - Blazer | | Airport 1 | Airport 2 | Airport 3 (In Chev 2500 Cheyenne) | Airport 3 (In GMC 2500) | Airport 4 | Airport 5 |
|---|---|---|---|---|---|---|---|---|
| Model | ERD Mk II | ERD Mk III | ERD Mk II | ERD Mk III | ERD Mk II | ERD Mk III | ERD Mk III | ERD Mk II |
| Serial | Circuit 1: 0179 Circuit 2: 0219 | 024 | 0125 | 119 | 0123 | 181 | 039 | 0002 |
| Last Calculation Date | Circuit 1: Dec. 2002 Circuit 2: Nov. 2002 | Circuit 1: Sept. 2002 Circuit 2: Jan 2003 | Sept. 2002 | July 2002 | Sept. 2002 | Sept. 2002 | Nov. 2002 | Sept. 2002 |

*2.2.5.2 ERD Mk III in the Transport Canada System*

The ERD Mk III provided by Transport Canada was used for Circuit 1 and Circuit 2. However, because it was later found to be out of calibration, the data collected with this device for Circuit 1 were not used for subsequent analyses. However, the friction coefficients from the ERD Mk III are listed in this report for completeness.

It was recalibrated between Circuits 1 and 2, and then used in Circuit 2. However, to be consistent with the Circuit 1 data, the ERD Mk III data were not used for subsequent analyses, and all comparisons were done using the ERD Mk II data only. This decision had no effect on the conclusions of the testing as the ERD Mk II (serial #0219) and the ERD MK III (serial #024) recorded similar values during Circuit 2 (Figure 2.2).

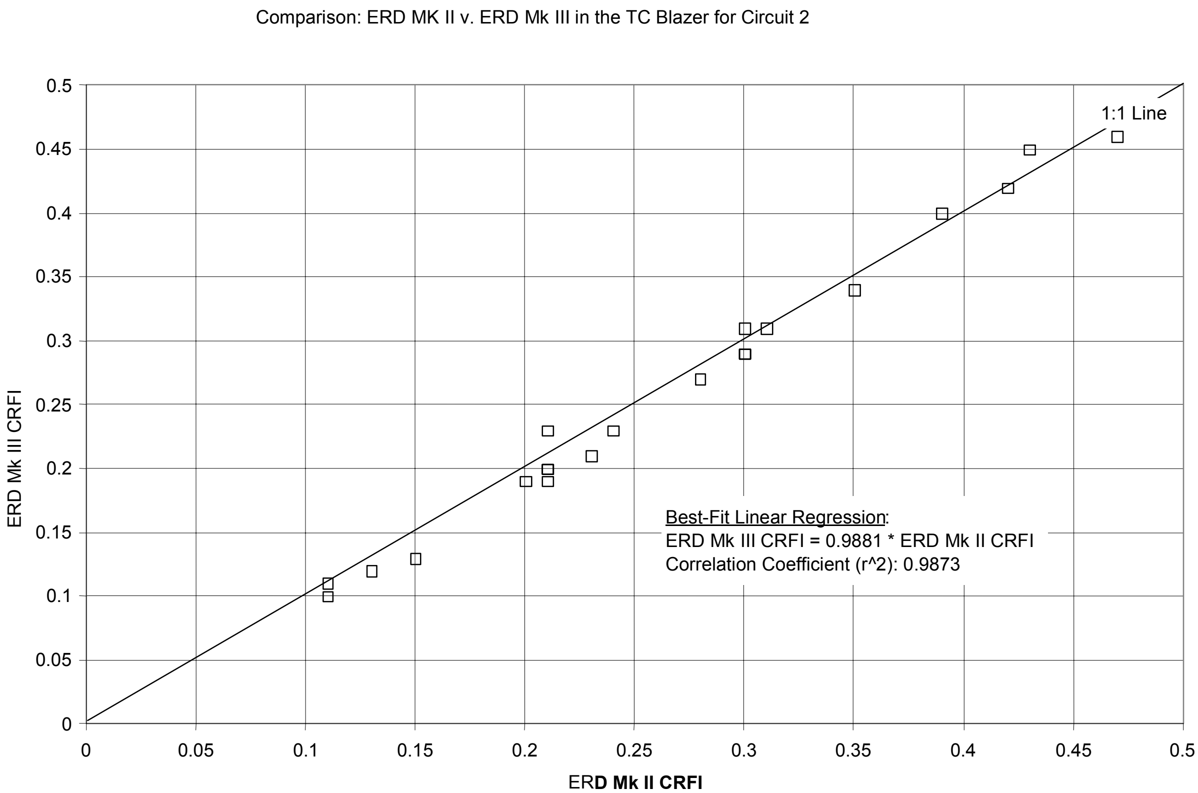


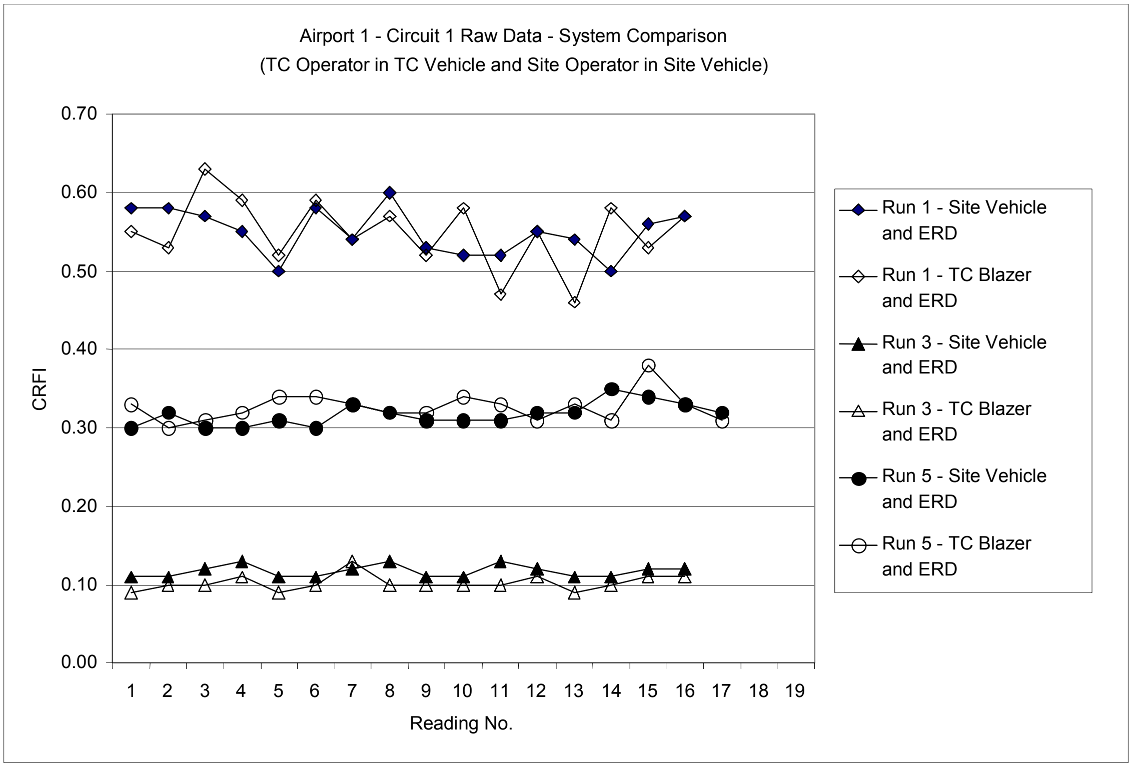

**Figure 2.2: ERD Mk II v. ERD Mk III in the Transport Canada System for Circuit 2**

## 2.3 Results: Measured Friction Coefficients

### 2.3.1 Presentation of Raw Data

The average CRFIs are summarized in Tables 2.6 to 2.10 for Airports 1 to 5, respectively. These averages have been used for all subsequent analyses in this report. The raw CRFI data points are listed in Appendix B.

Figure 2.3 shows a sample of the raw data originating from the runs on Circuit 1. The data are paired by vehicle and run number. The ERD Mk II data is shown from the TC reference vehicle. A full set of these plots is provided in Appendix B.



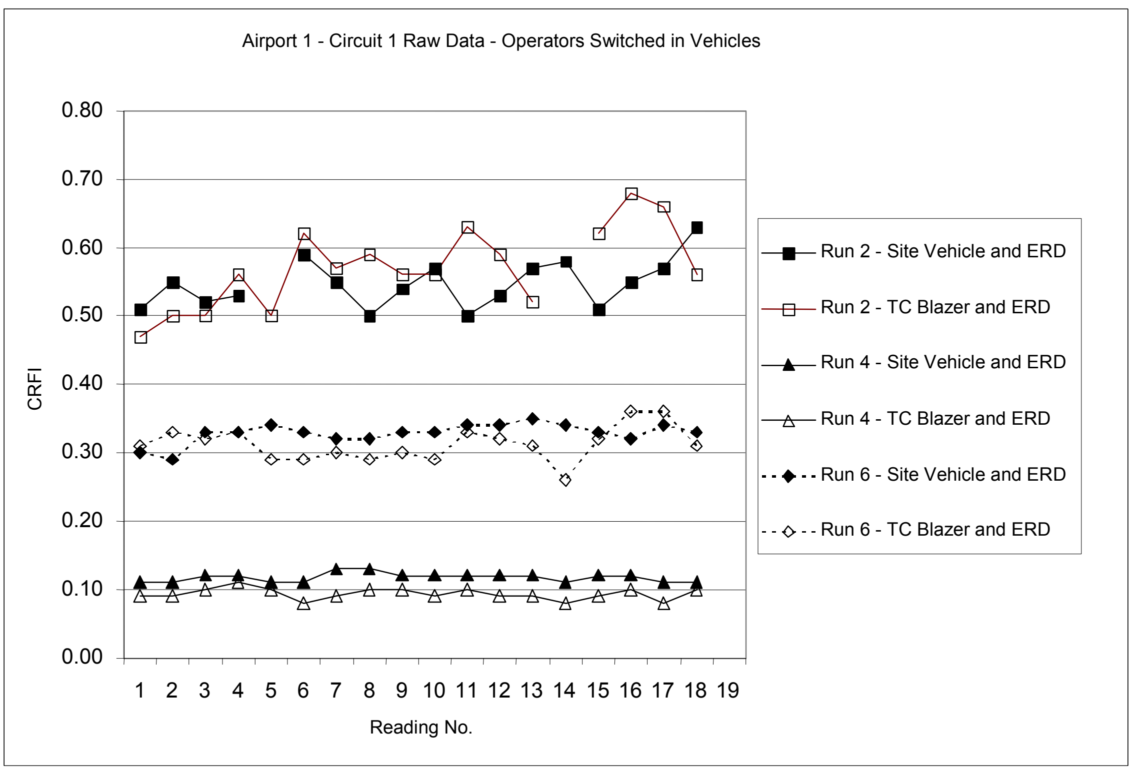




**Figure 2.3: Raw Data Chart for Airport 1 - Circuit 1**

## Table 2.6: Airport 1 Summary CRFI Data

| Vehicle | Operator | Average CRFI |
|---|---|---|
| **CIRCUIT 1** | | |
| **Surface: Dusting of Snow on Bare and Dry** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.55 |
| Site Vehicle | Site Operator | 0.55 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.57 |
| Site Vehicle | TC Operator | 0.55 |
| **Surface: Light Dusting of Snow on Prepared Ice** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.10 |
| Site Vehicle | Site Operator | 0.12 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.09 |
| Site Vehicle | TC Operator | 0.12 |
| **Surface: Compact Snow with Little Sand** | | |
| **Run 5** | | |
| TC Blazer | TC Operator | 0.33 |
| Site Vehicle | Site Operator | 0.32 |
| **Run 6** | | |
| TC Blazer | Site Operator | 0.31 |
| Site Vehicle | TC Operator | 0.33 |
| | | |
| **CIRCUIT 2** | | |
| **Surface: Patchy and Blowing Snow over Bare** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.43 |
| Site Vehicle | Site Operator | 0.42 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.42 |
| Site Vehicle | TC Operator | 0.44 |
| **Surface: Packed Snow and Ice due to Freezing Rain Three Days Earlier** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.27* |
| Site Vehicle | Site Operator | 0.28 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.24 |
| Site Vehicle | TC Operator | 0.24 |
| **Surface: Ice** | | |
| **Run 5** | | |
| TC Blazer | TC Operator | 0.11 |
| Site Vehicle | Site Operator | 0.13 |
| **Run 6** | | |
| TC Blazer | Site Operator | 0.11 |
| Site Vehicle | TC Operator | 0.14 |

* The TC ERD Mark II data was lost due to a lack of power during printing. The three devices were subsequently printed individually. The ERD Mark III value is reported here.

**Table 2.7: Airport 2 Summary CRFI Data**

| Vehicle | Operator | Average CRFI |
|---|---|---|
| **CIRCUIT 1** | | |
| **Surface: Packed Snow** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.27 |
| Site Vehicle | Site Operator | 0.22 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.27 |
| Site Vehicle | TC Operator | 0.25 |
| **Surface: Sanded Packed Snow (Patchy Sand)** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.31 |
| Site Vehicle | Site Operator | 0.28 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.31 |
| Site Vehicle | TV Operator | 0.30 |
| **Surface: Packed Snow Over Ice With Patches of Sand** | | |
| **Run 5** | | |
| TC Blazer | TV Operator | 0.30 |
| Site Vehicle | Site Operator | 0.26 |
| **Run 6** | | |
| TC Blazer | Site Operator | 0.29 |
| Site Vehicle | TC Operator | 0.28 |
| | | |
| **CIRCUIT 2** | | |
| **Surface: Compact Snow** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.15 |
| Site Vehicle | Site Operator | 0.12 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.13 |
| Site Vehicle | TC Operator | 0.09 |
| **Surface: Sanded Packed Snow Over Ice** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.23 |
| Site Vehicle | Site Operator | 0.16 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.21 |
| Site Vehicle | TC Operator | 0.14 |

## Table 2.8: Airport 3 Summary CRFI Data

| Vehicle | Operator | Average CRFI |
|---|---|---|
| **CIRCUIT 1** | | |
| **Surface: 1/8 in. Loose Snow Over Ice** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.27 |
| Site Vehicle | Site Operator | 0.24 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.28 |
| Site Vehicle | TC Operator | 0.26 |
| **Surface: 1/8 in. to ¼ in. Loose Snow on Packed Snow** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.30 |
| Site Vehicle | Site Operator | 0.23 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.28 |
| Site Vehicle | TC Operator | 0.22 |
| **Surface: 1/8 in. Loose Snow Over Ice** | | |
| **Run 5** | | |
| TC Blazer | TC Operator | 0.27 |
| Site Vehicle | Site Operator | 0.27 |
| **Run 6** | | |
| TC Blazer | Site Operator | 0.27 |
| Site Vehicle | TC Operator | 0.27 |
| | | |
| **CIRCUIT 2** | | |
| **Surface: ¼ in. Loose Snow Over Packed Snow** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.30 |
| Site Vehicle | Site Operator | 0.22 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.30 |
| Site Vehicle | TC Operator | 0.20 |
| **Surface: Packed Snow Over Ice** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.21 |
| Site Vehicle | Site Operator | 0.12 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.20 |
| Site Vehicle | TC Operator | 0.11 |
| **Surface: ¼ in. Loose Snow over Packed Snow** | | |
| **Run 5** | | |
| TC Blazer | TC Operator | 0.28* |
| Site Vehicle | Site Operator | 0.22* |

*This was a mixed test, and consequently, it was not used in the analyses. The ERD that was in the Transport Canada system was placed in the site vehicle, and the site's ERD was placed in the TC vehicle. This test was done on the same surface as the one used for Run 1.

## Table 2.9: Airport 4 Summary CRFI Data

| Vehicle | Operator | Average CRFI |
|---|---|---|
| **CIRCUIT 1** | | |
| **Surface: ½ in. Loose Snow Over Ice** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.19 |
| Site Vehicle | Site Operator | 0.20 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.18 |
| Site Vehicle | TC Operator | 0.18 |
| **Surface: ½ in. Loose Snow Over Compact Snow** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.20 |
| Site Vehicle | Site Operator | 0.21 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.20 |
| Site Vehicle | TC Operator | 0.22 |
| **Surface: Swept but Remaining Dusting** | | |
| **Run 5** | | |
| TC Blazer | TC Operator | 0.36* |
| Site Vehicle | Site Operator | 0.39* |
| **Run 6** | | |
| TC Blazer | Site Operator | 0.35* |
| Site Vehicle | TC Operator | 0.46* |
| | | |
| **CIRCUIT 2** | | |
| **Surface: Packed Snow with 1/8 in. Loose Snow** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.35 |
| Site Vehicle | Site Operator | 0.28 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.31 |
| Site Vehicle | TC Operator | 0.28 |
| **Surface: Packed Snow Over Ice** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.21 |
| Site Vehicle | Site Operator | 0.21 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.21 |
| Site Vehicle | TC Operator | 0.19 |

* The surface was not homogeneous enough to collect comparable readings between the two vehicles.

**Table 2.10: Airport 5 Summary CRFI Data**

| Vehicle | Operator | Average CRFI |
|---|---|---|
| **CIRCUIT 1** | | |
| **Surface: Sanded Ice – Formed From Packed Snow** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.34 |
| Site Vehicle | Site Operator | 0.38 |
| **Surface: Ice – Formed From Packed Snow** | | |
| **Run 2** | | |
| TC Blazer | TC Operator | 0.18 |
| Site Vehicle | Site Operator | 0.16 |
| **Surface: Ice – Formed From Packed Snow** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.18 |
| Site Vehicle | Site Operator | 0.20 |
| **Surface: Snow and Bare Patches** | | |
| **Run 4** | | |
| TC Blazer | TC Operator | 0.70 |
| Site Vehicle | Site Operator | 0.76 |
| **Run 5** | | |
| TC Blazer | Site Operator | 0.72 |
| Site Vehicle | TC Operator | 0.79 |
| Surface: Ice | | |
| **Run 6** | | |
| TC Blazer | TC Operator | 0.16 |
| Site Vehicle | Site Operator | 0.17 |
| **Run 7** | | |
| TC Blazer | Site Operator | 0.16 |
| Site Vehicle | TC Operator | 0.15 |
| | | |
| **CIRCUIT 2** | | |
| **Surface: 1/8 in. Loose Snow Over Ice** | | |
| **Run 1** | | |
| TC Blazer | TC Operator | 0.30 |
| Site Vehicle | Site Operator | 0.23 |
| **Run 2** | | |
| TC Blazer | Site Operator | 0.28 |
| Site Vehicle | TC Operator | 0.24 |
| **Surface: Thin Ice with Bare Patches** | | |
| **Run 3** | | |
| TC Blazer | TC Operator | 0.47 |
| Site Vehicle | Site Operator | 0.40 |
| **Run 4** | | |
| TC Blazer | Site Operator | 0.39 |
| Site Vehicle | TC Operator | 0.33 |

### 2.3.2 CRFIs Measured by Transport Canada and Site Systems

These are compared in Figures 2.4 to 2.6. As expected, most CRFIs are in the range of 0.1 to 0.4, as the tests were done on winter surfaces. The following observations can be made:

- The variation between the site and the Transport Canada systems varied from airport to airport. The variation in friction coefficient between a site system and the Transport Canada system ranged from nil to a maximum of 0.09 (i.e., 0.12 versus 0.21, respectively).

  In one case (i.e., Run 5 during Circuit 2 at Airport 3 – Table 2.8), the CRFI variations were similar when the ERDs were switched between the site and the Transport Canada vehicles. This indicates that, for that case, differences in the two vehicles were probably responsible for the observed CRFI variations. More investigation (for more cases) is needed before firm conclusions can be drawn.

- Greater variation was observed between the Transport Canada system and the site systems during Circuit 2. Furthermore, the CRFIs measured by the Transport Canada system were almost always more than those from the site systems for Circuit 2 in contrast to Circuit 1 when a variation was observed. Compare Figures 2.5 and 2.6. This variation should be investigated further. This variation might be due to the following factors:
  (a) a different ERD Mk II was used in Circuit 2 compared to Circuit 1.
  (b) differences in surface conditions, or perhaps less uniformity for the surfaces in Circuit 2 than for Circuit 1. However, it should be noted that all of the tested surfaces were within the range where decelerometers are considered to be reliable, with the possible exception of the tests done at Airport 5 on patchy conditions (with bare pavement showing in places). These tests produced the highest CRFIs measured during the program.

  - Generally, the CRFI variation between systems was greater for airports that used the ERD Mk III rather than the ERD Mk II as part of their system. At first glance, Airport 5 appears to be an exception to this statement as relatively large variations were observed at this site, which used the ERD Mk II as part of their system (Table 2.10). However, it should be noted that the largest variations between the TC and the site systems were observed on surfaces with bare pavement patches. These relatively non-uniform surfaces made it difficult to obtain valid comparisons.

  - The significance of these CRFI variations needs to be assessed by evaluating their effect on inferred landing distances.

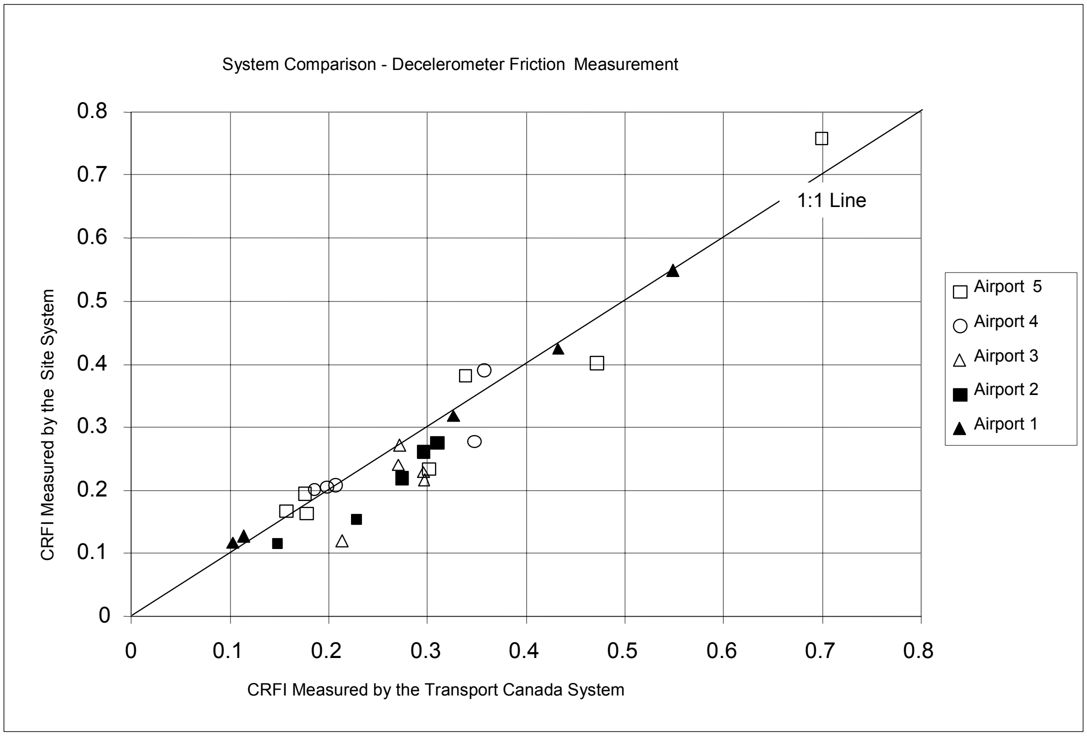



**Figure 2.4: CRFIs Measured by TC and Site Systems for Circuits 1 and 2**

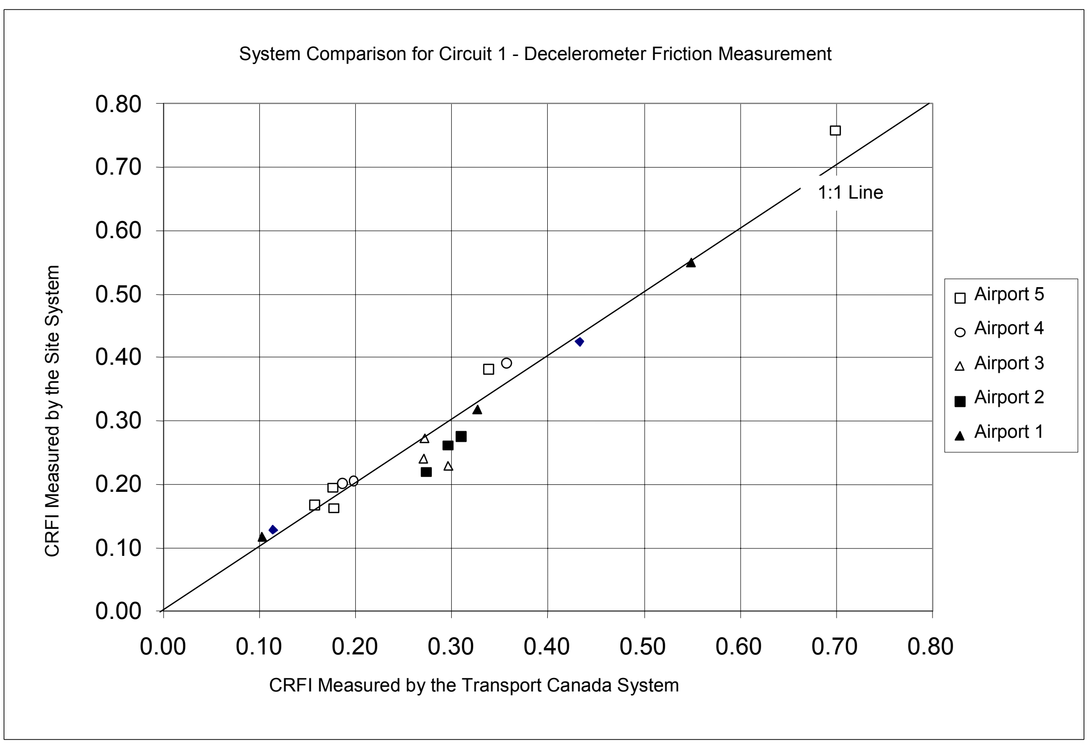



**Figure 2.5: CRFIs Measured by TC and Site Systems for Circuit 1**

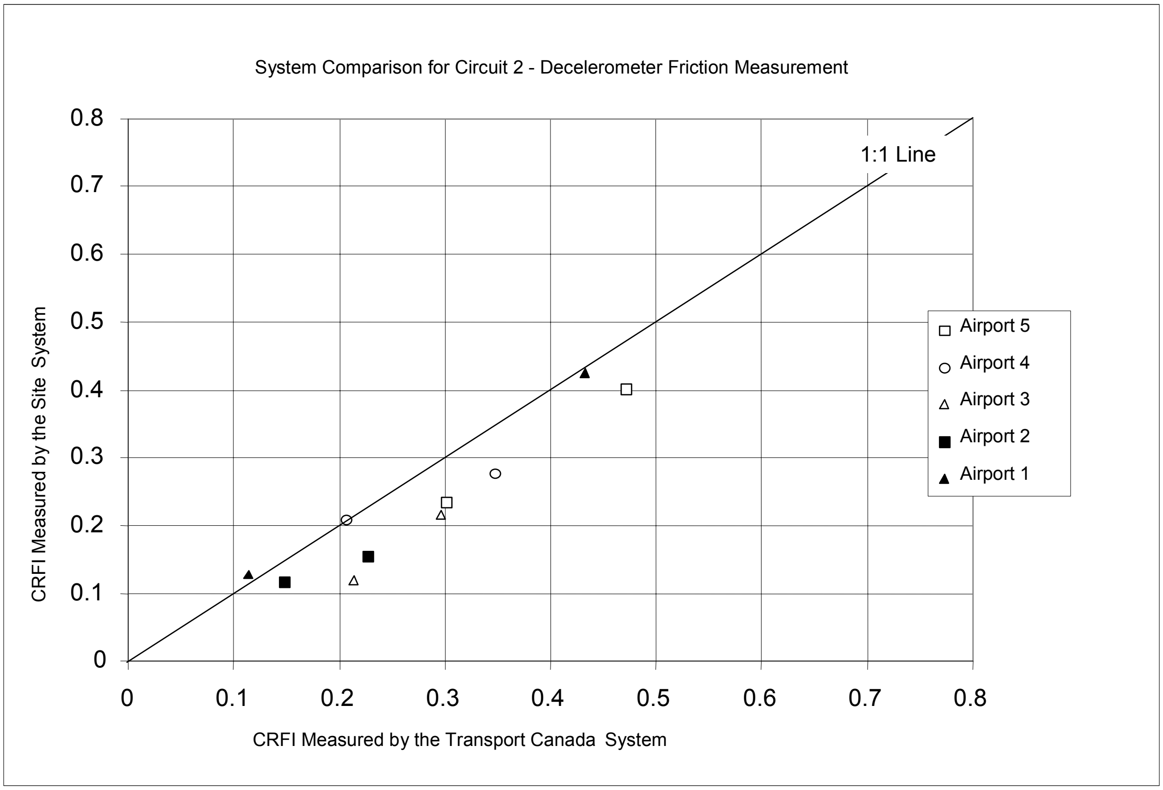



**Figure 2.6: CRFIs Measured by TC and Site Systems for Circuit 2**

2.3.3 CRFIs Measured with the Operators Switched

Figure 2.7 compares the CRFIs obtained with the operators switched, as follows:

- Transport Canada Blazer and ERD – CRFIs obtained by the TC operator versus those obtained by the sites' operators
- Site vehicle and ERD - CRFIs obtained by the site operator versus those obtained by the TC operator

It is evident that similar CRFIs were obtained with the operators switched. The average CRFI variation was 0.013, with a maximum variation of 0.04. This probably indicates that the operators had all been trained to employ similar measurement techniques. It can be concluded that switching the operators did not affect the CRFI readings significantly, compared to the other differences seen between vehicle-decelerometer pairs.

It should be noted that the data points obtained at Airport 5 on thin ice over bare patches of pavement (Figure 2.7) were not included in the dataset used for these calculations as this surface was relatively non-uniform, which makes it difficult to obtain valid comparisons.

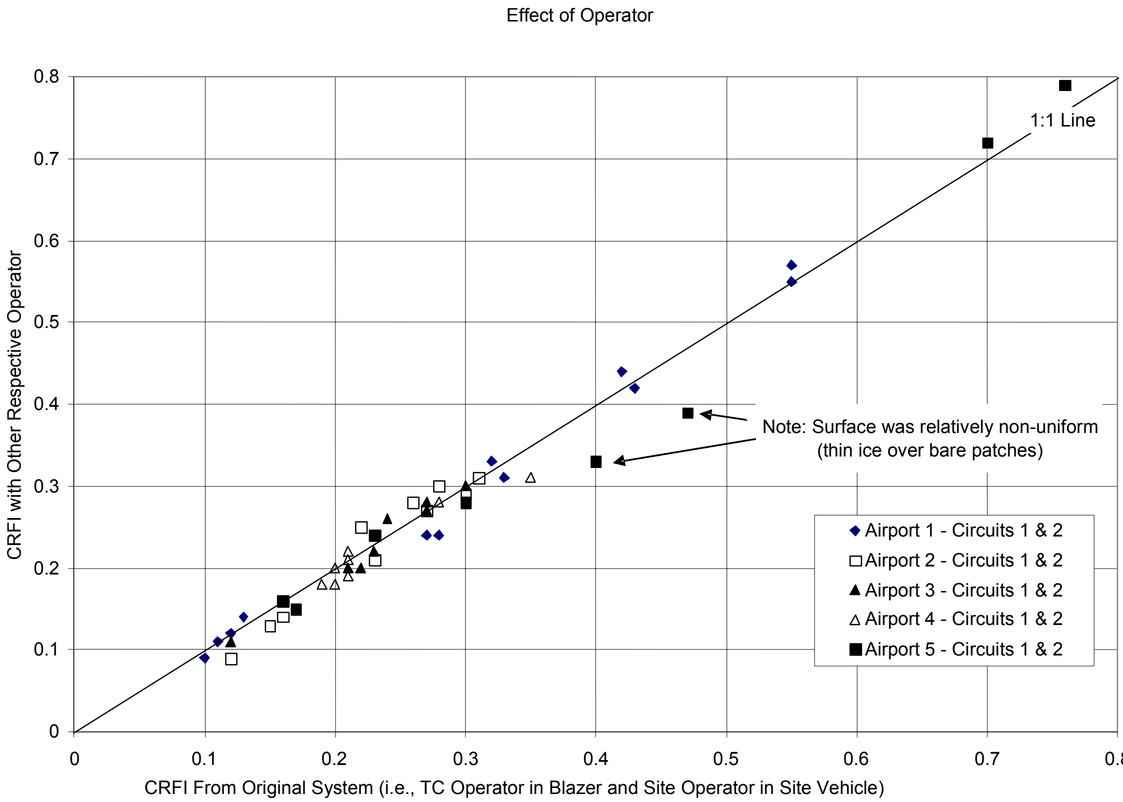



**Figure 2.7: CRFIs Measured with the Operators Switched for Circuits 1 and 2**

### 2.3.4 CRFIs Measured with the Operators and Vehicles Switched

Figure 2.8 compares the CRFIs obtained with the operators and vehicles switched, as follows:

- TC Blazer and ERD – operated by the site's operator
- Site Vehicle and ERD – operated by the TC operator

The same trends seen for the system comparison (Section 2.3.2, Figures 2.4 to 2.6) apply to the results with the operators and vehicles switched. The following observations can be made:

- the data show that the Transport Canada system gave CRFIs that were generally equal or higher than the site vehicles, regardless of operator.
- the variations varied from airport to airport. The largest variation was 0.09 (i.e., 0.11 v. 0.20, respectively).
- the significance of the observed CRFI variations needs to be assessed with respect to their effect on inferred landing distances. This is done in Section 2.4.

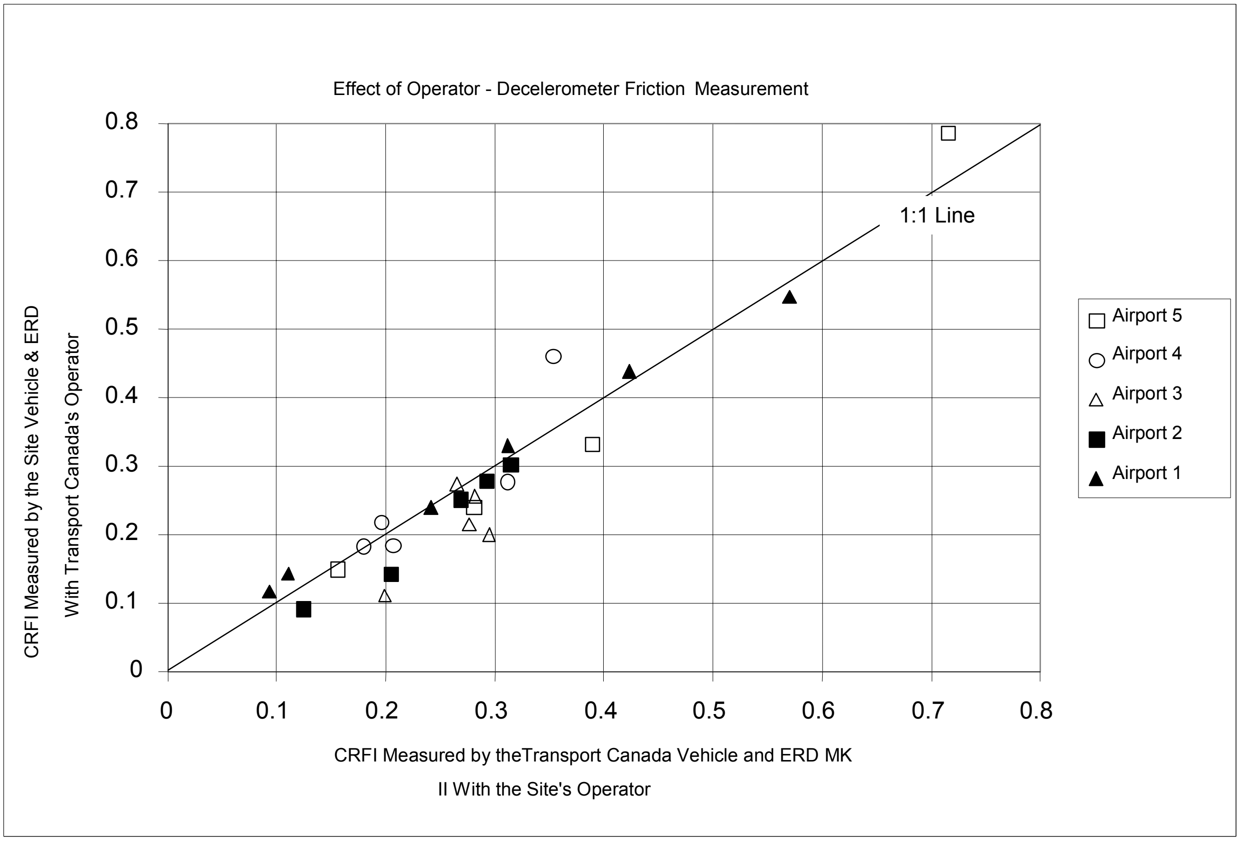



**Figure 2.8: CRFIs Measured with the Operators Switched for Circuits 1 and 2**

## 2.4 Inferred Landing Distances from the CRFI Results

### 2.4.1 Purpose of Analyses

The measured friction coefficients varied somewhat with each airport and circuit. These variations need to be put into perspective to assess their significance.

### 2.4.2 Analysis Approach

The same approach used during the 2002 project [2] was used again. The Landing Distances (LDs) in the Aeronautical Information Publication (AIP) [3] were used to assess the significance of the observed variations in friction coefficient as they are related to the CRFI. See Figure 2.9.

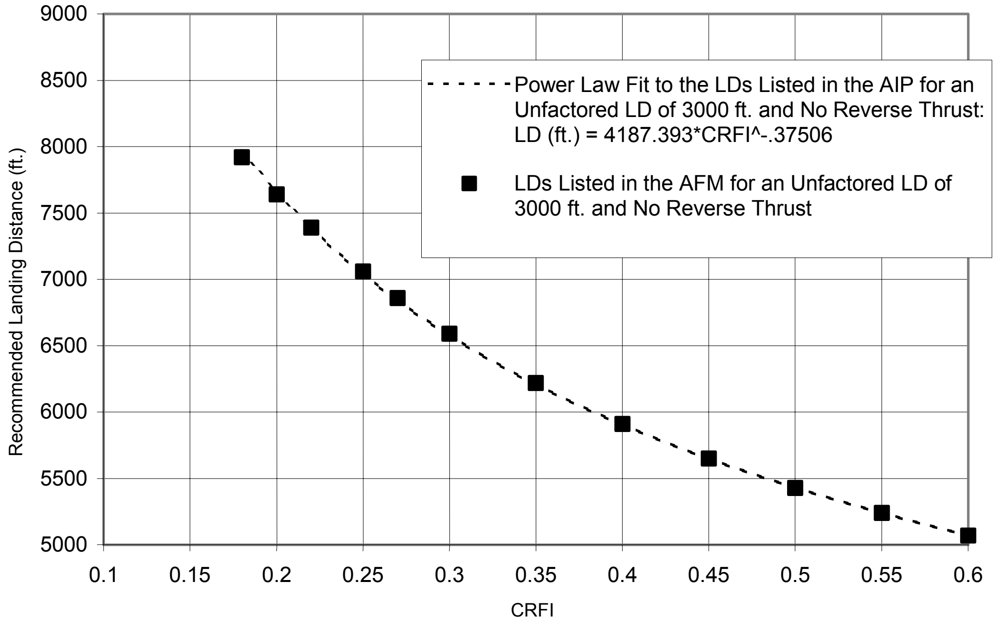



**Figure 2.9: Landing Distances in the AIP [3] for No Reverse Thrust**

It should be noted that the recommended landing distance increases significantly with decreasing CRFI values. Small decreases in friction coefficient at low CRFIs cause a large increase in landing distance (Figure 2.9). Thus, greater accuracy is required for friction coefficients measured at low CRFIs to maintain the same precision with respect to inferred landing distances.

The analyses were done with respect to an unfactored AIP LD of 914.6 m (3000 ft.), in keeping with the approach used previously [1]. While this provided an evaluation criterion, it should be noted that this is an arbitrary selection, and that the results would vary for other AIP LDs. Unfortunately, further investigation could not be done here, as this was beyond the scope of this project. A more detailed investigation of this issue would be useful.

It should be further noted that the AIP [3] only provides landing distances for CRFIs ranging from 0.18 to 0.60. Consequently, the analyses could only be conducted for CRFIs in this range. Extrapolation would be necessary to infer landing distances for friction coefficients below 0.18. This was not done because information is not available in the AIP to allow reliable extrapolation to landing distances at CRFIs lower than 0.18. Consequently, comparisons with the inferred landing distances could not be done for the whole data set. The test data obtained on lower-friction surfaces were not included in the analyses presented here.

Despite this limitation, the analyses provide a reasonable assessment of the significance of the measured variations in friction coefficient.

Landing distances were inferred for the measured friction coefficients (that were greater than or equal to 0.18) by fitting a power-law curve to the LDs listed in the AIP, as follows:

$$\text{LD (ft.)} = 4187.393 * \text{CRFI}^{-0.37506} \qquad [2.1]$$

Note: The LDs defined by Equation 2.1 are applicable to:

- CRFIs ranging between 0.18 and 0.60 inclusive
- no reverse thrust
- an unfactored LD in the AIP of 3000 ft.

Equation 2.1 was used for all subsequent analyses in this project.

### 2.4.3 System Comparison: Inferred Landing Distances

The landing distances inferred from the CRFIs measured by the TC System (i.e., the TC Blazer and the TC ERD Mk II, with D. Booth as the operator) are compared with those from the sites' systems in Figure 2.10 and Table 2.11. As expected, consistent differences were not observed; instead, the variations differed among the airports tested.

**Table 2.11: System Comparison: Variation Among Airports for Inferred Landing Distances**

| Range of CRFIs (Measured by the TC ERD Mk II) | Maximum Variation in Inferred Landing Distance[1] (ft.) | Landing Distance from the AIP (ft.) for Indicated CRFIs | % Variation[1] in Inferred Landing Distance w/r to the indicated AIP LD |
|---|---|---|---|
| 0.18 to 0.25 | 251 | 0.2 CRFI: 7660 | 3.3 |
| >0.25 to 0.35 | -826 | 0.3 CRFI: 6580 | -12.6 |
| >0.35 to 0.45 | 209 | 0.4 CRFI: 5900 | 3.5 |
| >0.45 to 0.55 | 2[2] | 0.5 CRFI: 5430 | 0.0[2] |
| >0.55 | 146[2] | 0.6 CRFI: 5070 | +2.9[2] |

1. Positive or negative variations indicate that the LD inferred from the TC System (i.e., the TC Blazer, and ERD MK II, with D. Booth as the operator) was longer or shorter than the LD inferred from the site system, respectively.
2. Only one data point.

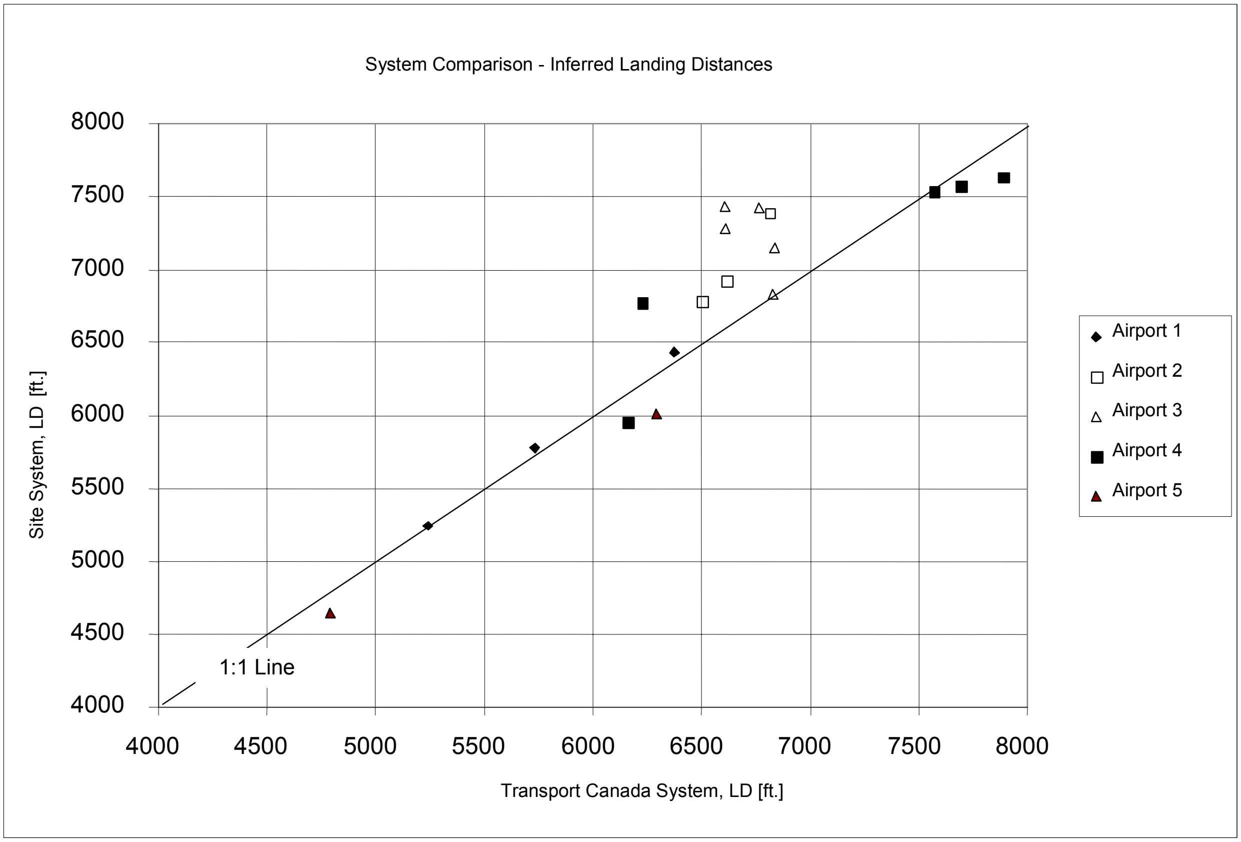



**Figure 2.10: Inferred Landing Distance Comparison for the CRFI Systems**

In most cases, the LDs inferred from the sites' systems were more than those from the TC system (Figure 2.10 and Table 2.11). The maximum variation in landing distance was 826 ft. with the site system indicating a longer landing distance than the TC system (Table 2.11).

The distribution of inferred landing distance variations was investigated to assess the severity of maximum observed value (of 826 ft.). As expected, more small landing distance variations were observed than large ones (Figure 2.11).

It is of interest to evaluate whether the maximum observed value (of 826 ft.) is a single, extreme isolated point, or rather, a maximum that was sampled from a relatively uniform distribution. As thirty percent of the observed landing distance variations exceeded 500 ft. (Figure 2.12), the latter is believed to be the case.

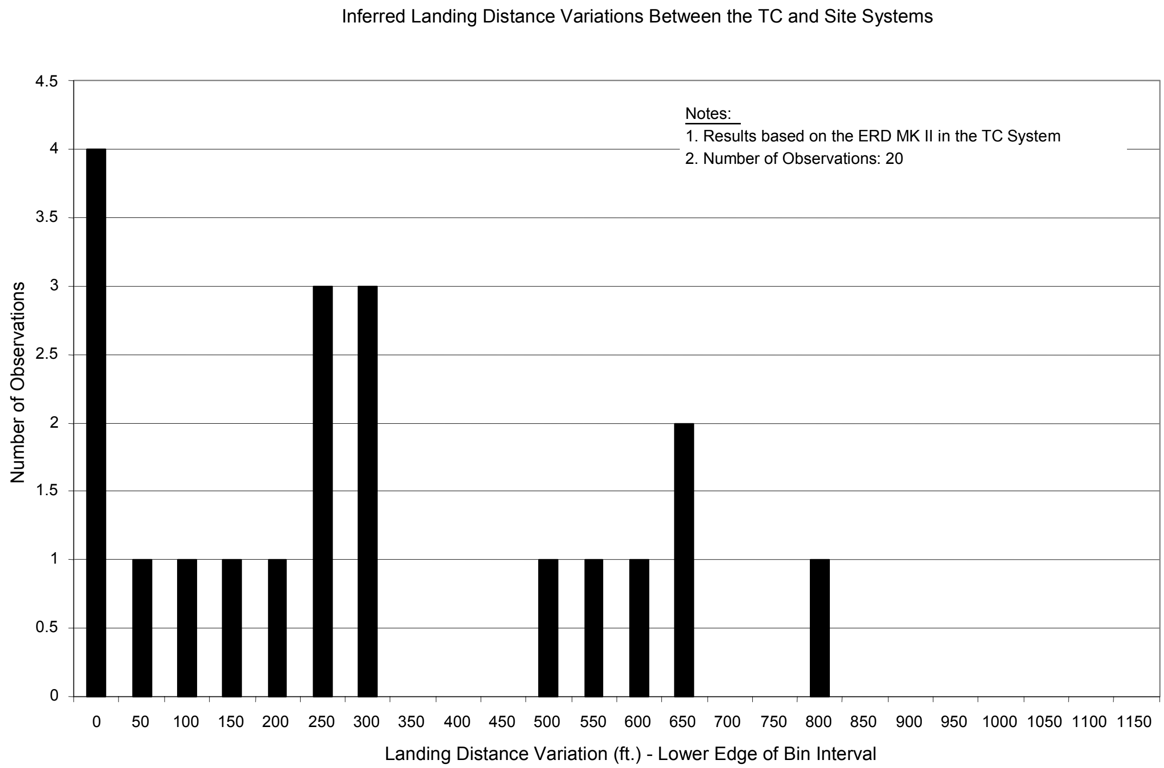



**Figure 2.11: Histogram of Inferred Landing Distance Variations**

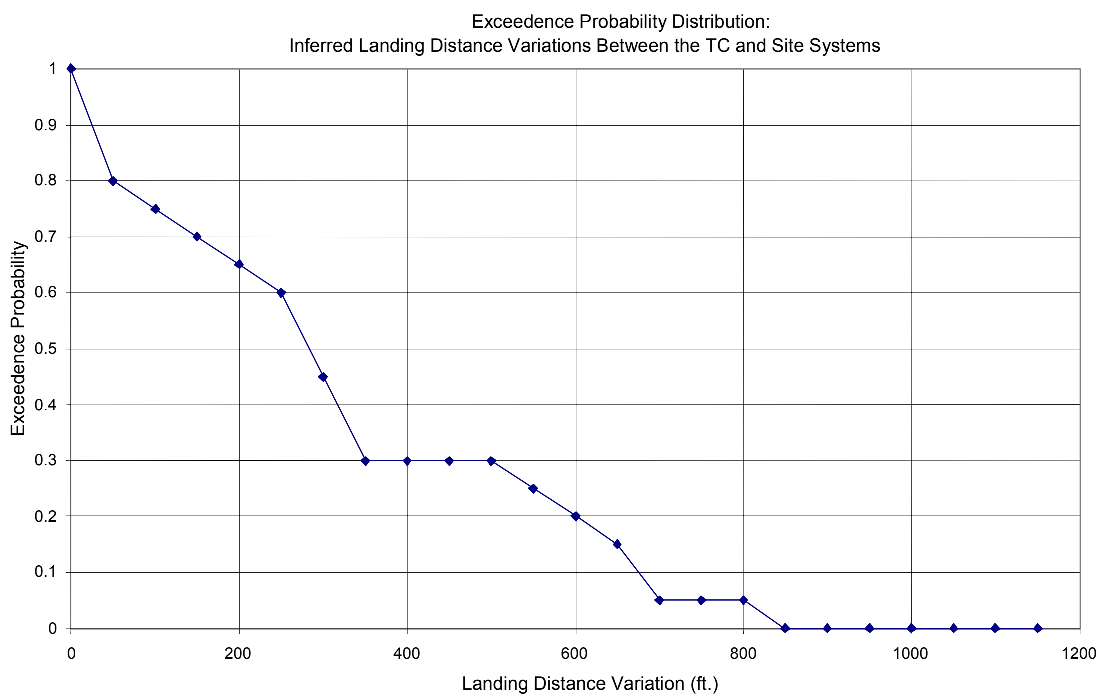



**Figure 2.12: Exceedence Probabilities for Inferred Landing Distance Variations**

### 2.4.4 Effect of Operator on Inferred Landing Distances

The landing distances inferred by switching the vehicle operators are compared in this section. Figure 2.13 compares the LDs inferred from the CRFIs measured by the following systems:

- the TC Blazer, the TC ERD Mk II, and the site's operator; and
- the site's vehicle, the site's ERD, with D. Booth as operator.

The maximum variation in inferred landing distance was 1,039 ft., with the site system indicating a longer landing distance than the TC system (Table 2.12).

Consistent differences were not observed as the variations differed among the airports tested. This variation is similar to that observed for the system comparisons (presented in Section 2.4.3, Figure 2.13 and Table 2.12). As was stated previously (in Section 2.3), this indicates that the operator is not the major source of the differences among the CRFIs observed at the airports.

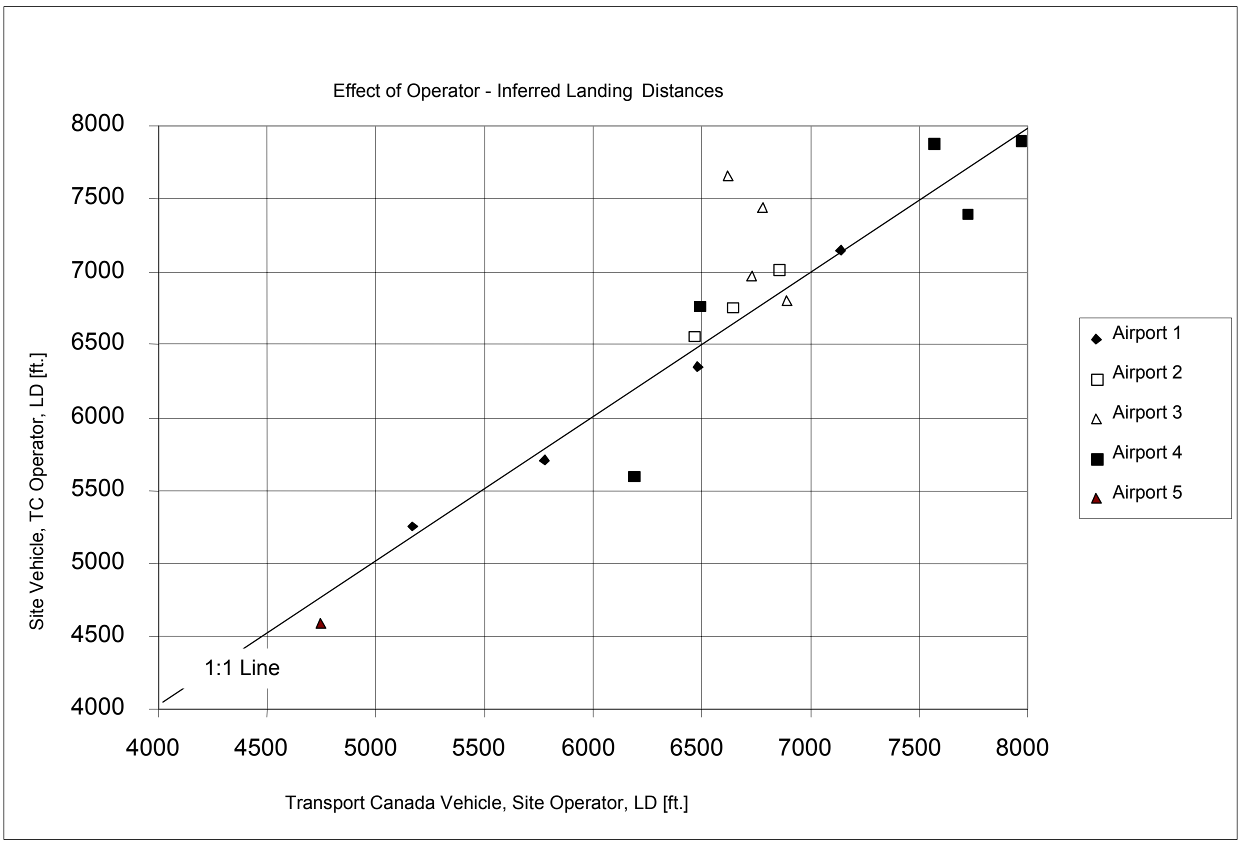



**Figure 2.13: Comparison with Operators Switched: Inferred Landing Distances**

**Table 2.12: Comparison with Operators Switched:**
**Variation among Airports for Inferred Landing Distances**

| Range of CRFIs (Measured by the TC ERD Mk II) | Maximum Variation in Inferred Landing Distance[1] (ft.) | Landing Distance from the AIP (ft.) for Indicated CRFIs | Percent Variation[1] in Inferred Landing Distance with Respect to the AIP LD |
|---|---|---|---|
| 0.18 to 0.25 | -318 | 0.2 CRFI: 7660 | -4.2 |
| >0.25 to 0.35 | -1039 | 0.3 CRFI: 6580 | -15.8 |
| >0.35 to 0.45 | 589 | 0.4 CRFI: 5900 | 10.0 |
| >0.45 to 0.55 | No data | 0.5 CRFI: 5430 | No data |
| >0.55 | 165 | 0.6 CRFI: 5070 | +3.3 |

1. Positive or negative variations indicate that the LD inferred from the system comprised of the TC Blazer, the ERD MK II, and the site's operator was longer or shorter than the LD inferred from the site system with D, Booth operating it, respectively.

The distribution of inferred landing distance variations was investigated to assess the severity of maximum observed value (of 1039 ft.). As expected, more small landing distance variations were observed than large ones (Figure 2.14).

It is of interest to evaluate whether the maximum observed value (of 1039 ft.) is a single, extreme isolated point, or rather, a maximum that was sampled from a relatively uniform distribution. As fifteen percent of the observed landing distance variations exceeded 500 ft. (Figure 2.15), the latter is believed to be the case.

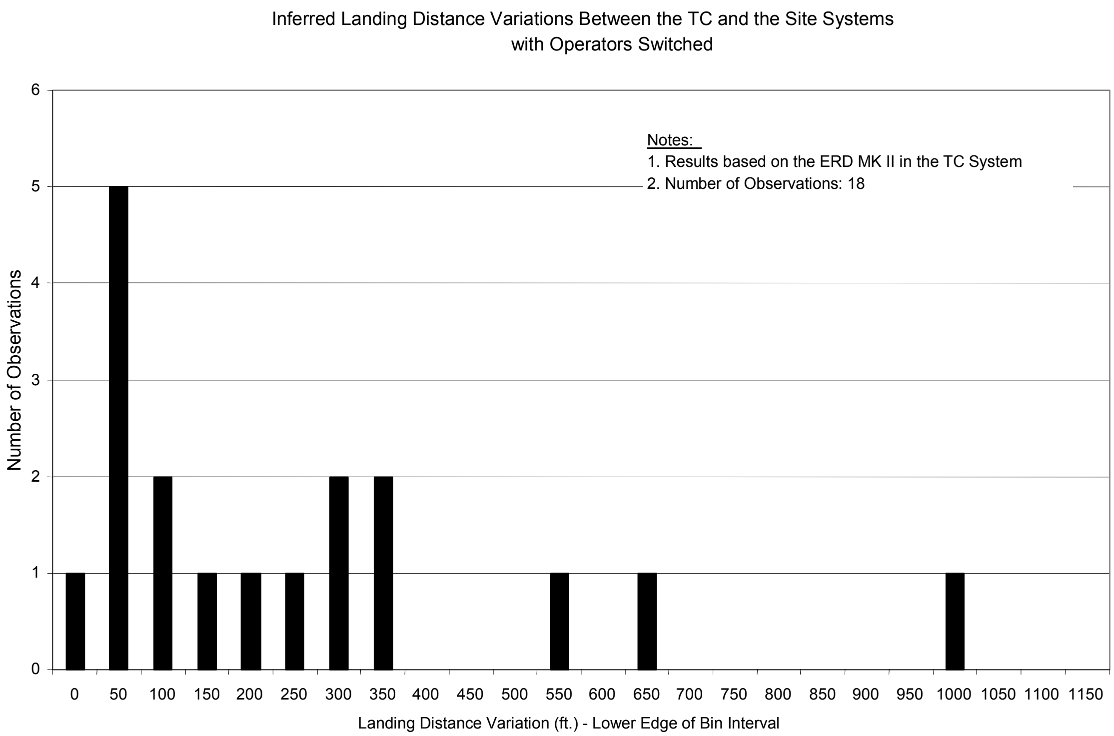



**Figure 2.14: Histogram of Inferred Landing Distance Variations**

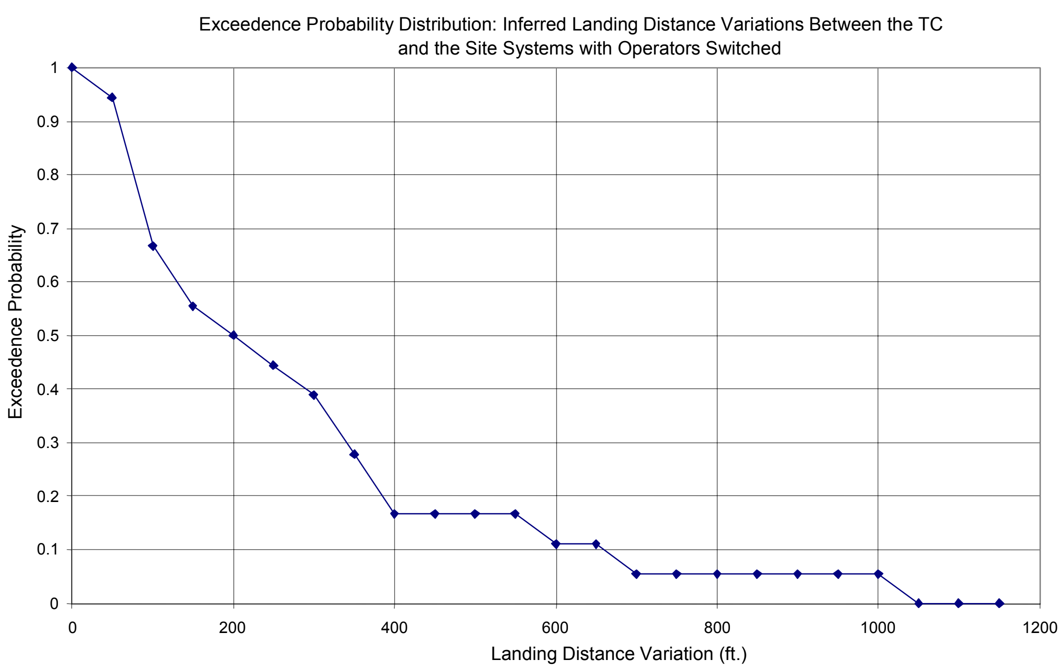



**Figure 2.15: Exceedence Probabilities for Inferred Landing Distance Variations**

# 3. EFFECT OF ABS ON OR OFF

## 3.1 Objectives

Tests were conducted in 2002 [1] which showed that the friction coefficients measured by decelerometers were not greatly affected by whether or not the vehicle's ABS system was disabled or not. These tests were principally done with the ERD Mk II and the ERD Mk III in the TC Blazer and a ½-ton pickup truck, although a few tests were done with other vehicles and decelerometers.

The objectives of this test program were to investigate this finding further by expanding the information base. The program was aimed at obtaining:

- data for a wider range of vehicles: six generic types of vehicles were tested;
- a broader database for each decelerometer type – the ERD Mk II, the ERD Mk III, the Bowmonk, and the Tapley were tested; and
- data for a wide range of winter surfaces.

## 3.2 Test Method and Scope

### 3.2.1 Test Location and Dates

All tests were conducted at Jack Garland Airport in North Bay, Ontario. The tests were conducted from February 24 to February 27 inclusive.

### 3.2.2 Test Vehicles

Eight vehicles were tested, as summarized below:

- a sport utility vehicle (termed the Blazer – Figure 3.1)
- three ½-ton pickup trucks, as listed below. Most of the tests were done with the 4x4 ½-ton. As the results with the other ½-ton trucks did not vary greatly, all results obtained with the ½-ton trucks were grouped together under the generic term half-ton. However, the results obtained with each vehicle were identified separately in plotting the results.
    - a 4x4 Chevrolet ½-ton truck (termed the 4x4 ½-ton, Figure 3.2)
    - a 2x4 Ford ½-ton truck (termed the 2x4 ½-ton, Figure 3.3)
    - a 4x4Dodge ½-ton truck from Windsor airport (termed the 4x4 Windsor Truck, Figure 3.4)

- a ¾-ton pickup tuck (termed the three-quarter-ton, Figure 3.5)
- a 1-ton truck (termed the one-ton, Figure 3.6)
- a rear wheel drive full-size car (termed the Rear Wheel Drive (RWD) Car, Figure 3.7)
- a front wheel drive full-size car (termed the Front Wheel Drive (FWD) Car, Figure 3.8)

Detailed information regarding these vehicles is provided in Tables 3.1 and 3.2.

## Table 3.1: Vehicle Information

| **Name Used in Report** | TC Blazer | 4x4 ½-Ton | 2x4 ½-Ton | Windsor ½-Ton | ¾-Ton | 1-Ton | FWD car | RWD car |
|---|---|---|---|---|---|---|---|---|
| **Vehicle – General** | | | | | | | | |
| Manufacturer | Chevrolet | Chevrolet | Ford | Dodge | Chevrolet | Ford | Chrysler | Ford |
| Model | Blazer | ½-Ton - 4x4 | ½-Ton - 2x4 | Ram 1500 | ¾-Ton 4x4 | 1-Ton 4x4 | Intrepid FWD | Crown Victoria |
| Year | 1991 | 2003 | 2002 | 2003 | 2003 | 2002 | 2003 | 2003 |
| Odometer [km] | 114,421 | 4,486 | 16,399 | 27 | 30 | 4,440 | 15,048 | 1,046 |
| Wheelbase [m] | 2.72 | 3.65 | 3.53 | | 4.00 | 4.19 | 2.87 | 2.92 |
| **Vehicle - Antilock Braking System (ABS)** | | | | | | | | |
| Type | 4 wheel | 4 wheel | 4 wheel | | 4 wheel | 4 wheel | 4 wheel | 4 wheel |
| **Vehicle – Tires** | | | | | | | | |
| Tire size | P235/75R15 | 265/75R16 | 235/70R16 | P245/70 R17 | 245/75R16 | 225/70R19.5 | 225/60 R16 | 225/60 R16 |
| Tire brand | Michelin | Good Year | BF Goodrich | Michelin | Firestone radial | General | Eagle GoodYear | GoodYear |
| Tire type (season) | M + S | AT/S All season | All season | LT x All Season | A/T All season | LMT All season | All season | All season |
| Tire pressure psi (kPa) | 35 (240) | 41 (280) | 35 (240) | 35 (240) | 55 (380) | 75 (517) | 32 (220) | 35 (240) |
| Tread depth [mm] | 9 | 9 | 9 | 9 | 15 | 13 | 9 | 9 |

**Table 3.2: Vehicle Weight and Tire Contact Pressure**

| **Vehicle - General** | | | | | | | |
|---|---|---|---|---|---|---|---|
| Manufacturer | Chevrolet | Chevrolet | Ford | Chevrolet | Ford | Chrysler | Ford |
| Model | Blazer | ½-Ton 4x4 | ½-Ton 2x4 | ¾-Ton 4x4 | 1-Ton 4x4 | Intrepid FWD | Crown Victoria RWD |
| **Weight of Vehicle [lb.]** | | | | | | | |
| Vehicle [lbs] | 4260 | 5745 | 5810 | 7260 | 9230 | 3830 | 4630 |
| **Weight Per Tire [lb.]** | | | | | | | |
| Front Passenger | 1050 | 1415 | 1310 | 1730 | 2300 | 860 | 1260 |
| Front Driver | 1260 | 1780 | 1710 | 2520 | 2310 | 1340 | 1260 |
| Rear Passenger | 1060 | 1300 | 1430 | 1650 | 2330 | 850 | 960 |
| Rear driver | 890 | 1250 | 1360 | 1360 | 2290 | 780 | 1150 |
| **Weight per Tire [kN]** | | | | | | | |
| Front Passenger | 4.670 | 6.294 | 5.827 | 7.695 | 10.230 | 3.825 | 5.604 |
| Front Driver | 5.604 | 7.917 | 7.606 | 11.209 | 10.275 | 5.960 | 5.604 |
| Rear Passenger | 4.715 | 5.782 | 6.361 | 7.339 | 10.364 | 3.781 | 4.270 |
| Rear driver | 3.959 | 5.560 | 6.049 | 6.049 | 10.186 | 3.469 | 5.115 |
| **Tire Print Contact Area[1] [mm$^2$]** | | | | | | | |
| Front Passenger | 13,548 | 14,718 | 15,000 | 14,637 | 17,681 | 12,198 | 13,095 |
| Front Driver | 15,927 | 17,581 | 14,879 | 18,347 | 16,935 | 15,040 | 11,996 |
| Rear Passenger | 11,915 | 11,189 | 16,573 | 9,839 | 10,302 | 11,673 | 10,161 |
| Rear driver | 10,927 | 10,927 | 17,258 | 10,000 | 9,698 | 7,984 | 9,032 |
| **Tire Surface Pressure[2] [mPa]** | | | | | | | |
| Front Passenger | 0.345 | 0.428 | 0.388 | 0.526 | 0.579 | 0.314 | 0.428 |
| Front Driver | 0.352 | 0.450 | 0.511 | 0.611 | 0.607 | 0.396 | 0.467 |
| Rear Passenger | 0.396 | 0.517 | 0.384 | 0.746 | 1.006 | 0.324 | 0.420 |
| Rear driver | 0.362 | 0.509 | 0.351 | 0.605 | 1.050 | 0.435 | 0.566 |
| **Total Vehicle Surface Contact Pressure[3] [kPa]** | | | | | | | |
| | 362 | 470 | 406 | 611 | 752 | 363 | 465 |

Note:

1. This was defined as: the overall footprint area less the area of the grooves not in contact with the surface.
2. This was defined as: Weight on Tire/Tire Print Contact Area
3. This was defined as: Total Vehicle Weight/Total Tire Contact Area (i.e., for all four tires)
4. The above weights do not include the weight of the operator.

**Figure 3.1: The Blazer**


**Figure 3.2: The 2x4 Ford ½-Ton Truck**

**Figure 3.3: The 4x4 Chevrolet ½-Ton Truck**


**Figure 3.4: The Dodge 4x4 Windsor Airport ½-Ton Truck**

**Figure 3.5: The ¾-Ton Truck**

**Figure 3.6: The 1-Ton Truck**

**Figure 3.7: The RWD Car**

**Figure 3.8: The FWD Car**

### 3.2.3 Decelerometers Used

Four types were tested, as listed below and summarized in Table 3.3:

- Mk III Electronic Recording Decelerometer (ERD)
- Mk II Electronic Recording Decelerometer (ERD)
- Electronic Tapley model BR 500 decelerometer
- Electronic Bowmonk model AMF2 decelerometer

All four decelerometers were mounted on one metal plate that was moved from vehicle to vehicle.

**Table 3.3: Decelerometers used for the ABS Tests**

| Decelerometer Model | ERD Mk II | ERD Mk III | Bowmonk AFM 2 | Tapley BR 500 |
|---|---|---|---|---|
| Serial No. | 219 | 24 | i12136 | 97001 |
| Date of Last Calibration | • Nov. 2002<br>• Recalibrated in Jan. 2003 (Section 2) | • Sept. 2002<br>• Recalibrated in Jan. 2003 (Section 2) | • Nov. 26, 2002<br>• Jan. 9, 2003 (internal calibration) | Sept. 11, 2002 |

At the request of A. Cormier of Bowmonk (who was onsite for some tests), the Bowmonk was tested in two configurations as follows:

- Average – the Bowmonk records average friction coefficients in this configuration. It was used in this mode for tests prior to the afternoon of February 25. This data set is comprised of test numbers 77 to 81, for the Bowmonk. (It was not tested on February. 24, as it was not available on that date). See Section 3.2.5 for a detailed test matrix.

- Peak – the Bowmonk records the peak friction coefficient in this configuration. It was used in this mode for all tests after the morning of February 25. This data set is comprised of all test numbers except 77 to 81, where it was used in the average configuration. See Section 3.2.5 for a detailed test matrix.

The “peak” and “average” data were separated out on all plots that were made.

### 3.2.4 Test Surfaces and Environmental Conditions

The following surfaces were tested. Detailed test matrices are provided in Section 3.2.5.

- Bare ice (Figures 3.9 and 3.10) – this was formed by flooding. Tests were done on bare ice on February 24 and February 26.

- Loose snow on pavement (Figures 3.11 and 3.12) – the depth of the loose snow ranged from 3 to 9 mm (1/8 in. to 3/8 in.). This surface was tested on February 24, February 25, and February 27.

- Loose snow on compacted snow (Figures 3.13 to 3.14) - the depth of the loose snow was 6 mm (¼ in.). This surface was tested on February 26 and February 27.

- Partly compacted, sanded snow on pavement (Figures 3.15 to 3.16) - This surface was 1/8 in. snow that had been partly compacted by traffic on pavement. It had been plowed but not swept, and sanded twice. It was tested on February 25.

Environmental conditions for each test day are summarized in Table 3.4.

**Table 3.4: Temperature and Wind Conditions**

| Date | Time | Temperature (°C) | | Date and Time | Wind | |
|---|---|---|---|---|---|---|
| | | Air | Surface | | Speed | Direction |
| 24-Feb. | 9:17 | -21 | -17 | 24-Feb. | 6 | E |
| 24-Feb. | 1:39 | -16 | -13 | 24-Feb. | 2 | NW |
| | | | | | | |
| 25-Feb. | 8:49 | -20 | -21 | 25-Feb. | 2 | S |
| 25-Feb. | 1:25 | -14 | -14 | 25-Feb. | 8 | SW |
| | | | | | | |
| 26-Feb. | 10:09 | -14 | -15 | 26-Feb. | 7 | SW |
| 26-Feb. | 2:55 | -11 | -10 | 26-Feb. | 15 | SW |
| | | | | | | |
| 27-Feb. | 9:47 | -9 | -4 | 27-Feb. | 5 | S |
| 27-Feb. | 10:01 | -9 | -9 | 27-Feb. | 5 | SW |

**Figure 3.9: Ice Surface**

**Figure 3.10: Ice Surface**

**Figure 3.11: Loose Snow on Pavement**

**Figure 3.12: Loose Snow on Pavement**

**Figure 3.13: Loose Snow on Packed Snow**

**Figure 3.14: Loose Snow on Packed Snow**

**Figure 3.15: Sanded Partly Consolidated Snow on Pavement**

**Figure 3.16: Sanded Partly Consolidated Snow on Pavement**

### 3.2.5 Test Matrix

The test matrix is listed in Tables 3.5 to 3.8 for February 24 to February 27 respectively. A total of 101 tests were carried out. The following parameters were varied:

- whether the vehicle's ABS system was disabled or not;
- the vehicle type; and
- the surface condition.

The following parameters were held constant:

- the vehicle operator – all tests were done by D. Booth, from North Bay airport; and
- the vehicle speed – all tests were done at 50 km/h.

**Table 3.5: Test Matrix: February 24 Tests**

| Test | Date | Surface | Vehicle / Time | ABS | Decelerometers Used | | | | Commments |
|---|---|---|---|---|---|---|---|---|---|
| No. | | | | On/Off | Mk 2 | Mk 3 | Bomonk | Tapley | |
| 1 | 24-Feb. | Ice Lane A | Blazer 9:17 | Off | √ | √ | | | Reference Run ABS Off Lanes A Test 1 |
| 1 | 24-Feb. | Ice Lane B | Blazer 9:21 | Off | √ | √ | | | Reference Run ABS Off Lanes B Test 1 |
| 1 | 24-Feb. | Ice Lane C | Blazer 9:24 | Off | √ | √ | | | Reference Run ABS Off Lanes C Test 1 |
| 2 | 24-Feb. | Ice Lane A | Blazer 9:32 | On | √ | √ | | | ABS On 2WD Lane A Test 2 |
| 3 | 24-Feb. | Ice Lane A | Blazer 9:41 | Off | √ | √ | | | ABS Off 2WD Test 3 Lane A |
| 4 | 24-Feb. | Ice Lane B | ½-Ton 4x4 10:15 | Off | √ | √ | | √ | ABS Off 2WD Test 4 Lane B |
| 5 | 24-Feb. | Ice Lane B | ½-Ton 4x4 11:10 | On | √ | √ | | √ | ABS On 2WD Test 5 Lane B |
| 5A | 24-Feb. | Ice Lane B | ½-Ton 4x4 11:15 | On | √ | √ | | √ | ABS On 4WD Test 5A Lane B |
| 6 | 24-Feb. | Ice Lane C | ¾-Ton 4x4 11:41 | On | √ | √ | | | ABS On 2WD Test 6 Lane C |
| 6A | 24-Feb. | Ice Lane C | ¾-Ton 4x4 11:51 | On | √ | √ | | | ABS On 4WD Test 6A Lane C |
| 7 | 24-Feb. | Ice Lane C | ¾-Ton 4x4 12:00 | Off | √ | √ | | | ABS Off 2WD Test 7 Lane C |
| | | | | | | | | | |
| 51 | 24-Feb. | 1/4 in. Loose Snow On | ½-Ton 4x4 13:39 | On | | √ | | | ABS On 2WD Test 51 East of centre line |
| 52 | 24-Feb. | 1/4 in. Loose Snow On | ½-Ton 4x4 13:45 | On | √ | √ | | | ABS On 2WD Test 52 East of centre line |
| 53 | 24-Feb. | 1/4 in. Loose Snow On | ½-Ton 4x4 13:52 | On | √ | √ | | | ABS On 4WD Test 53 East of centre line |
| 54 | 24-Feb. | 1/4 in. Loose Snow On | ½-Ton 4x4 14:00 | Off | √ | √ | | | ABS Off 2WD Test 54 East of centre line |
| 55 | 24-Feb. | 1/4 in. Loose Snow On | Blazer 14:15 | On | √ | √ | | | ABS On 2WD Test 55 West of centre line |
| 56 | 24-Feb. | 1/4 in. Loose Snow On | Blazer 14:23 | Off | √ | √ | | | ABS Off 2WD Test 56 West of centre line |
| 57 | 24-Feb. | 1/4 in. Loose Snow On | ¾-Ton 4x4 15:01 | On | √ | √ | | | ABS On 2WD Test 57 West of centre line |
| 58 | 24-Feb. | 1/4 in. Loose Snow On | ¾-Ton 4x4 15:09 | On | √ | √ | | | ABS On 4WD Test 58 West of centre line |
| 59 | 24-Feb. | 1/4 in. Loose Snow On | ¾-Ton 4x4 15:16 | Off | √ | √ | | | ABS Off 2WD Test 59 West of centre line |
| 60 | 24-Feb. | 1/4 in. Loose Snow On | ¾-Ton 4x4 15:21 | Off | √ | √ | | | ABS Off 4WD Test 60 West of centre line |
| 61 | 24-Feb. | 1/4 in. Loose Snow On | 1 Ton 4x4 15:38 | On | √ | √ | | | ABS On 2WD Test 61 East of centre line |
| 62 | 24-Feb. | 1/4 in. Loose Snow On | 1-Ton 4x4 15:47 | Off | √ | √ | | | ABS Off 2WD Test 62 East of centre |
| 63 | 24-Feb. | 1/4 in. Loose Snow On | FWD Car 16:03 | On | √ | √ | | | ABS On Test 63 West of centre line |
| 64 | 24-Feb. | 1/4 in. Loose Snow On | ½-Ton 2x4 16:05 Staff 21 | Off | √ | | | | ABS Off Test 64 1st 5 east 2nd 5 west |
| 65 | 24-Feb. | 1/4 in. Loose Snow On | FWD Car 16:13 | Off | √ | √ | | | ABS Off Test 65 West of centre line |
| 66 | 24-Feb. | 3/8 in. Loose Snow On | RWD Car 16:51 | On | √ | √ | | | ABS On Test 66 East of centre line |
| 67 | 24-Feb. | 3/8 in. Loose Snow On | RWD Car 17:02 | Off | √ | √ | | | ABS Off Test 67 East of centre line |
| 68 | 24-Feb. | 3/8 in. Loose Snow On | Blazer 17:13 | On | √ | √ | | | ABS On 2WD Test 68 1st 5 east 2nd 5 west |
| 69 | 24-Feb. | 3/8 in. Loose Snow On | Blazer 17:18 | Off | √ | √ | | | ABS Off 4WD Test 69 1st 5 east 2nd 5 west |

# Table 3.6: Test Matrix: February 25 Tests

| Test No. | Date | Surface | Vehicle / Time | ABS | Decelerometers Used | | | | Commments |
|---|---|---|---|---|---|---|---|---|---|
| | | | | On/Off | Mk 2 | Mk 3 | Bomonk | Tapley | |
| 70 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 8:49 | On | √ | √ | | | ABS On 2WD Test 70 East of centre line |
| 71 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 8:57 | Off | √ | √ | | | ABS Off 2WD Test 71 East of centre line |
| 72 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 4x4 9:11 | On | √ | √ | | | ABS On 2WD Test 72 West of centre line |
| 73 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 4x4 9:19 | On | √ | √ | | | ABS On 2WD Test 73 West of centre line |
| 74 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 4x4 9:27 | Off | √ | √ | | | ABS Off 2WD Test 74 West of centre line |
| 75 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ¾-Ton 4x4 9:43 | On | √ | √ | | | ABS On 2WD Test 75 East of centre line |
| 76 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ¾-Ton 4x4 9:53 | Off | √ | √ | | | ABS Off 2WD Test 76 East of centre line |
| 77 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 10:32 | Off | √ | √ | √ | √ | ABS Off 2 WD Test 77 West of centre line |
| 78 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 10:45 | On | √ | √ | √ | √ | ABS On 2 WD Test 78 West of centre line |
| 78A | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | 1-Ton 4x4 11:10 | On | √ | √ | √ | √ | ABS On 2WD Test 78A East of centre line |
| 79 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | 1-Ton 4x4 11:25 | Off | √ | √ | √ | | ABS Off 2WD Test 79 East of centre line |
| 80 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½- on 2x4 11:36 | On | √ | | √ | | ABS On Staff 21 Test 80 west of centre line |
| 81 | 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 2x4 11:45 | Off | √ | | √ | | ABS Off Staff 21 Test 81 West of centre |
| 82 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 13:25 | Off | √ | √ | √ | √ | ABS Off 2WD Test 82 West of centre line |
| 83 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 13:37 | On | √ | √ | √ | √ | ABS On 2WD Test 83 West of centre line |
| 84 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ½-Ton 4x4 13:59 | On | √ | √ | √ | √ | ABS On 2WD Test 84 East of centre line |
| 85 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ½-Ton 4x4 14:09 | Off | √ | √ | √ | √ | ABS Off 2WD Test 85 East of centre line |
| 86 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ¾-Ton 4x4 14:28 | Off | √ | √ | √ | √ | ABS Off 2WD Test 86 West of centre line |
| 86A | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ¾-Ton 4x4 14:38 | On | √ | √ | √ | √ | ABS On 2WD Test 86A West of centre line |
| 87 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | FWD Car 14:52 | On | √ | √ | √ | √ | ABS On Test 87 East of centre Wind scoured |
| 88 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | FWD Car 15:01 | Off | √ | √ | √ | √ | ABS Off Test 88 East of centre |
| 89 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | RWD Car 15:43 | Off | √ | √ | √ | √ | ABS Off Test 89 West of centre |
| 90 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | RWD Car 15:53 | On | √ | √ | √ | √ | ABS On Test 90 West side of centre |
| 91 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | 1-Ton 4x4 16:09 | On | √ | √ | | | ABS On 2WD Test 91 East of centre line |
| 92 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | 1-Ton 4x4 16:17 | Off | √ | √ | | | ABS Off Test 92 East of centre |
| 93 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 16:29 | Off | √ | √ | √ | | ABS Off 2WD Test 93 East of centre; |
| | | | | | | | | | Surface snow/sand wind scoured |
| 94 | 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 16:36 | Off | √ | √ | √ | | ABS Off 2WD Test 94 West of centre; |
| | | | | | | | | | Surface snow/sand wind scoured |

Notes:

1. This surface was 1/8 in. snow that had been partly compacted by traffic on pavement. It had been plowed but not swept, and sanded twice

# Table 3.7: Test Matrix: February 26 Tests

| Date | Surface | Vehicle / Time | ABS | Decelerometers Used | | | | Commments |
|---|---|---|---|---|---|---|---|---|
| | | | On/Off | Mk 2 | Mk 3 | Bowmonk | Tapley | |
| 26-Feb. | Ice Lane A B C | Blazer 10:09 | Off | √ | √ | √ | √ | ABS Off 4WD Test 10 |
| | | | | | | | | Stop 1-5 Lane A, 6-10 Lane B, 11-15 Lane C |
| 26-Feb. | Ice Lane A | FWD Car 10:38 | On | √ | √ | | | ABS On Test 11 Lane A |
| 26-Feb. | Ice Lane A | FWD Car 10:48 | Off | √ | √ | | | ABS Off Test 12 Lane A |
| 26-Feb. | Ice Lane C | RWD Car 11:05 | Off | √ | √ | | | ABS Off Test 13 Lane C |
| 26-Feb. | Ice Lane C | RWD Car 11:16 | On | √ | √ | | | ABS On Test 14 Lane C Questionable ABS |
| 26-Feb. | Ice Lane B | ½-Ton 4x4 11:34 Windsor OPS | Off | | √ | | | ABS Off Test 15 YQB Lane B Decel #180 |
| 26-Feb. | Ice Lane B | 1-Ton 4x4 12:06 | On | √ | √ | | | ABS On Test 16 Lane B |
| 26-Feb. | Ice Lane B | 1-Ton 4x4 12:14 | Off | √ | √ | | | ABS Off Test 17 2 WD Lane B |
| 26-Feb. | Ice Lane B | ½-Ton 4x4 14:32 Windsor OPS | On | | √ | | | ABS On Test 18 2WD YQG Lane B |
| 26-Feb. | Ice Lane A B C | Blazer 14:40 | Off | √ | √ | | | ABS Off Test 19 4WD |
| | | | | | | | | Stop 1-5 Lane A 6-10 Lane B 11-15 Lane C |
| 26-Feb. | 1/4 in. Loose Snow On Compact | Blazer 14:55 | Off | √ | √ | √ | √ | ABS Off Test 20 4 WD |
| | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | Blazer 15:13 | Off | √ | √ | | | ABS Off Lane D Test 21 |
| 26-Feb. | 1/4 in. Loose Snow On Compact | Blazer 15:20 | On | √ | √ | | | ABS On Lane D Test 22 |
| 26-Feb. | 1/4 in. Loose Snow On Compact | ½-Ton 4x4 15:35 | On | √ | √ | √ | √ | ABS On 2WD Test 23 Lane E |
| | | | | | | | | Rutting on Packed/Compact Snow Lane E |
| 26-Feb. | 1/4 in. Loose Snow On Compact | ½-Ton 4x4 15:45 | Off | √ | √ | √ | √ | ABS Off Test 24 2WD Lane E |
| | | | | | | | | Rutting on Compact/Packed Snow Lane E |
| 26-Feb. | 1/4 in. Loose Snow On Compact | ¾-Ton 4x4 16:25 | Off | √ | √ | | | ABS Off Test 25 2WD Lane F |
| | | | | | | | | Firm Compact Snow Base Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | ¾-Ton 4x4 16:12 | On | √ | √ | | | ABS On Test 26 2WD Lane F |
| | | | | | | | | Firm Compact Snow Base Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | ½-Ton 4x4 16:22 Windsor OPS | On | | √ | | | ABS On Test 26A 2WD Lane F YQG |
| 26-Feb. | 1/4 in. Loose Snow On Compact | ½-Ton 4x4 16:27 Windsor OPS | Off | | √ | | | ABS Off Test 27 2WD Lane F YQG |
| 26-Feb. | 1/4 in. Loose Snow On Compact | FWD Car 17:03 | On | √ | √ | √ | √ | ABS On Test 28 Lane D E F |
| | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | FWD Car 17:11 | Off | √ | √ | √ | √ | ABS Off Test 29 Lane D E F |
| | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | RWD Car 17:23 | On | √ | √ | | | ABS On Test 30 Lane D E F |
| | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | RWD Car 17:31 | Off | √ | √ | | | ABS Off Test 31 Lane D E F |
| | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 26-Feb. | 1/4 in. Loose Snow On Compact | Blazer 17:43 | Off | √ | √ | | | ABS Off Test 32 4WD Lane D E F |
| | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |

**Table 3.8: Test Matrix: February 27 Tests**

| Test No. | Date | Surface | Vehicle / Time | ABS On/Off | Decelerometers Used | | | | Commments |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Mk 2 | Mk 3 | Bowmonk | Tapley | |
| 40 | 27-Feb. | 1/4 in. Loose Snow On | Blazer 09:47 | Off | √ | √ | | | ABS Off Test 40 4WD |
| 41 | 27-Feb. | 1/4 in. Loose Snow On | Blazer 9:55 | On | √ | √ | | | ABS On Test 41 2WD |
| 42 | 27-Feb. | 1/4 in. Loose Snow On Compact | Blazer 10:01 | Off | √ | √ | | | ABS Off 4WD Lane F Test 42 |
| | | | | | | | | | Firm Compact Snow Base Lane F Only |
| 43 | 27-Feb. | 1/4 in. Loose Snow On Compact | Blazer 10:08 | On | √ | √ | | | ABS On 2WD Lane F Test 43 |
| 44 | 27-Feb. | 1/4 in. Loose Snow On | ½-Ton 4x4 10:40 | On | √ | √ | | | ABS On Test 44 2WD |
| 45 | 27-Feb. | 1/4 in. Loose Snow On | ½-Ton 4x4 10:43 | Off | √ | √ | | | ABS Off Test 45 4WD |
| 46 | 27-Feb. | 1/4 in. Loose Snow On Compact | ½-Ton 4x4 10:50 | Off | √ | √ | | | ABS Off 4WD Lane F Test 46 |
| 46A | 27-Feb. | 1/4 in. Loose Snow On Compact | ½-Ton 4x4 10:57 | On | √ | √ | | | ABS On 2WD Lane F Test 46A |
| 47 | 27-Feb. | 1/4 in. Loose Snow On | ¾-Ton 4x4 11:18 | On | √ | √ | | | ABS On Test 47 2WD |
| 47A | 27-Feb. | 1/4 in. Loose Snow On | ¾-Ton 4x4 11:22 | Off | √ | √ | | | ABS Off Test 47A 2WD |
| 48 | 27-Feb. | 1/4 in. Loose Snow On Compact | ¾-Ton 4x4 11:30 | Off | √ | √ | | | ABS Off 2WD Test 48 Lane F |
| | | | | | | | | | Glazing Evident on Lane F |
| 49 | 27-Feb. | 1/4 in. Loose Snow On Compact | ¾-Ton 4x4 11:41 | On | √ | √ | | | ABS On Test 49 2WD Lane F |
| | | | | | | | | | Glazing Evident on Lane F |

## 3.3 Results: Measured Friction Coefficients

It should be noted that at least 15 individual decelerometer readings were made for each test case. These values were then averaged. All data plotted and analyzed in subsequent sections is based on the averages that were computed from the individual decelerometer readings.

### 3.3.1 Effect of ABS On v. Off: Results by Decelerometer and Vehicle Type

The effect of decelerometer type is shown in Figures 3.17 to 3.22 while the effect of vehicle type is plotted in Figures 3.23 to 3.26.

Summary results are presented in Table 3.9. The results varied with respect to decelerometer type, vehicle type, and CRFI level. As a result, overall trends cannot be defined.

The observed variations in friction coefficient are evaluated with respect to their effect on inferred landing distances in Section 3.4.

## Table 3.9: Effect of ABS On v. Off

| | ERD Mk III | ERD Mk II | Tapley | Bowmonk |
|---|---|---|---|---|
| Blazer | - at low CRFIs (of ~ 0.1), similar values were with ABS on or off<br>- at CRFIs above 0.2, the values obtained with the ABS off were about 0.05 higher. The max. variation was ~ 0.06. | - at low CRFIs (of about 0.1), the values were similar with ABS on or off<br>- at CRFIs above 0.2, the values obtained with the ABS off were about 0.05 higher. The max. variation was ~ 0.06. | The CRFIs were similar with ABS on or off for CRFIs between 0.3 and 0.5.<br><br>The max. variation was ~ 0.03. | - Peak Mode: similar results with ABS on or off. The max. variation was ~ .02.<br>- Average Mode: much higher CRFI with ABS off. The max. variation was ~ 0.08. |
| ½-Ton Truck | - at low CRFIs (of ~ 0.1), higher values were with ABS off of ~ 0.02.<br>- at CRFIs above 0.2 - scattered results - CRFIs were generally lower with ABS off. The max. variation was ~ 0.12. | - at low CRFIs (of about 0.1), the values were similar with ABS on or off<br>- at CRFIs above 0.2 - scattered results - CRFIs were generally lower with the ABS off. The max. variation was ~ 0.12. | The CRFIs were similar with ABS on or off for CRFIs between ~ 0.1 and 0.45.<br><br>The max. variation was ~ 0.02. | - Peak Mode: scattered results with ABS on or off. The max. variation was ~.08.<br>- Average Mode: higher friction with ABS off. The max. variation was ~0.05. |
| ¾-Ton Truck | - at low CRFIs (of about 0.1) – similar values with ABS on or off<br>- at CRFIs above 0.2, the CRFIs were lower with the ABS off. The max. variation was ~ 0.1. | - at low CRFIs (of about 0.1), the values were similar with ABS on or off<br>- at CRFIs above 0.2, the CRFIs were lower with the ABS off. The max. variation was ~ 0.1. | Only tested at high CRFIs - similar CRFIs were similar with ABS on or off.<br><br>The max. variation was ~ 0.02. | - Peak Mode: lower results with ABS off. The max. variation was ~ .04.<br>- Average Mode: not tested |
| 1-Ton Truck | - at low CRFIs (of about 0.1) - similar values with ABS on or off<br>- at CRFIs above 0.2, the CRFIs were higher with the ABS off. The max. variation was ~ 0.03. | - at low CRFIs (of about 0.1), the values were similar with ABS on or off<br>- at CRFIs above 0.2, the CRFIs were higher with the ABS off. The max. variation was ~ 0.03. | Not tested | - Peak Mode: not tested<br>- Average Mode: similar friction with ABS on or off. The max. variation was ~ 0.01. |
| RWD Car | - at low CRFIs (of about 0.1) - similar values with ABS on or off<br>- at higher CRFIs - higher with ABS off. The max. variation was ~ 0.06. | - full range of CRFIs - the values were similar with ABS on or off. The max. variation was ~ 0.04 | Only tested at high CRFIs – higher CRFIs with ABS off.<br><br>The max. variation was ~ 0.05. | - Peak Mode: higher CRFIs with ABS off. The max. variation was ~ .04.<br>- Average Mode: not tested |
| FWD Car | - at CRFIs of about 0.1 - lower values with ABS off – max variation of ~ .05<br>- at higher CRFIs – similar values with ABS on or off. | - full range of CRFIs - the values were similar with ABS on or off. The max. variation was ~ 0.03 | Only tested at high CRFIs – lower CRFIs with ABS off.<br><br>The max. variation was ~ 0.03. | - Peak Mode: higher CRFIs with ABS off. The max. variation was ~ .08.<br>- Average Mode: not tested |

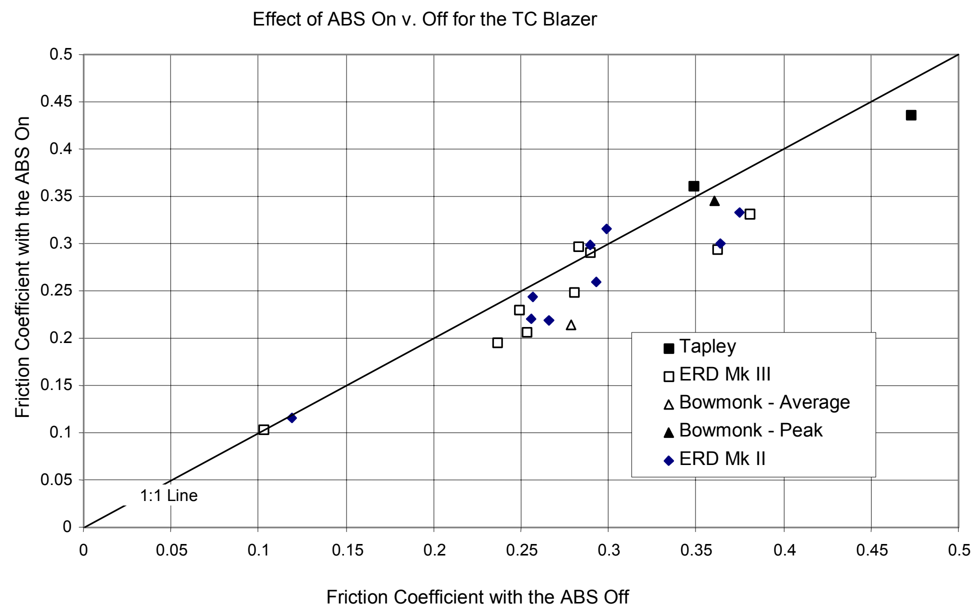



**Figure 3.17: Decelerometer Comparison for the Blazer: All Test Surfaces**

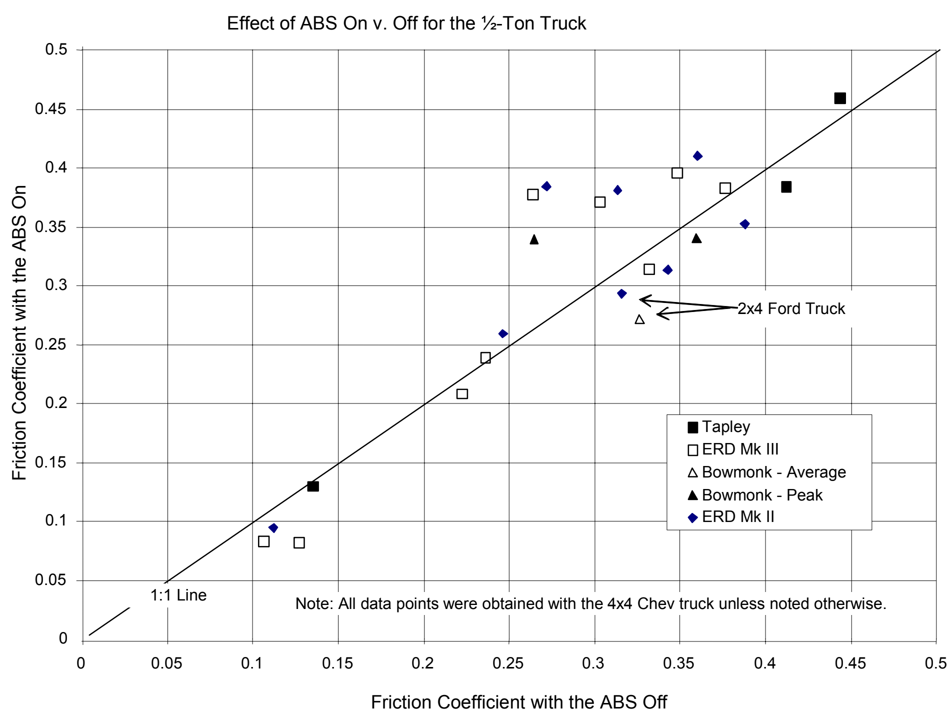



**Figure 3.18: Decelerometer Comparison for the ½-Ton Truck: All Test Surfaces**

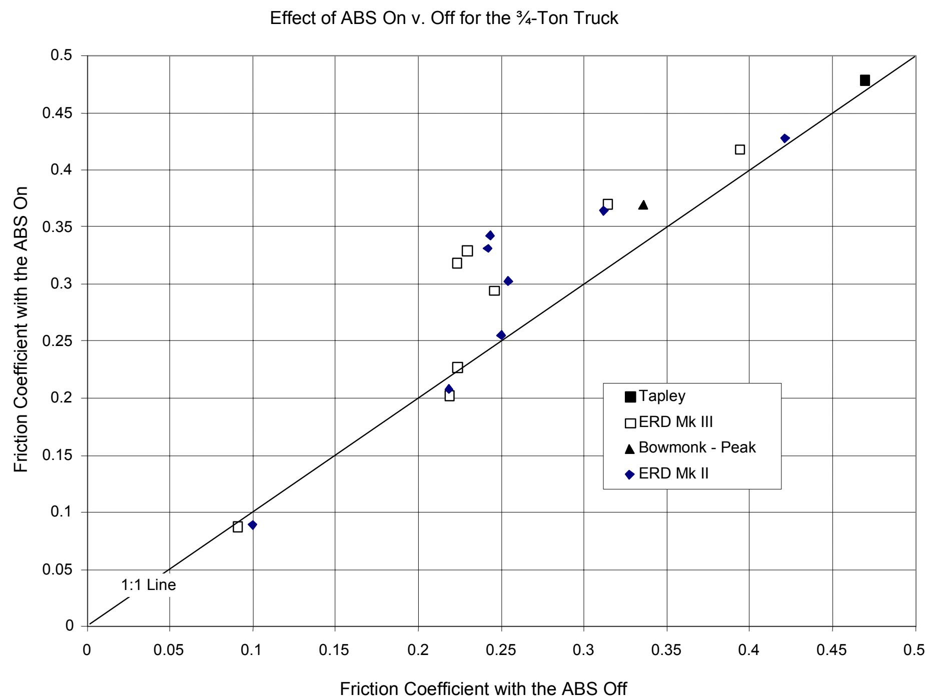



**Figure 3.19: Decelerometer Comparison for the ¾-Ton Truck: All Test Surfaces**

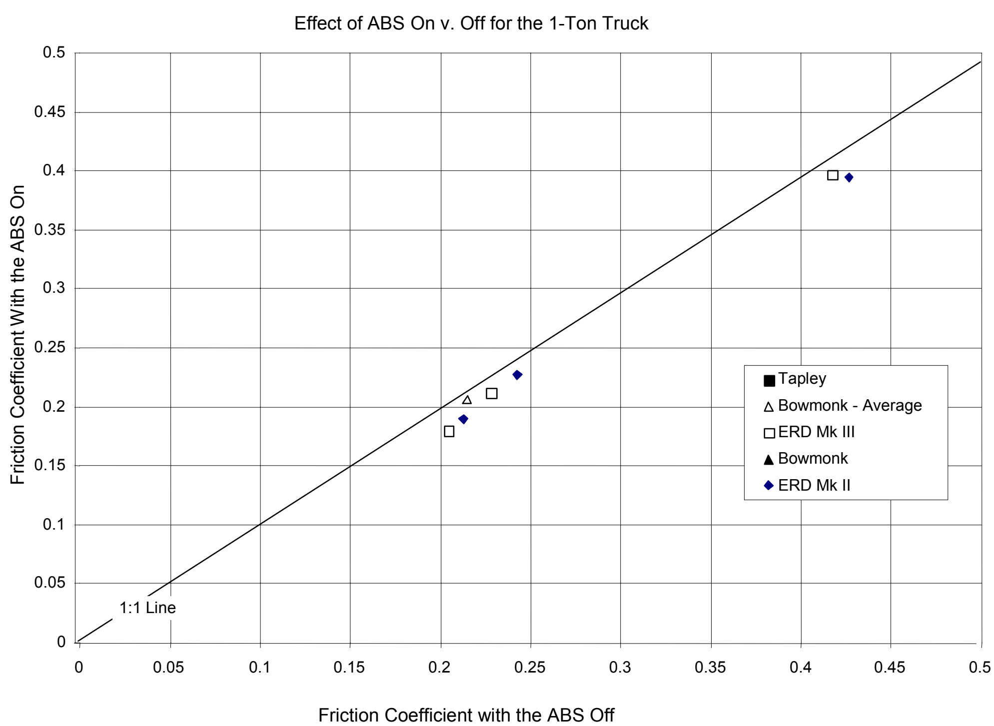



**Figure 3.20: Decelerometer Comparison for the 1-Ton Truck: All Test Surfaces**

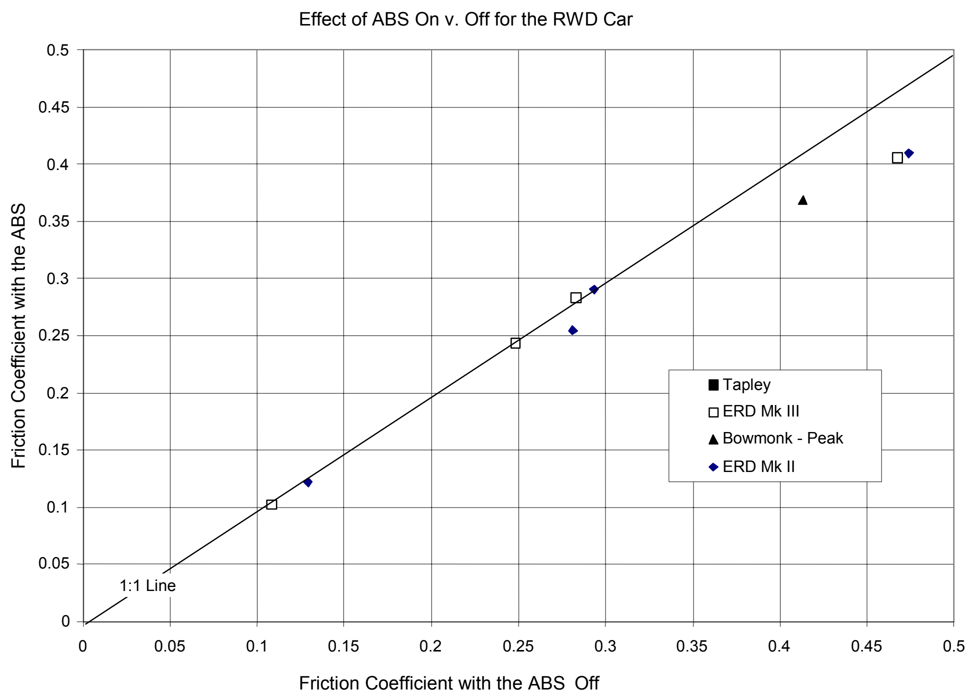



**Figure 3.21: Decelerometer Comparison for the RWD Car: All Test Surfaces Combined**

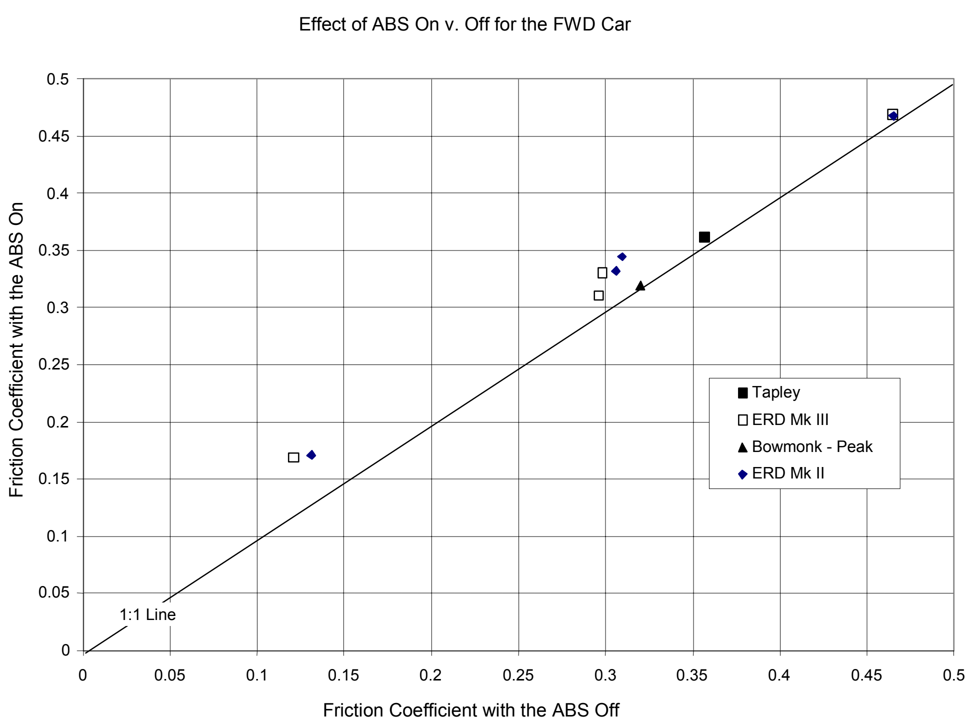



**Figure 3.22: Decelerometer Comparison for the FWD Car: All Test Surfaces Combined**

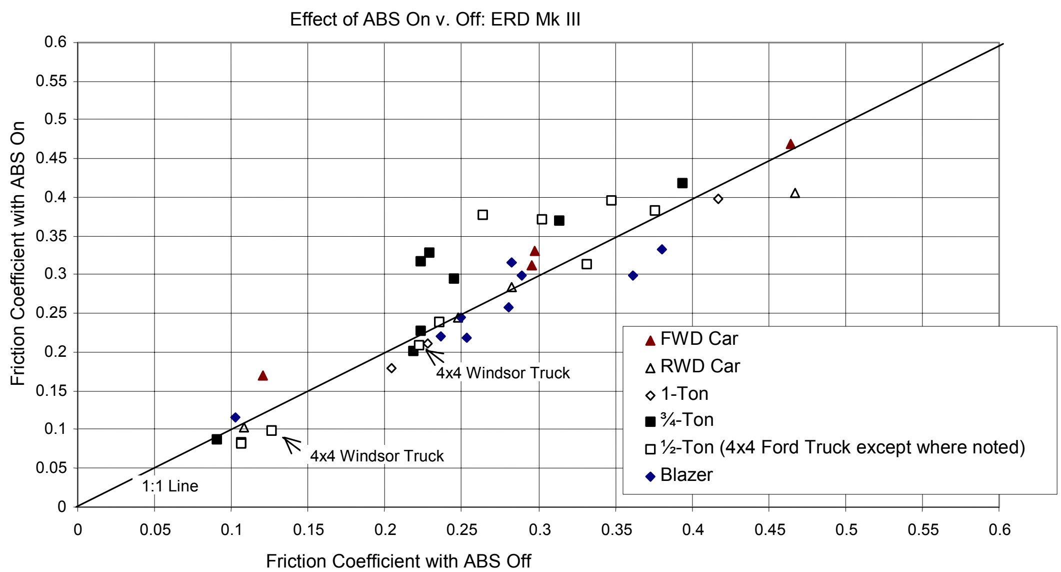



**Figure 3.23: Effect of Vehicle for the ERD Mk III: All Test Surfaces Combined**

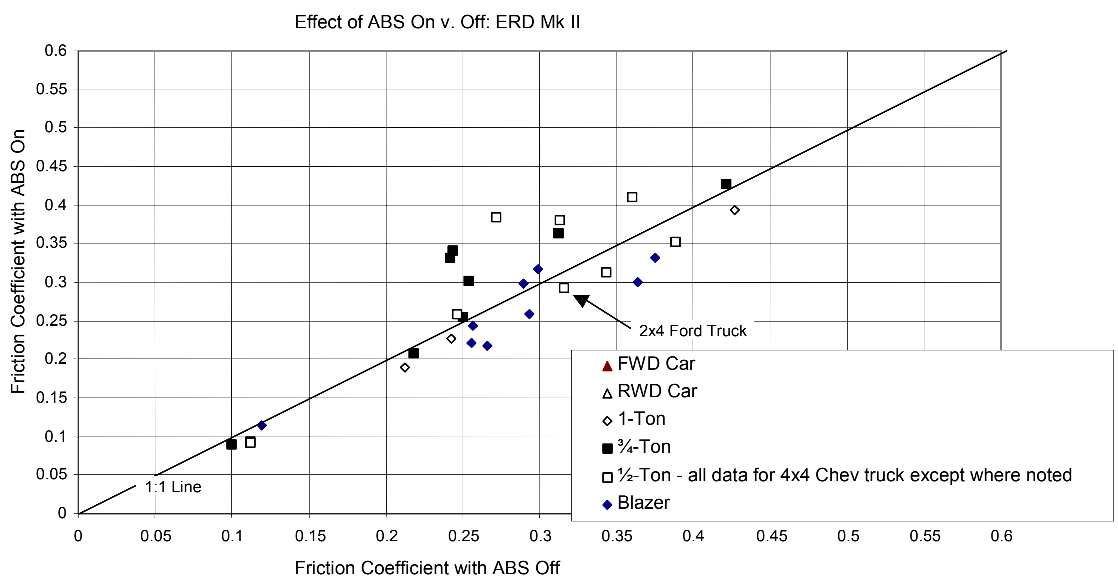



**Figure 3.24: Effect of Vehicle for the ERD Mk II: All Test Surfaces Combined**

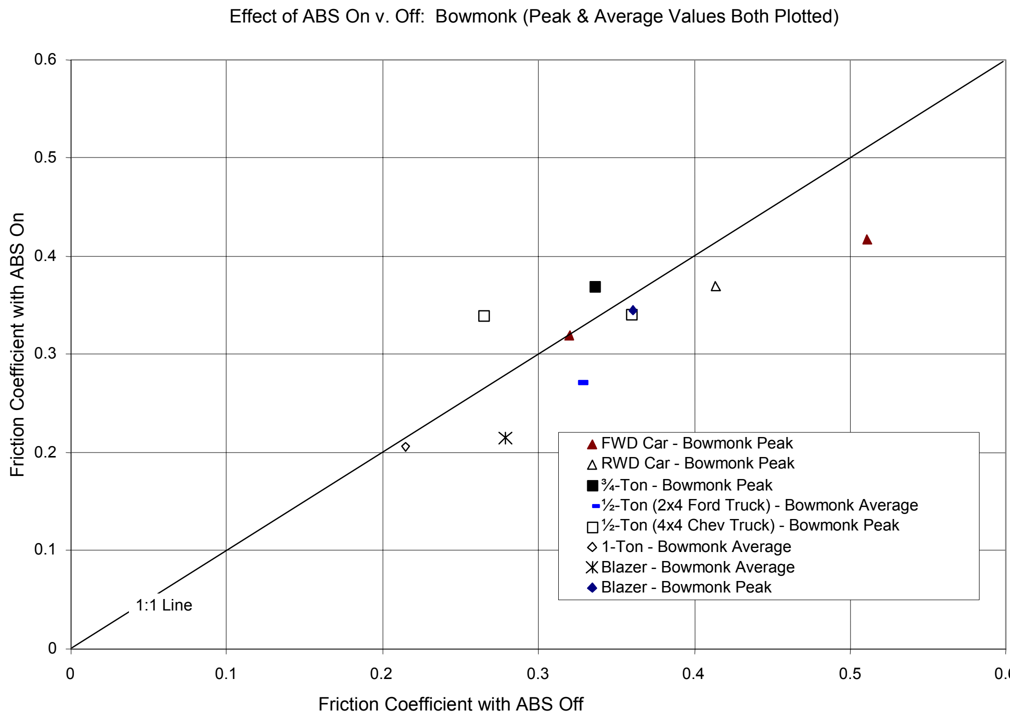



**Figure 3.25: Effect of Vehicle for the Bowmonk: All Test Surfaces Combined**

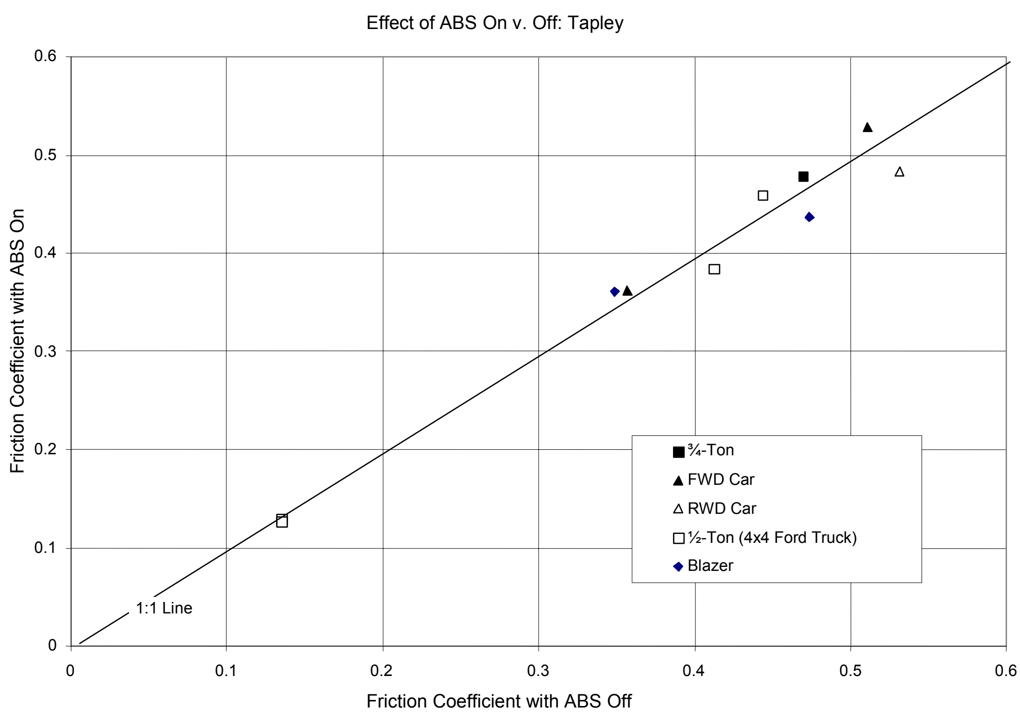



**Figure 3.26: Effect of Vehicle for the Tapley: All Test Surfaces Combined**

### 3.3.2 Effect of Decelerometer Type

The effect of decelerometer type is shown in Figures 3.27 to 3.30.

Summary results are presented in Table 3.10, using the ERD Mk III as the basis of comparison. The following general observations can be made:

(a) ERD Mk II v. ERD Mk III: The ERD Mk III consistently read lower by about 0.01 on average than did the ERD Mk II over the full range of friction coefficients.

(b) Tapley v. ERD Mk III: The ERD Mk III consistently read about 0.05 lower than did the Tapley over the full range of friction coefficients.

(c) Bowmonk v. ERD Mk III:

   a. Peak values read by the Bowmonk – The results are scattered as Bowmonk peaks were both above and below the readings from the ERD Mk III. The maximum variation between the Bowmonk peak and the ERD Mk III was about 0.1.

   b. Average values read by the Bowmonk – Only limited comparisons can be made, as only two data points are available. However, these data indicate that the Bowmonk average and the ERD Mk III friction coefficients are similar.

## Table 3.10: Effect of Decelerometer Type

| | ERD Mk II v. ERD Mk III | Tapley v. ERD Mk III | Bowmonk (Peak) v. ERD Mk III | Bowmonk (Peak) v. ERD Mk III |
|---|---|---|---|---|
| **Blazer** | Lower CRFIs with the ERD Mk III for all friction levels | Lower CRFIs with the ERD Mk III for all friction levels – max. variation of about 0.08 | Lower CRFIs with the ERD Mk III for all friction levels – max. variation of about 0.05 | Only one data point – similar CRFIs |
| **½-Ton** | Lower CRFIs with the ERD Mk III for all friction levels | Lower CRFIs with the ERD Mk III for all friction levels – max. variation of about 0.08 | Scattered results – no clear trend | No data available |
| **3/4-Ton** | Lower CRFIs with the ERD Mk III for all friction levels | CRFI data only available for high CRFIs - Lower CRFIs with the ERD Mk III – max. variation of about 0.08 | CRFI data only available for high CRFIs - Higher CRFIs with the ERD Mk III – max. variation of about 0.07 | No data available |
| **1-Ton** | Lower CRFIs with the ERD Mk III for all friction levels | No data available | No data available | Only one data point – similar CRFIs |
| **Rear Wheel Drive Car** | Lower CRFIs with the ERD Mk III for all friction levels | CRFI data only available for high CRFIs - Lower CRFIs with the ERD Mk III – max. variation of about 0.05 | Only one data point – Higher CRFI with the ERD Mk III by about 0.05 | No data available |
| **Front Wheel Drive Car** | Lower CRFIs with the ERD Mk III for all friction levels | CRFI data only available for high CRFIs - Lower CRFIs with the ERD Mk III – max. variation of about 0.05 | CRFI data only available for high CRFIs - Lower CRFIs with the ERD Mk III – max. variation of about 0.05 | No data available |

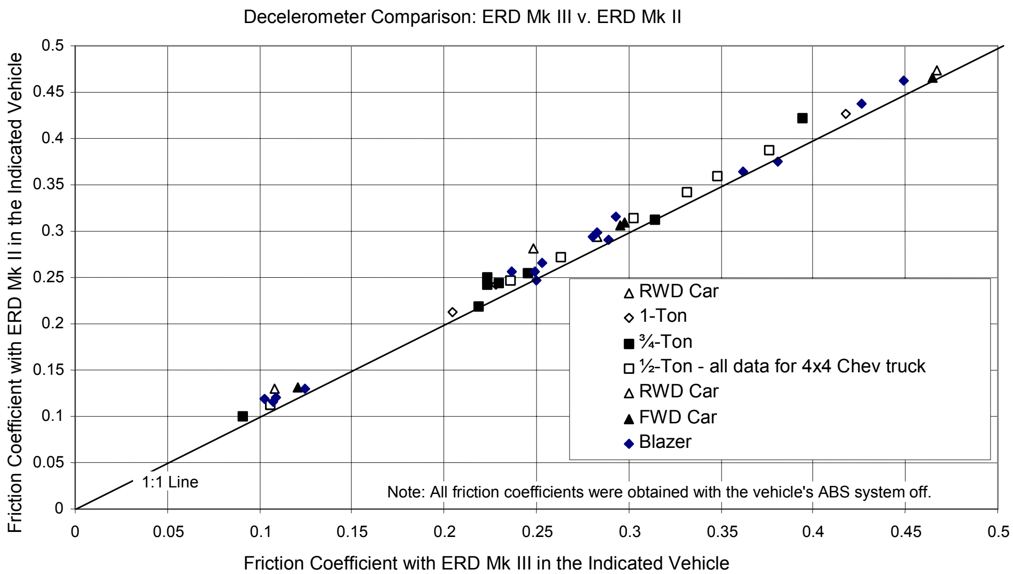



**Figure 3.27: Decelerometer Comparison: ERD Mk II v. ERD Mk III**

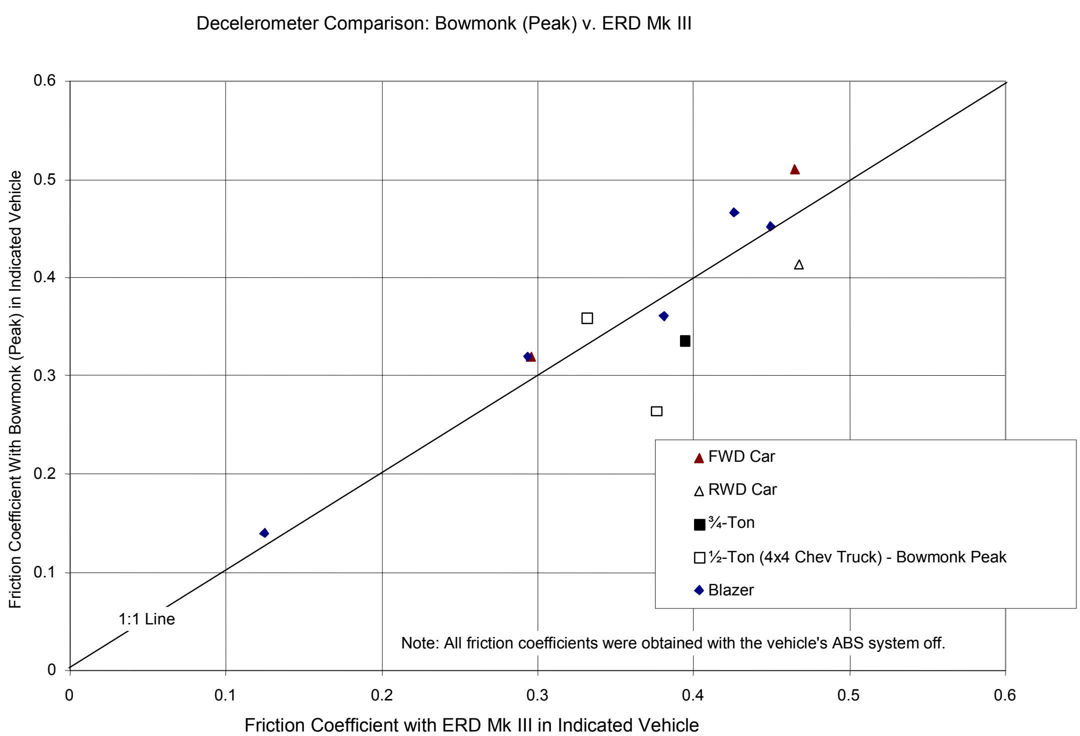



**Figure 3.28: Decelerometer Comparison: Bowmonk (Peak) v. ERD Mk III**

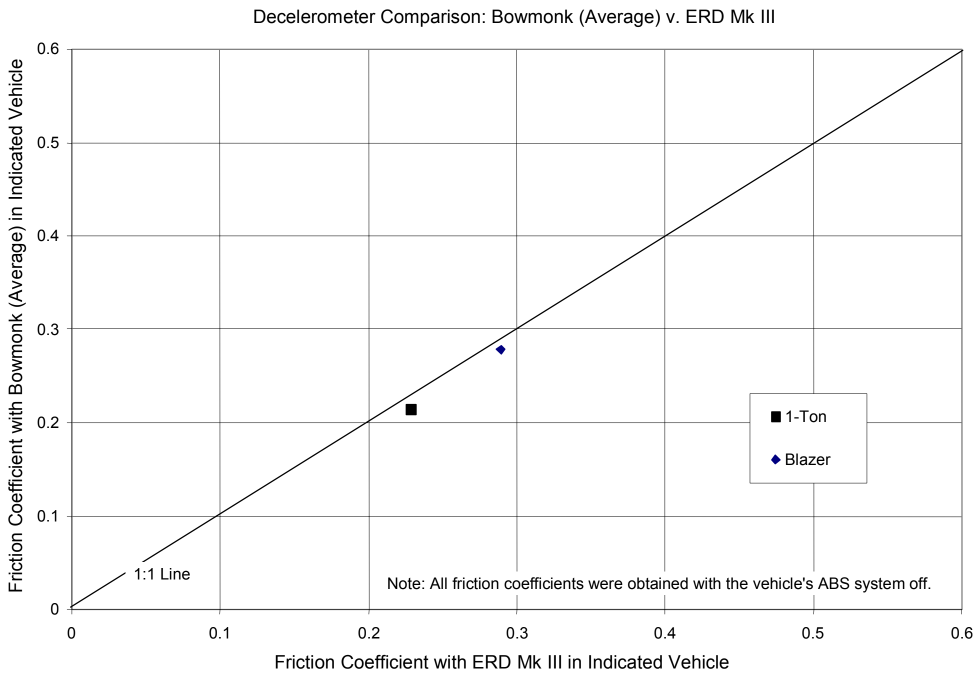



**Figure 3.29: Decelerometer Comparison: Bowmonk (Average) v. ERD Mk III**

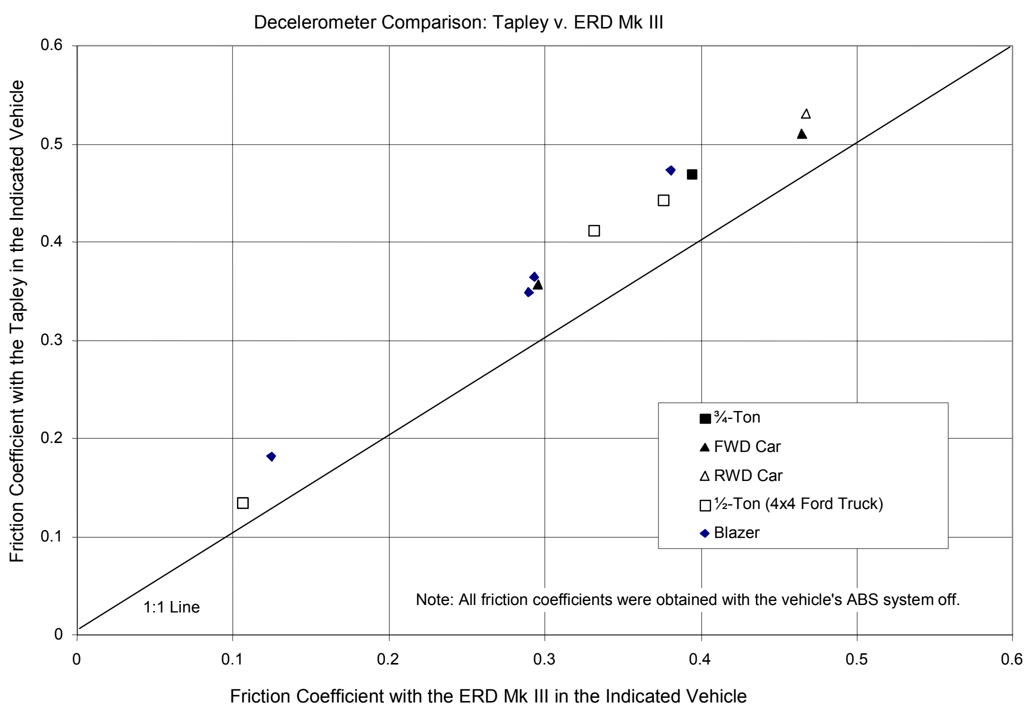



**Figure 3.30: Decelerometer Comparison: Tapley v. ERD Mk III**

## 3.4 Effect of ABS ON v. OFF On Inferred Landing Distances

### 3.4.1 Analysis Purpose and Approach

The measured friction coefficients varied somewhat with all of the parameters investigated. These variations need to be put into perspective to assess their significance. The Landing Distances (LDs) in the AIP [3] were used to assess the significance of the observed variations in friction coefficient as they are related to the CRFI.

This was done as described in Section 2. The analyses were done with respect to an unfactored AIP LD of 914.6 m (3000 ft.), and for no reverse thrust. Landing distances were computed for each friction coefficient using Equation [2.1], in Section 2. Landing distances were only computed for CRFI values in the range of 0.18 to 0.60, as this is the range of CRFIs given in the AIP [3].

The Blazer and the ERD Mk III were used as the bases of comparison, in keeping with the approach used to compare the friction coefficients measured by the various vehicles and decelerometers (Section 3.3).

### 3.4.2 Effect of Decelerometer Type

The landing distances inferred from the test data are shown in Figures 3.31 to 3.36 for friction coefficients exceeding 0.18.

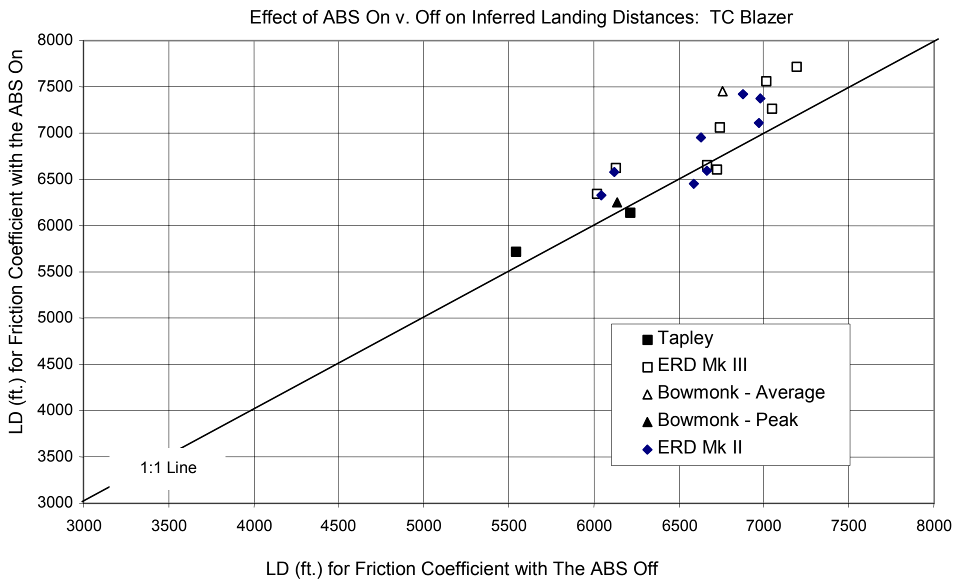



**Figure 3.31: Inferred Landing Distances: Decelerometer Comparison for the Blazer for All Test Surfaces Combined**

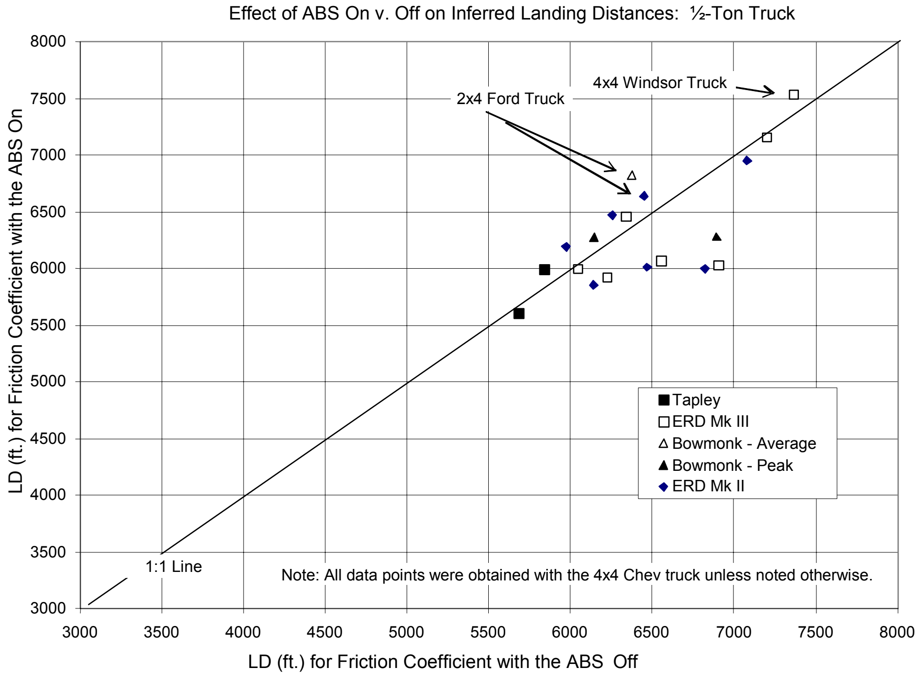



**Figure 3.32: Inferred Landing Distances: Decelerometer Comparison for the ½-Ton for All Test Surfaces Combined**

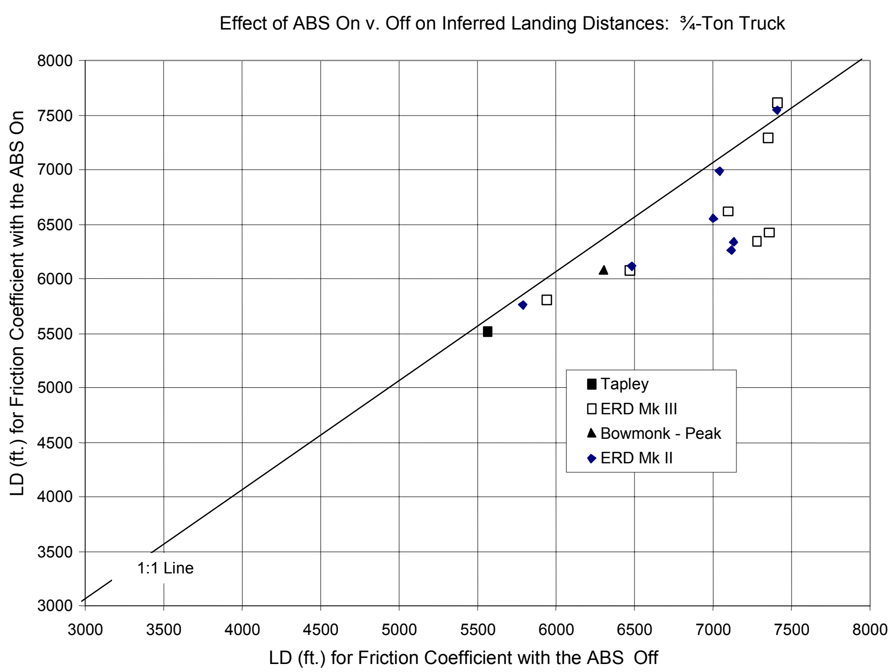



**Figure 3.33: Inferred Landing Distances: Decelerometer Comparison for the ¾-Ton for All Test Surfaces Combined**

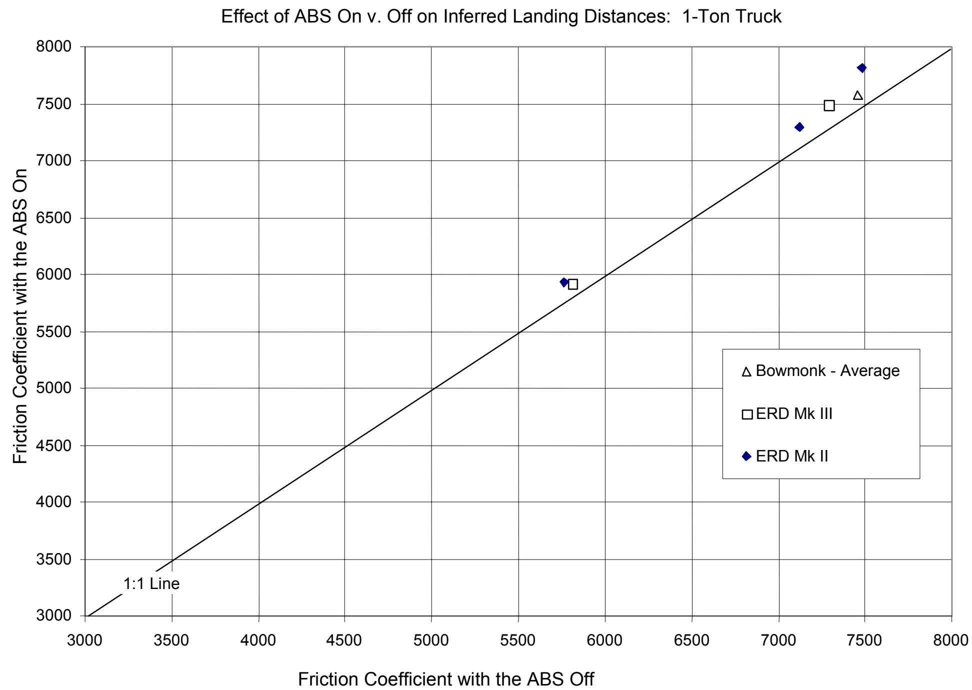



**Figure 3.34: Inferred Landing Distances: Decelerometer Comparison for the 1-Ton for All Test Surfaces Combined**

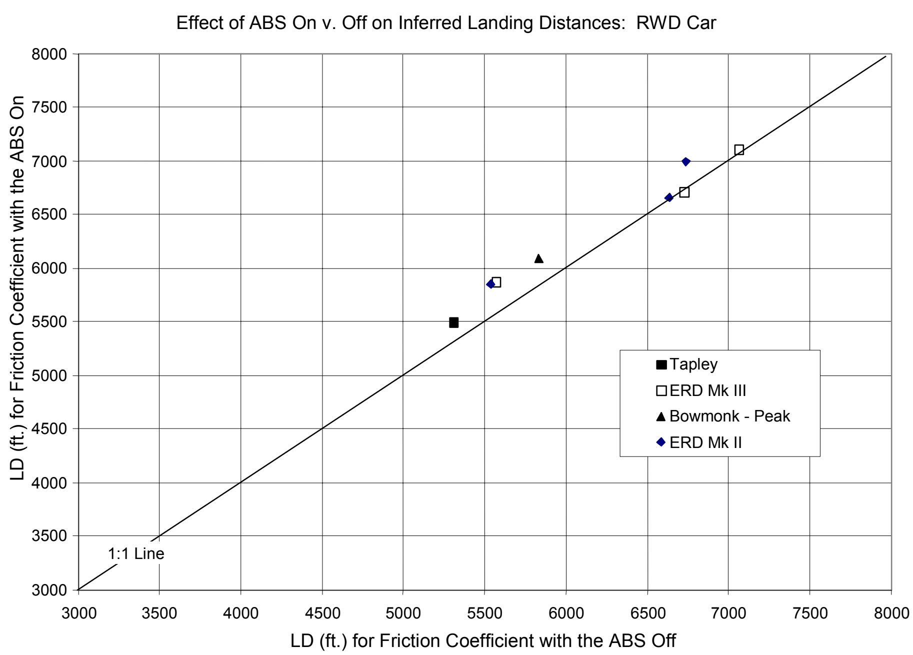



**Figure 3.35: Inferred Landing Distances: Decelerometer Comparison for the RWD Car for All Test Surfaces Combined**

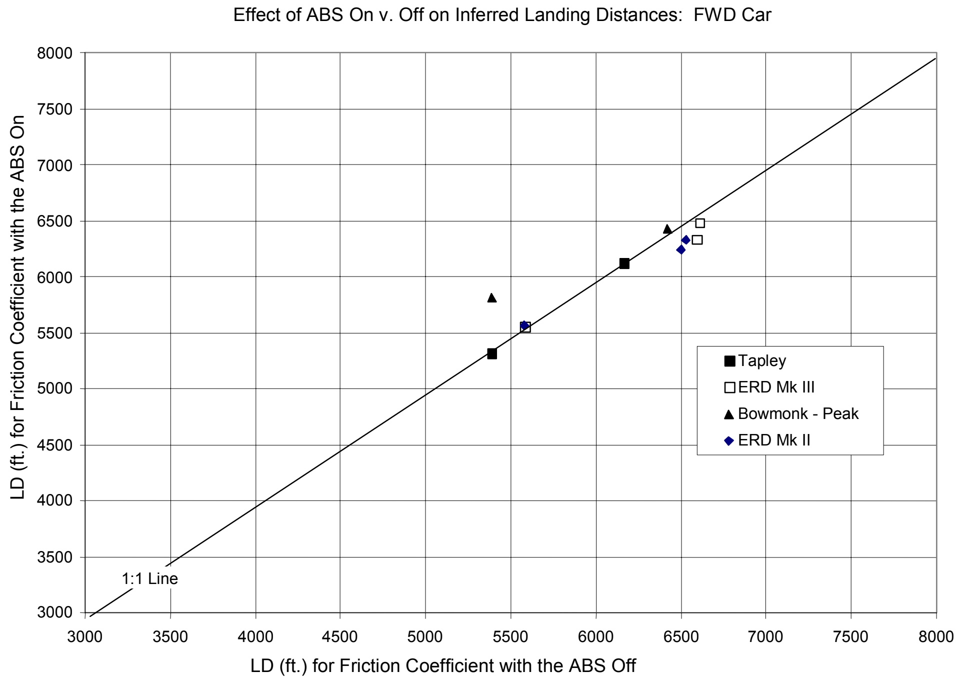



**Figure 3.36: Inferred Landing Distances: Decelerometer Comparison for the FWD Car for All Test Surfaces Combined**

### <u>3.4.3 Effect of Vehicle Type on Inferred Landing Distance</u>

The landing distances inferred from the test data (for friction coefficients exceeding 0.18) are shown in Figures 3.37 to 3.40.

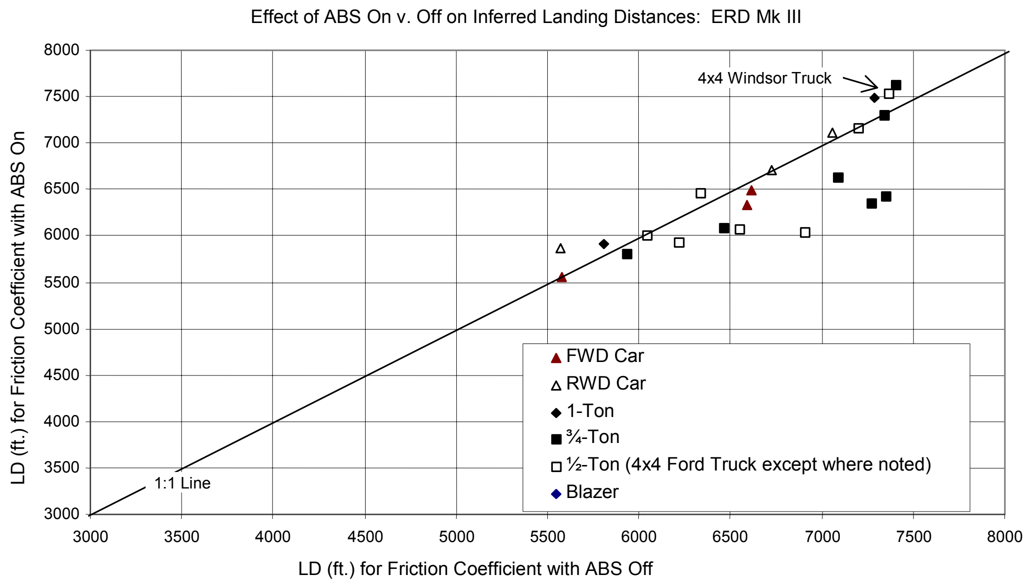



**Figure 3.37: Effect on Inferred Landing Distances: Vehicle Comparison for the ERD Mk III for All Test Surfaces Combined**

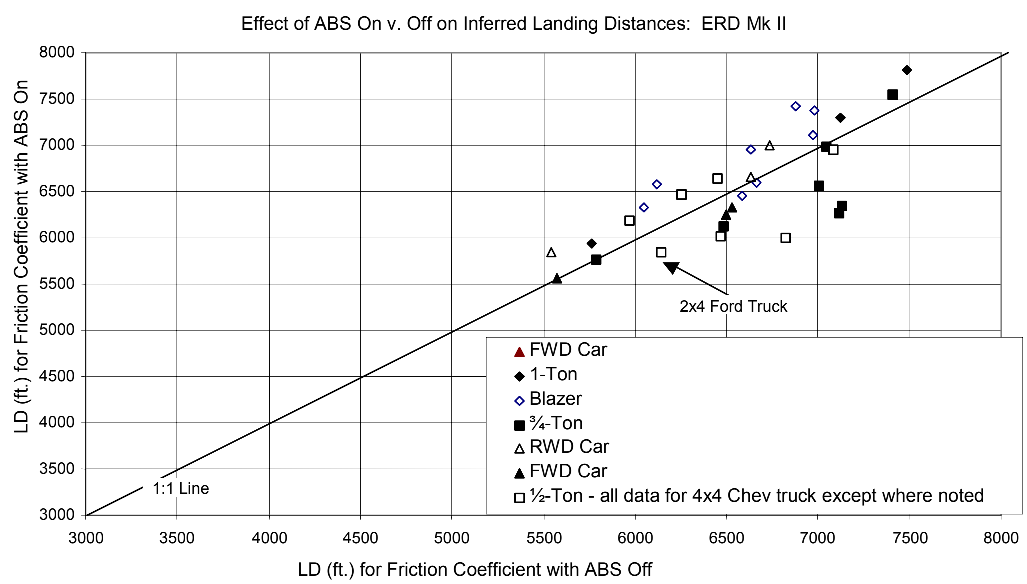



**Figure 3.38: Effect on Inferred Landing Distances: Vehicle Comparison for the ERD Mk II for All Test Surfaces Combined**

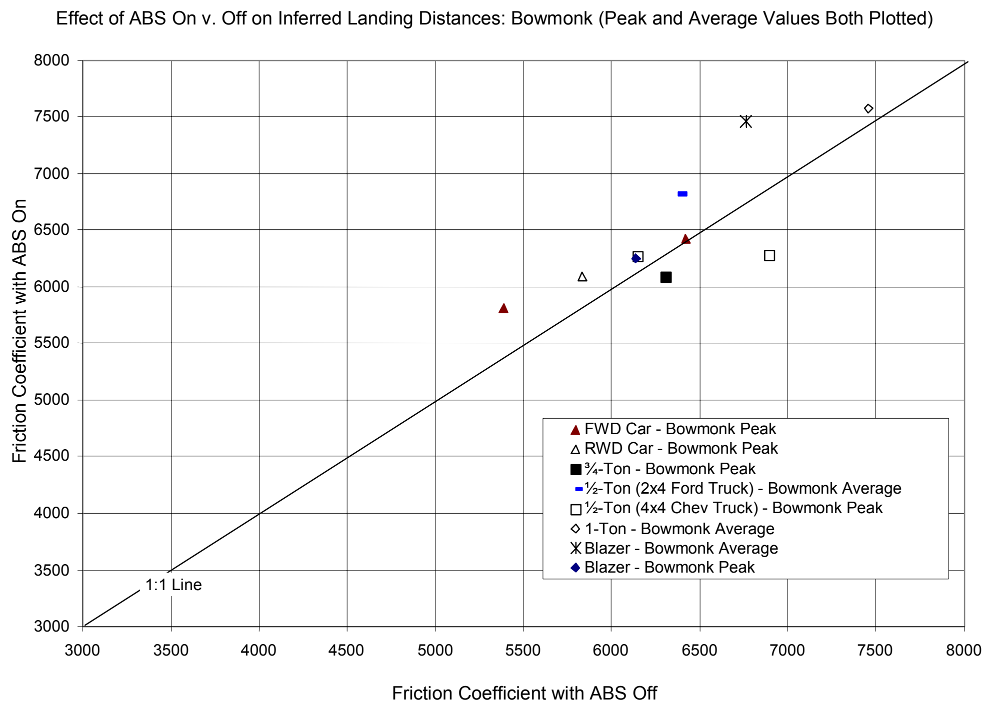



**Figure 3.39: Effect on Inferred Landing Distances: Vehicle Comparison for the Bowmonk for All Test Surfaces Combined**

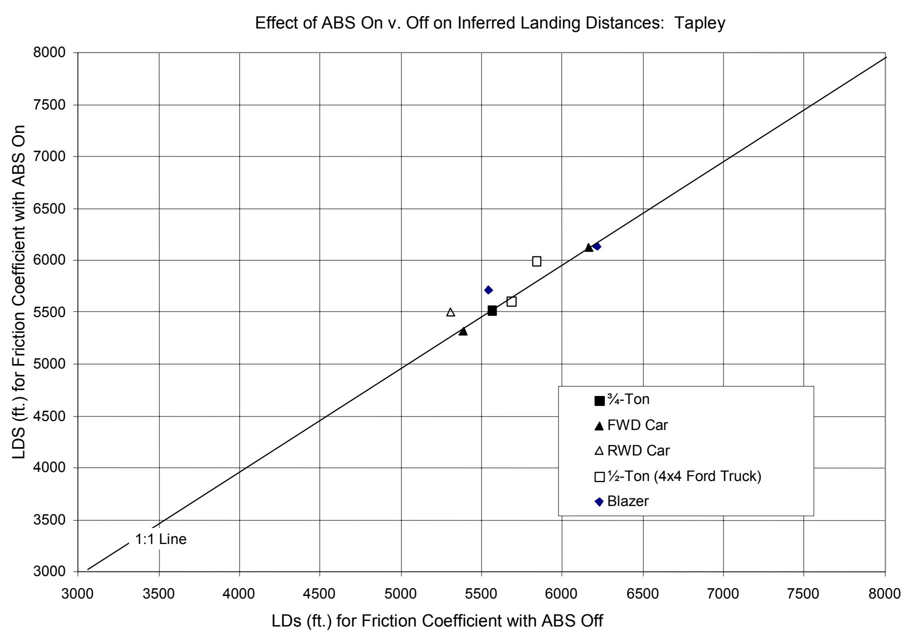



**Figure 3.40: Effect on Inferred Landing Distances: Vehicle Comparison for the Tapley for All Test Surfaces Combined**

## 3.5 Discussion and Summary

### 3.5.1 Effect of ABS On v. Off: Measured Friction Coefficients

The following observations can be made:

- Overall trends cannot be defined although trends were observed for each vehicle. Nevertheless, substantial differences in CRFI were observed in some cases depending upon whether or not the vehicle's ABS was on or off. The effect of ABS on versus off depended on the specific vehicle, decelerometer, and surface (which affected the friction level) under consideration. The effect of ABS on versus off ranged from:
    - increasing the respective friction coefficient to;
    - decreasing the respective friction coefficient to; and
    - no effect.

- The observed friction coefficient variations must be examined with respect to their effect on inferred landing distances to evaluate their significance.

- Comparison to the 2002 test results [1] – the CRFI variations observed this year (by having the ABS on or off) are larger than those obtained during the 2002 program (which were primarily obtained with the Blazer and a ½-ton truck). For reference, results for the ERD Mk III from the 2002 tests are shown in Figure 3.41.

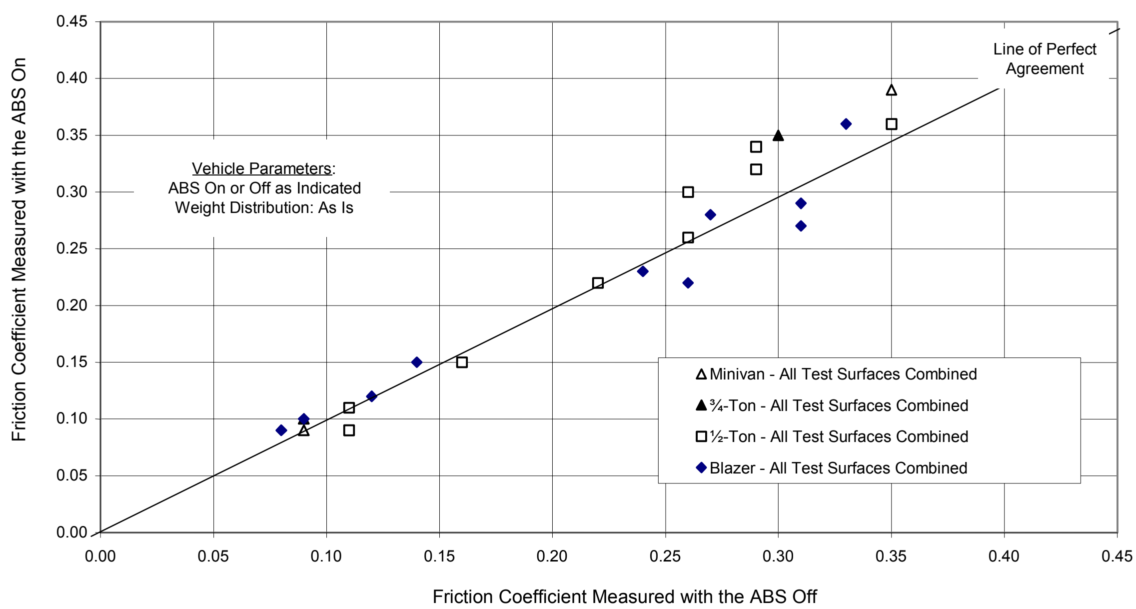



**Figure 3.41: Effect of ABS On v. Off: Results from 2002 for the ERD Mk III [1]**

### 3.5.2 Effect of ABS On v. Off: Inferred Landing Distances

The maximum variations in inferred landing distances are summarized in Table 3.11.

The largest variations were observed for the Blazer, the ½-ton, and the ¾-ton on February 24 during tests done with 6 mm (1/4 in.) of loose snow on bare pavement. Data were only obtained with the ERD Mk III and the ERD Mk II on that day. The Tapley and Bowmonk were not tested on that day as they were not available.

**Table 3.11: Maximum Variation in Inferred Landing Distances for ABS On v. Off**

| | ERD MK III | ERD Mk II | Tapley | Bowmonk Peak | Bowmonk Average |
|---|---|---|---|---|---|
| Blazer | - 549 | - 533 | -171 | -106 | -695 |
| ½-Ton | 876 | 829 | -152 | -448 | 614 |
| ¾-Ton | 924 | 853 | 41 | 220 | no data |
| 1-Ton | -202 | -334 | no data | no data | -116 |
| RWD Car | -302 | -310 | -189 | -256 | no data |
| FWD Car | 257 | 258 | 34 | -427 | no data |

Notes:
1. The above differences in inferred LD are in ft.
2. Negative and positive variations indicate that the inferred LD based on the friction coefficient measured with the ABS off was shorter or longer, respectively.

The above maxima are larger than the maximum variation in inferred landing distance observed during the 2002 tests, which was 449 ft. (Figure 3.42 and Table 3.12). This difference may be due to differences in surface conditions as no tests were done in 2002 on loose snow on pavement.

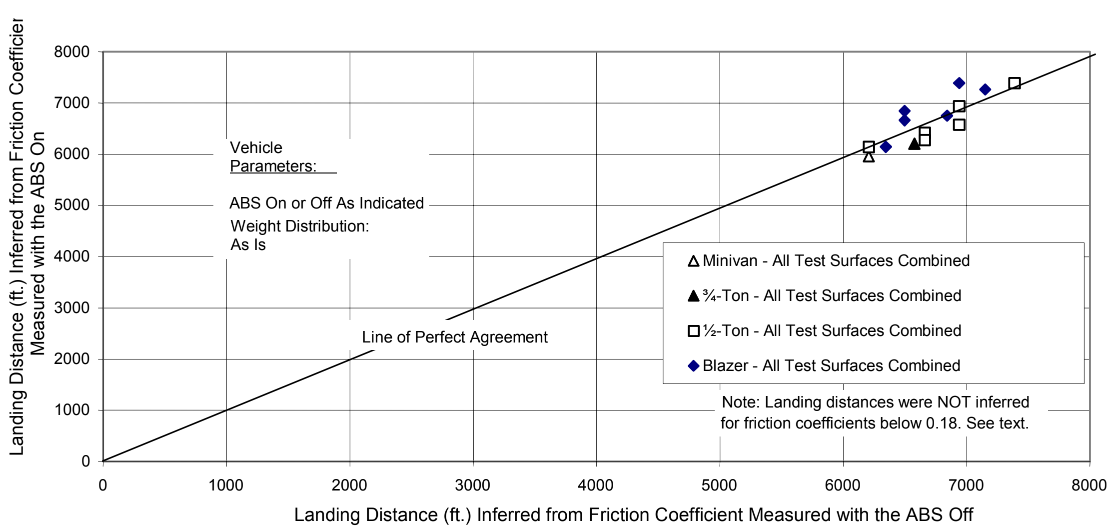



**Figure 3.42: Effect on Inferred Landing Distances During the 2002 Tests [1]: ABS On or Off for the ERD Mk III for All Test Surfaces Combined**

**Table 3.12: Effect of ABS On or Off for the 2002 Tests [1]:**
**Maximum Differences in Inferred Landing Distances**

| | **Max. Variation (ft.) in Inferred Landing Distances (notes 1 and 2) for:** | | | |
|---|---|---|---|---|
| | **Blazer: ABS on v. ABS off** | **½-Ton: ABS on v. ABS off** | **¾-Ton: ABS on v. ABS off** | **Minivan: ABS on v. ABS off** |
| **ERD Mk III** | 449 | 386 | 369 (only 1 data pt in range of analyses) | 247 (only 1 data pt in range of analyses) |
| **ERD Mk II** | 424 | 404 | 369 (only 1 data pt in range of analyses) | 182 (only 1 data pt in range of analyses) |
| **Tapley** | 230 (only 2 data pts in range of analyses) | 51 (only 1 data pt in range of analyses) | not tested | not tested |
| **Bowmonk** | 212 (only 1 data pt in range of analyses) | 57 (only 1 data pt in range of analyses) | not tested | not tested |

Notes:
1. The maximum differences are with respect to an unfactored LD in the AIP of 3000 ft. for no reverse thrust.
2. The above values do not apply to friction coefficients less than 0.18.

### 3.5.3 Decelerometer Comparison

General comparisons are made below with the results from the 2002 program [1]:

- uniformity of results from decelerometers - each decelerometer type produced different results in both programs.

- ERD Mk II v. ERD Mk III – the results obtained this year differ from the 2002 results. In 2002, the two ERDs produced essentially the same value. Some ERD Mk III readings were higher than those for the ERD Mk II while others were lower. In contrast, this year, the ERD Mk III read lower than did the ERD MK II in almost all cases (Figure 3.27) although the variation was relatively small (i.e., about 0.01 on average – equation 3.1). This is discussed further in Section 4.

- Best-fit linear regression:
- ERD Mk III CRFI = 0.9655 * ERD MK II CRFI [3.1]
- Correlation coefficient ($r^2$): 0.9928

- Tapley v. ERD Mk III – The results from this year are similar to those from last year. In both years, the Tapley read about 0.05 higher than did the ERD Mk III.

(a) Bowmonk v. ERD Mk III – direct comparisons are difficult as the Bowmonk used this year was a newer model, and it was used to record both peaks and averages. Based on the peak values (which represent the majority of the Bowmonk data that were obtained), more variation was observed this year between the Bowmonk and the ERD Mk III readings.

# 4. CONCLUSIONS AND RECOMMENDATIONS

## 4.1 Conclusions

### 4.1.1 CRFI Quality Assurance

Field data have been collected at five airports during two visits to each one to compare the CRFIs measured by the site vehicles with those measured by the Transport Canada system (which was comprised of the Blazer, the ERD Mk II, and an operator from North Bay airport). Data were acquired for a range of surfaces at each airport.

Field data have also been obtained to evaluate the effect of different operators.

This data set allows preliminary conclusions, as follows:

- The CRFI variations between the airport systems and the Transport Canada system varied with the airport and Circuit. As expected, more small landing distance variations were observed than large ones. Seventy per cent of the inferred landing distances for these cases varied by less than 500 ft. The maximum variation in inferred landing distance was 826 ft. (Note that all references made to inferred landing distances apply to an unfactored landing distance of 3000 ft., and to no reverse thrust).

- The CRFI variations between the site systems and the Transport Canada systems differed among the airports. They also differed between the two site visits made to each airport. For Circuit 1, the variations were of lesser magnitude and they were both positive and negative. For Circuit 2, the variations were of larger magnitude and almost always positive (which indicates that the CRFIs measured by the Transport Canada system were larger than the site systems). The reason for this difference is unclear.

- Generally, greater variation was observed between the Transport Canada system and the airport systems for sites that used the ERD Mk III as part of their system.

- In all cases, similar results were obtained with the Transport Canada and the site operators. The average CRFI variation was 0.013, with a maximum variation of 0.04. This probably indicates that the operators had all been trained to employ similar measurement techniques. It can be concluded that switching the operators did not affect the CRFI readings significantly, compared to the other differences seen between vehicle-decelerometer pairs.

- Instrumentation problems were encountered with the ERDs used in the Transport Canada system that limits the strength of the conclusions that can be drawn.

### 4.1.2 Effect of ABS Disabled or Not

Field data have been collected during a one-week test period at North Bay airport to compare the CRFIs measured with a vehicle's ABS system on or off for:

- six generic vehicle types;
- a range of different winter surfaces; and
- three decelerometer types.

This data set has significantly expanded the one that was obtained during a similar test program conducted in 2002 [1]. The following conclusions can be drawn from the whole data set:

- No universal trends were apparent although trends were evident for each vehicle. The effect of ABS on versus off depended on the specific vehicle, decelerometer, and surface (which affected the friction level) under consideration. The effect of ABS on versus off ranged from:
  - increasing the respective friction coefficient to;
  - decreasing the respective friction coefficient to; and
  - no effect

  The above finding is similar to that obtained during the 2002 test data [1], which were primarily obtained with the ERD in the Blazer and a ½-ton truck.

- The observed CRFI variations were examined with respect to their effect on inferred landing distances. (Note that all references made to inferred landing distances apply to an unfactored landing distance of 3000 ft., and to no reverse thrust).

  The maximum variations in inferred landing distances are summarized in Table 4.1. The largest variations were observed for the Blazer, the ½-ton, and the ¾-ton on February 24 during tests done with 6 mm (1/4 in.) of loose snow on bare pavement. Data were only obtained with the ERD Mk III and the ERD Mk II on that day. The Tapley and Bowmonk were not tested on that day as they were not available.

**Table 4.1: Maximum Variation in Inferred Landing Distances for ABS On v. Off**

| | ERD MK III | ERD Mk II | Tapley | Bowmonk Peak | Bowmonk Average |
|---|---|---|---|---|---|
| Blazer | - 549 | - 533 | -171 | -106 | -695 |
| ½-Ton | 876 | 829 | -152 | -448 | 614 |
| ¾-Ton | 924 | 853 | 41 | 220 | no data |
| 1-Ton | -202 | -334 | no data | no data | -116 |
| Rear Wheel Drive Car | -302 | -310 | -189 | -256 | no data |
| Front Wheel Drive Car | 257 | 258 | 34 | -427 | no data |

Notes:

1. The above differences in inferred LD are in ft.
2. Negative and positive variations indicate that the inferred LD based on the friction coefficient measured with the ABS off was shorter or longer, respectively.

The above maxima are larger than the maximum variation in inferred landing distance observed during the 2002 tests [1], which was 449 ft. This difference may be due to differences in surface conditions as no tests were done in 2002 on loose snow on pavement. The 2002 tests were all done on bare ice and compacted snow.

It appears that the effect on CRFIs produced by ABS on versus off depends upon what the surface that becomes sacrificial. If the base is bare, then, the tires cut through the loose snow cover and the tires become the sacrificial surface. In this case, the CRFIs are more affected by ABS on versus off. On ice and compacted snow, the ice and snow are the sacrificial surface.

#### 4.1.3 Effect of Decelerometer Type

Tests were done with the Electronic Recording Decelerometer (ERD Mk II and ERD Mk III), the Tapley, and the Bowmonk (which was set to record either the peak or the average friction coefficient). The following conclusions can be drawn:

- The decelerometer types produced different values, which is similar to the results obtained during the 2002 test program [1].

- ERD Mk II v. ERD Mk III: Variable results were obtained, as follows:
    - Circuit 1 Tests – no comparisons are possible as the ERD Mk III was later found to be out of calibration (although it had a valid calibration certificate). This is believed to be responsible for the variations that were observed between the ERD Mk II and the ERD Mk III during Circuit 1. The ERD Mk III was recalibrated for the remaining parts of the test program.
    - Circuit 2 Tests – the ERD Mk II and the ERD Mk III read similar values.
    - ABS effect tests (which were conducted subsequently with the same two ERDs) – the relationship varied from the Circuit 2 tests as the ERD Mk III read lower than did the ERD Mk II in almost all cases, although the variation was slight (i.e., about 0.01 on average over the full range of friction coefficients).

  This finding differs from the results of the 2002 test program [1], which showed that the ERD Mk II and the ERD Mk III produced similar values.

- Tapley v. ERD Mk III: The ERD Mk III consistently read about 0.05 lower than did the Tapley over the full range of friction coefficients. This finding is similar to the result from a similar program conducted in 2002 [1].

- Bowmonk v. ERD Mk III: The comparison depended upon whether peak or average Bowmonk values are compared as follows:
    - Peak values read by the Bowmonk – The results are scattered as the Bowmonk peaks were both above and below the readings from the ERD Mk III. The maximum variation in friction coefficient between the Bowmonk peak and the ERD Mk III was about 0.1.

Direct comparisons with the 2002 Program [1] are difficult as the Bowmonk used this year was a newer model that allowed the operator to select whether peaks or averages are to be recorded. However, there was less variability between the peaks measured by the Bowmonk during the 2002 Program [1] and the ERD values. During 2002, the Bowmonk typically read about 0.02 to 0.03 higher than did the ERD.

- Average values read by the Bowmonk – only limited comparisons can be made, as only two data points are available. However, these data indicate that the Bowmonk average and the ERD Mk III friction coefficients are similar.

## 4.2 Recommendations

### 4.2.1 CRFI Quality Assurance

The following issues are believed to warrant further investigation:

- More testing is required before firm conclusions can be drawn. However, before more testing is conducted, it is recommended that Transport Canada evaluate the stability of the standard used as the basis of comparison for this project.

- Decelerometer calibration and certification – it is recommended that Transport Canada review current requirements.

- Decelerometer acceptance and regulation – the tests have shown that different values were obtained from different decelerometer types. The significance of these variations should be evaluated by Transport Canada, which does not distinguish between decelerometer types at present for regulations or advisories.

- Further evaluation – a number of issues warrant further investigation as follows:
  - The CRFI variations measured in this project should be compared to the friction coefficient variations observed during other past large-scale calibration projects that have been done for other devices, such as the Griptester.
  - The significance of the observed CRFI variations, and their effect on landing distance variations, should be assessed in context with the other factors that have been taken into account in developing the landing distance tables in the AIP.

### 4.2.2 Effect of ABS Disabled or Not

The recommended actions depend upon whether or not the observed variations in inferred landing distances are considered to be significant. Transport Canada should make this evaluation.

If the observed variations are considered to be significant, then no changes are recommended to the current Transport Canada practice of disabling the ABS system for CRFI measurement.

If the observed variations are not considered to be significant, then it is recommended that Transport Canada consult other parties (such as the decelerometer manufacturers and the FAA) to develop a consistent position on this issue.  This may identify the need for more testing. However, further testing is not recommended at this time.

## REFERENCES

[1] Comfort, G., and Ryan, M., 2002, *Effect of Vehicle Parameters on the Friction Coefficients Measured by Decelerometers on Winter Surfaces*, TP 13980E Transportation Development Centre, Transport Canada.

[2] Comfort, G., and Gong, Y., 1998, *Analysis of the Friction Factors Measured by the Ground Vehicles at the 1998 North Bay Trials*, TP 13366E Transportation Development Centre, Transport Canada.

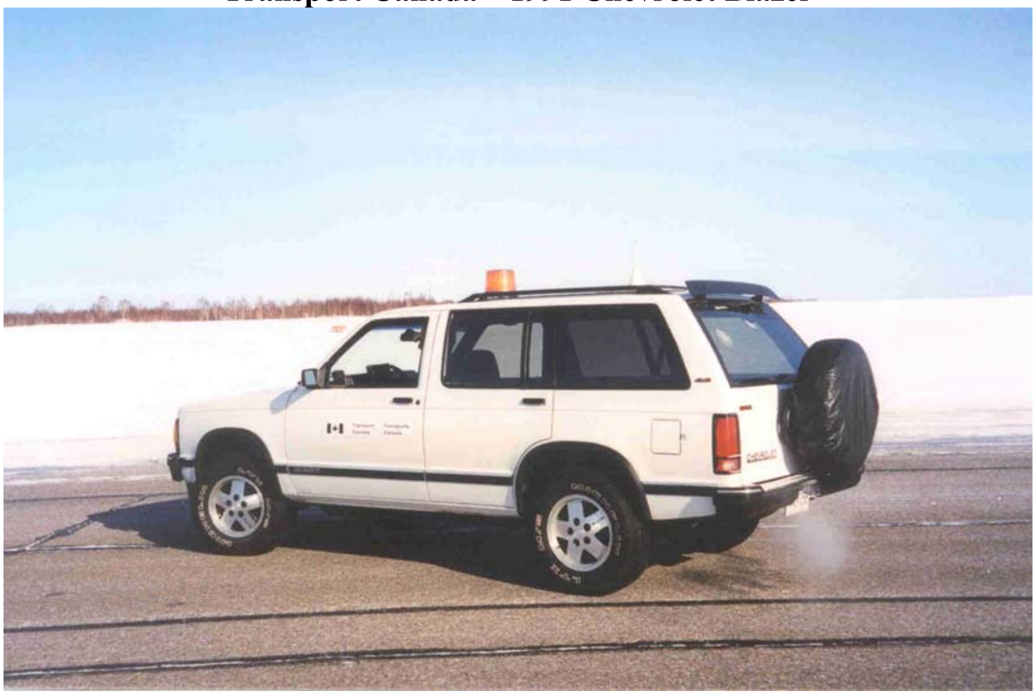
[3] AIP, 2002, *Aeronautical Information Publication*, TP 2300.

# APPENDIX A

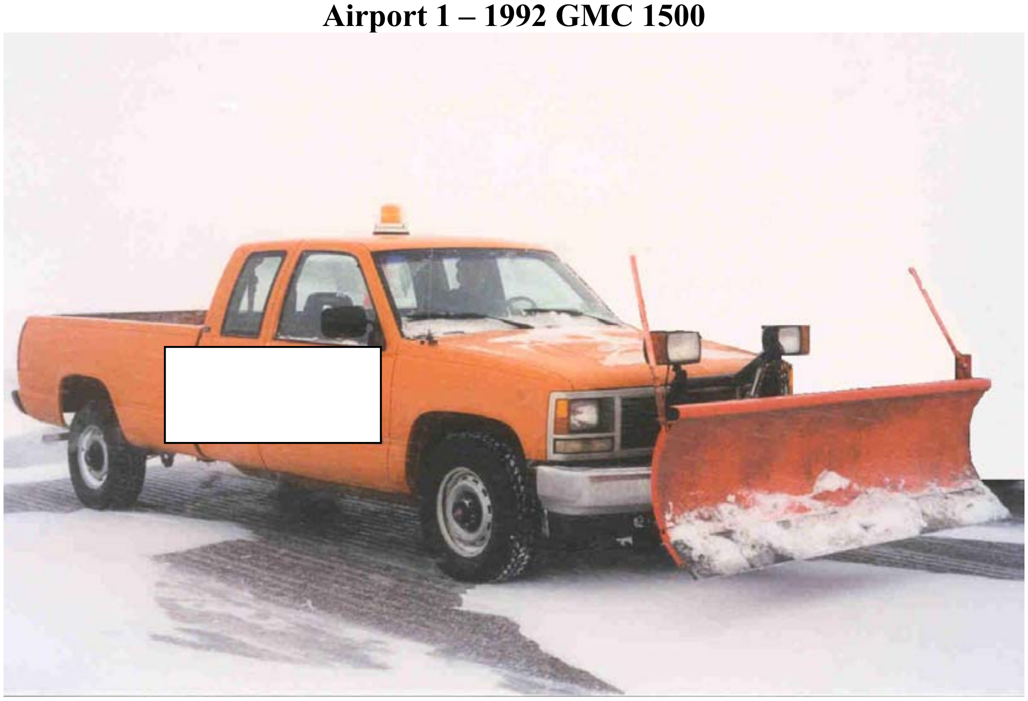
# VEHICLES AND PROCEDURES USED DURING THE CRFI ASSURANCE TESTS

# APPENDIX A.1
# SITE VEHICLES FOR THE CRFI SYSTEM VERIFICATION STUDY

**Transport Canada – 1991 Chevrolet Blazer**



**Airport 1 – 1992 GMC 1500**



**Airport 3 – 1993 GMC 2500SL**

**Airport 3 – 1997 Chevrolet 2500 Cheyenne**

**Airport 5 – 2002 Ford F150**

**Airport 4 – 1989 Chevrolet 1500 Cheyenne:**

**Airport 2 – 1996 Ford F350**

**Airport 2 – 2003 Chevrolet 1500 Silverado**

# APPENDIX A.2

## PROCEDURE FOR WEIGHING THE VEHICLES AND MEASURING THEIR TIRE FOOTPRINT AREA

These data were collected at the same time. First the vehicles were lifted, and the tires prepared for imprinting with an art charcoal powder. Load cells were placed under the tires, and zeroed. The vehicle was then lowered, producing tire footprint imprints that were later analyzed. The vehicle weight was recorded when all of the its weight was supported by the four load cells. The field procedure is defined in greater detail below.

a) The vehicle was raised in the garage with the on-site hoist or jack, as available at the sites. It should be noted that the operator was not in the vehicle when it was raised or weighed. This was done for a number of reasons:
   i. safety
   ii. the weight of the operator is a small component of the overall weight (i.e., in the range of 5 percent
   iii. the vehicle may be operated by different operators which makes it difficult to obtain a precise determination for all conditions

b) An area was cleaned on each tire of any loose dirt, gravel, sand, or snow. The cleaned area was then wetted slightly. This was done to allow a clear imprint of the tire to be obtained.

c) Carbon powder was applied to the prepared tire area with a dry household sponge.

d) The tire was rotated so that the prepared area was at the bottom of the tire.

e) Load cells were placed under each tire with the yellow markings aligned with the centre of the tire (Figure A.1). The static weight measurements were made with the use load cell assemblies, and a Campbell Scientific CR-10X data logger. A load cell assembly is comprised of a three thousand pound capacity Futek load cell as seen in Figure A.1, and an adaptor plate. The plates were 12 in. x 12 in. x ¾ in. steel plate with a fine threaded bolt welded at its centre. The welds were made in the BMT FTL welding shop. A typical weld is seen in Figure A.2 and the assembly is shown in Figures A.3a and A.3b. Care was taken to ensure that the instrumentation was placed in the prescribed order:
   i. LC1 – Front passenger
   ii. LC2 – Front driver
   iii. LC3 – Rear passenger
   iv. LC4 – Rear driver

   **Note**: Once the tires have been turned with the carbon powder facing downward, engaging the parking brake is generally recommended.

f) One sheet of print paper was placed under each tire on the load cell plates.

g) Zero readings for each load cell were recorded.

h) The vehicle was lowered onto the four load cell assemblies.

i) The vehicle weight was recorded when all of the vehicle's weight was supported by the four load cells.

j) The vehicle was then raised. The tire imprints were retrieved by taking them off the load plates.

k) The tire imprints were sealed with permanent sealing spray and allowed to dry.

l) The four tire imprints for each vehicle were labeled and stored in a sealed envelope.


**Figure A.1 Futek 3000 lb. Load Cell**

**Figure A.2 Adaptor Welded Bolt**

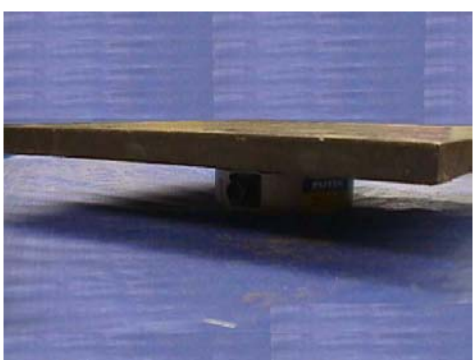


**Figure A.3(a) Side Isometric View**

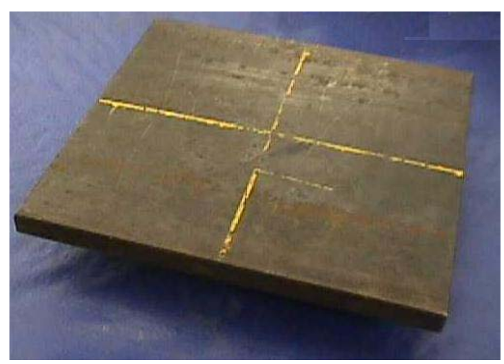


**Figure A.3(b) Top Isometric View**

# APPENDIX B

# RAW DATA FOR THE CRFI ASSURANCE TESTS

## APPENDIX B.1
## RAW DATA TABLES FOR CIRCUIT 1

**Note:** The test matrix included tests with the operators switched. This was done to allow the effect of different operators to be evaluated. Except for the airport 5 data, the odd-numbered data sets (Runs 1, 3, and 5) were collected using the "original" systems, with the site operator running the site vehicle, and D. Booth running the Transport Canada system. The even-numbered data sets (Runs 2, 4, and 6) were collected by switching operators.

At airport 5, runs 1, 2, 3, 4, and 6 were done with "original" systems. The operators were switched for runs 5 and 7.

**Airport 1, Circuit 1**

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: | January 14, 2003 | | | Level Time: 8:05 | | | | | | | | | | | | | | |
| Location: | Runway | | | | | | Runway | | | | | | Runway | | | | | |
| Surface: | light dusted snow on dry pavement | | | | | | Pure ice, light dusting of snow | | | | | | compacted snow w/little sand, loose snow | | | | | |
| Tair (°C) | -23.5 | | | | | | -23.5 | | | | | | -23.5 | | | | | |
| Tground (°C) | -22.6 | | | | | | -23.2 | | | | | | -22.4 | | | | | |
| Wind Temperature | | | | | | | | | | | | | | | | | | |
| Wind Direction | | | | | | | | | | | | | | | | | | |
| Operator: | TC | | Site | Site | | TC | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | |
| 1 | 0.55 | 0.44 | 0.58 | 0.47 | 0.55 | 0.51 | 0.09 | 0.11 | 0.11 | 0.09 | 0.08 | 0.11 | 0.33 | 0.28 | 0.3 | 0.31 | 0.23 | 0.3 |
| 2 | 0.53 | 0.46 | 0.58 | 0.5 | 0.43 | 0.55 | 0.1 | 0.09 | 0.11 | 0.09 | 0.08 | 0.11 | 0.3 | 0.22 | 0.32 | 0.33 | 0.25 | 0.29 |
| 3 | 0.63 | 0.47 | 0.57 | 0.5 | 0.44 | 0.52 | 0.1 | 0.1 | 0.12 | 0.1 | C | 0.12 | 0.31 | 0.27 | 0.3 | 0.32 | 0.25 | 0.33 |
| 4 | 0.59 | 0.47 | 0.55 | 0.56 | 0.49 | 0.53 | 0.11 | 0.1 | 0.13 | 0.11 | C | 0.12 | 0.32 | 0.28 | 0.3 | 0.33 | 0.26 | 0.33 |
| 5 | 0.52 | 0.53 | 0.5 | 0.5 | 0.42 | C | 0.09 | 0.09 | 0.11 | 0.1 | 0.07 | 0.11 | 0.34 | 0.28 | 0.31 | 0.29 | 0.22 | 0.34 |
| 6 | 0.59 | 0.47 | 0.58 | 0.62 | 0.49 | 0.59 | 0.1 | 0.09 | 0.11 | 0.08 | 0.07 | 0.11 | 0.34 | 0.31 | 0.3 | 0.29 | 0.23 | 0.33 |
| 7 | 0.54 | 0.46 | 0.54 | 0.57 | 0.44 | 0.55 | 0.13 | 0.1 | 0.12 | 0.09 | 0.08 | 0.13 | 0.33 | 0.31 | 0.33 | 0.3 | 0.25 | 0.32 |
| 8 | 0.57 | 0.44 | 0.6 | 0.59 | 0.47 | 0.5 | 0.1 | 0.11 | 0.13 | 0.1 | 0.08 | 0.13 | 0.32 | 0.27 | 0.32 | 0.29 | 0.24 | 0.32 |
| 9 | 0.52 | 0.44 | 0.53 | 0.56 | 0.49 | 0.54 | 0.1 | 0.09 | 0.11 | 0.1 | 0.07 | 0.12 | 0.32 | 0.3 | 0.31 | 0.3 | 0.27 | 0.33 |
| 10 | 0.58 | 0.45 | 0.52 | 0.56 | 0.52 | 0.57 | 0.1 | 0.09 | 0.11 | 0.09 | 0.07 | 0.12 | 0.34 | 0.29 | 0.31 | 0.29 | 0.24 | 0.33 |
| 11 | 0.47 | 0.38 | 0.52 | 0.63 | 0.52 | 0.5 | 0.1 | 0.1 | 0.13 | 0.1 | 0.09 | 0.12 | 0.33 | 0.28 | 0.31 | 0.33 | 0.27 | 0.34 |
| 12 | 0.55 | 0.43 | 0.55 | 0.59 | 0.46 | 0.53 | 0.11 | 0.1 | 0.12 | 0.09 | 0.08 | 0.12 | 0.31 | 0.27 | 0.32 | 0.32 | 0.27 | 0.34 |
| 13 | 0.46 | 0.42 | 0.54 | 0.52 | 0.52 | 0.57 | 0.09 | 0.1 | 0.11 | 0.09 | 0.07 | 0.12 | 0.33 | 0.29 | 0.32 | 0.31 | 0.24 | 0.35 |
| 14 | 0.58 | 0.45 | 0.5 | C | 0.53 | 0.58 | 0.1 | 0.09 | 0.11 | 0.08 | 0.07 | 0.11 | 0.31 | 0.28 | 0.35 | 0.26 | 0.27 | 0.34 |
| 15 | 0.53 | 0.46 | 0.56 | 0.62 | 0.52 | 0.51 | 0.11 | 0.09 | 0.12 | 0.09 | 0.08 | 0.12 | 0.38 | 0.28 | 0.34 | 0.32 | 0.27 | 0.33 |
| 16 | 0.57 | 0.46 | 0.57 | 0.68 | 0.53 | 0.55 | 0.11 | 0.1 | 0.12 | 0.1 | 0.09 | 0.12 | 0.33 | 0.27 | 0.33 | 0.36 | 0.26 | 0.32 |
| 17 | | | | 0.66 | 0.49 | 0.57 | | | | 0.08 | 0.07 | 0.11 | 0.31 | 0.27 | 0.32 | 0.36 | 0.26 | 0.34 |
| 18 | | | | 0.56 | 0.48 | 0.63 | | | | 0.1 | 0.08 | 0.11 | | | | 0.31 | 0.24 | 0.33 |
| 19 | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | |
| AVG | 0.549 | 0.452 | 0.549 | 0.570 | 0.488 | 0.547 | 0.103 | 0.097 | 0.117 | 0.093 | 0.077 | 0.118 | 0.326 | 0.279 | 0.318 | 0.312 | 0.251 | 0.330 |

*C: Cancellation

**Airport 2, Circuit 1**

| Date: | January 14, 2003 | | | Level Time: 8:16 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Runway | | | | | | Runway | | | | | | Runway | | | | | |
| Surface: | packed snow | | | | | | sanded packed snow (patchy spots) | | | | | | packed snow, over ice with patchy sand on shoulder | | | | | |
| Tair (°C) | -23.7 | | | | | | -23.2 | | | | | | -20.9 | | | | | |
| Tground (°C) | -21.9 | | | | | | -21.9 | | | | | | -20.7 | | | | | |
| Wind Speed: | | | | | | | | | | | | | | | | | | |
| Wind Direction: | | | | | | | | | | | | | | | | | | |
| Operator: | TC | | Site | Site | | TC | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | |
| 1 | 0.26 | 0.26 | 0.2 | 0.27 | 0.23 | 0.24 | 0.27 | 0.24 | 0.26 | 0.26 | 0.24 | 0.26 | 0.27 | 0.24 | 0.22 | 0.35 | 0.27 | 0.35 |
| 2 | 0.29 | 0.28 | 0.22 | 0.27 | 0.24 | 0.2 | 0.37 | 0.36 | 0.38 | 0.39 | 0.35 | C | 0.29 | 0.3 | 0.24 | 0.27 | 0.25 | 0.26 |
| 3 | 0.31 | 0.29 | 0.22 | 0.23 | 0.23 | 0.23 | 0.32 | 0.33 | 0.3 | 0.36 | 0.32 | 0.31 | 0.34 | 0.24 | 0.3 | 0.28 | 0.24 | 0.28 |
| 4 | 0.27 | 0.28 | 0.25 | 0.28 | 0.22 | 0.26 | 0.35 | 0.3 | 0.31 | 0.3 | 0.26 | 0.32 | 0.32 | 0.28 | 0.25 | 0.24 | 0.21 | 0.26 |
| 5 | 0.3 | 0.26 | 0.22 | 0.29 | 0.23 | 0.23 | 0.33 | 0.3 | 0.23 | C | 0.28 | 0.29 | 0.25 | 0.28 | 0.23 | 0.31 | 0.22 | 0.25 |
| 6 | C | 0.27 | 0.24 | 0.31 | 0.28 | 0.18 | 0.35 | 0.3 | 0.29 | 0.25 | 0.23 | 0.25 | 0.4 | 0.34 | 0.29 | 0.28 | 0.24 | 0.28 |
| 7 | 0.33 | 0.27 | 0.26 | 0.27 | 0.22 | 0.27 | 0.3 | 0.27 | 0.28 | C | 0.24 | 0.27 | C | 0.32 | 0.28 | 0.31 | 0.22 | 0.26 |
| 8 | 0.25 | 0.21 | 0.2 | 0.34 | 0.29 | 0.29 | 0.26 | 0.24 | 0.22 | 0.37 | 0.32 | 0.41 | 0.28 | 0.25 | 0.24 | 0.26 | 0.22 | 0.28 |
| 9 | 0.23 | 0.21 | 0.2 | 0.32 | 0.24 | 0.28 | 0.35 | 0.3 | 0.24 | 0.42 | 0.33 | 0.34 | 0.26 | 0.23 | 0.28 | 0.4 | 0.32 | 0.35 |
| 10 | 0.26 | 0.22 | 0.18 | 0.3 | 0.26 | 0.23 | 0.39 | 0.37 | 0.32 | 0.23 | 0.21 | 0.3 | 0.34 | 0.29 | 0.25 | 0.24 | 0.23 | 0.24 |
| 11 | 0.25 | 0.27 | 0.21 | 0.23 | 0.22 | 0.26 | 0.26 | 0.29 | 0.27 | 0.26 | 0.22 | 0.23 | 0.22 | 0.23 | 0.23 | 0.24 | 0.21 | 0.22 |
| 12 | 0.29 | 0.24 | 0.22 | 0.22 | 0.2 | 0.26 | 0.39 | 0.33 | 0.31 | 0.28 | 0.23 | 0.22 | 0.3 | 0.29 | 0.29 | 0.29 | 0.24 | 0.3 |
| 13 | 0.25 | 0.23 | 0.21 | 0.32 | 0.27 | 0.28 | 0.26 | 0.3 | 0.3 | 0.39 | 0.26 | 0.31 | 0.32 | 0.28 | 0.32 | 0.23 | 0.2 | 0.24 |
| 14 | 0.24 | 0.23 | 0.26 | 0.26 | 0.21 | 0.23 | 0.27 | 0.27 | 0.25 | 0.31 | 0.28 | 0.42 | 0.28 | 0.29 | 0.27 | 0.31 | 0.27 | 0.3 |
| 15 | C | 0.3 | 0.22 | 0.16 | 0.23 | 0.27 | 0.2 | 0.2 | 0.24 | 0.34 | 0.33 | 0.39 | 0.28 | 0.23 | 0.23 | 0.38 | 0.3 | 0.33 |
| 16 | 0.3 | 0.27 | 0.23 | C | 0.27 | 0.29 | 0.28 | 0.27 | 0.22 | 0.32 | 0.28 | 0.29 | 0.21 | 0.19 | 0.22 | | 0.23 | 0.34 |
| 17 | 0.25 | 0.23 | 0.19 | 0.25 | 0.23 | 0.29 | | | | 0.32 | 0.27 | 0.28 | 0.4 | 0.33 | 0.29 | | | |
| 18 | 0.29 | 0.25 | 0.23 | 0.25 | 0.23 | 0.25 | | | | 0.23 | 0.22 | 0.21 | 0.26 | 0.24 | 0.24 | | | |
| 19 | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | |
| AVG | 0.273 | 0.254 | 0.220 | 0.269 | 0.239 | 0.252 | 0.309 | 0.292 | 0.276 | 0.314 | 0.271 | 0.303 | 0.295 | 0.269 | 0.262 | 0.293 | 0.242 | 0.279 |

*C: Cancellation

## Airport 3, Circuit 1

| Date: | January 10, 2003 | | Level Time: | | | 10:54 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Runway | | | | | | Taxiway | | | | | | Runway | | | | | |
| Surface: | 1/8 in. Loose snow on ice, some pavement showing | | | | | | 1/8 in. - 1/4 in. Loose snow on packed snow | | | | | | 1/8 in. Loose snow on ice, some pavement showing (same as runs 1 & 2) | | | | | |
| Tair (°C) | -20.5 | | | | | | -17 | | | | | | -16.7 | | | | | |
| Tground (°C) | -13.4 | | | | | | -12.9 | | | | | | (-14.3) | | | | | |
| Wind Speed | | | | | | | | | | | | | | | | | | |
| Wind Direction | | | | | | | | | | | | | | | | | | |
| Operator: | TC | | Site | TC | | Site | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | |
| 1 | 0.32 | 0.31 | 0.27 | 0.31 | 0.28 | 0.23 | 0.32 | 0.31 | 0.28 | 0.31 | 0.27 | 0.2 | 0.25 | 0.26 | 0.31 | 0.34 | 0.33 | 0.31 |
| 2 | 0.29 | 0.28 | 0.26 | 0.32 | 0.26 | 0.25 | 0.32 | 0.31 | 0.23 | 0.3 | 0.28 | 0.26 | 0.32 | 0.28 | 0.3 | 0.29 | 0.25 | 0.3 |
| 3 | 0.26 | 0.22 | 0.22 | 0.32 | 0.27 | 0.2 | 0.28 | 0.29 | 0.27 | 0.25 | 0.23 | 0.22 | 0.3 | 0.24 | 0.3 | 0.28 | 0.24 | 0.35 |
| 4 | 0.31 | 0.26 | 0.37 | 0.26 | 0.23 | 0.38 | 0.32 | 0.31 | 0.25 | 0.32 | 0.3 | 0.23 | 0.21 | 0.2 | 0.26 | 0.28 | 0.26 | 0.36 |
| 5 | 0.29 | 0.3 | 0.23 | 0.29 | 0.22 | 0.26 | 0.29 | 0.29 | 0.23 | 0.32 | 0.3 | 0.23 | 0.21 | 0.17 | 0.2 | C | 0.16 | 0.25 |
| 6 | 0.24 | 0.21 | 0.18 | 0.26 | 0.23 | 0.23 | 0.31 | 0.29 | 0.22 | 0.26 | 0.22 | 0.21 | C | 0.21 | 0.22 | 0.2 | 0.18 | 0.23 |
| 7 | 0.27 | 0.27 | 0.3 | 0.26 | 0.24 | 0.24 | 0.35 | 0.3 | 0.24 | 0.29 | 0.26 | 0.28 | 0.28 | 0.26 | 0.33 | 0.26 | 0.24 | 0.26 |
| 8 | 0.23 | 0.19 | 0.22 | 0.28 | 0.27 | 0.24 | 0.27 | 0.28 | 0.2 | 0.25 | 0.24 | 0.15 | 0.3 | 0.27 | 0.23 | 0.24 | 0.23 | 0.21 |
| 9 | 0.23 | 0.2 | 0.21 | 0.3 | 0.27 | 0.27 | 0.3 | 0.28 | 0.2 | 0.26 | 0.23 | 0.25 | 0.33 | 0.33 | 0.31 | 0.3 | 0.26 | 0.19 |
| 10 | 0.34 | 0.29 | C | 0.33 | 0.28 | 0.32 | 0.25 | 0.24 | 0.21 | 0.27 | 0.26 | 0.21 | 0.31 | 0.31 | 0.33 | 0.31 | 0.28 | 0.29 |
| 11 | 0.24 | 0.22 | 0.23 | C | 0.24 | 0.25 | 0.28 | 0.26 | 0.23 | 0.26 | 0.25 | 0.19 | 0.33 | 0.31 | C | 0.28 | 0.28 | 0.27 |
| 12 | 0.26 | 0.24 | 0.21 | 0.2 | 0.18 | 0.23 | 0.29 | 0.26 | 0.25 | 0.28 | 0.26 | 0.18 | 0.26 | 0.23 | C | 0.23 | 0.2 | 0.19 |
| 13 | 0.19 | 0.2 | 0.22 | 0.34 | 0.3 | 0.24 | 0.28 | 0.28 | 0.19 | 0.24 | 0.25 | 0.18 | 0.29 | 0.29 | 0.29 | 0.23 | 0.2 | 0.25 |
| 14 | 0.23 | 0.23 | 0.23 | 0.32 | 0.28 | 0.27 | 0.28 | 0.25 | 0.21 | 0.29 | 0.27 | 0.23 | 0.32 | 0.33 | 0.33 | 0.27 | 0.24 | 0.34 |
| 15 | C | 0.27 | 0.2 | 0.3 | 0.28 | 0.29 | 0.3 | 0.28 | 0.22 | 0.25 | 0.22 | 0.2 | 0.35 | 0.32 | 0.28 | 0.28 | 0.21 | C |
| 16 | 0.32 | 0.34 | 0.29 | 0.25 | 0.23 | 0.28 | | | | | | | 0.21 | 0.21 | 0.26 | 0.32 | 0.26 | 0.33 |
| 17 | 0.29 | 0.33 | 0.28 | 0.31 | 0.28 | 0.25 | | | | | | | 0.26 | 0.22 | 0.24 | 0.25 | 0.21 | 0.35 |
| 18 | 0.33 | 0.32 | 0.19 | 0.15 | 0.13 | 0.19 | | | | | | | 0.15 | 0.15 | 0.27 | 0.2 | 0.16 | 0.26 |
| 19 | 0.23 | 0.19 | 0.21 | | | | | | | | | | 0.21 | 0.17 | 0.22 | 0.21 | 0.21 | 0.24 |
| 20 | | | | | | | | | | | | | | | | | | |
| AVG | 0.27 | 0.26 | 0.24 | 0.28 | 0.25 | 0.26 | 0.30 | 0.28 | 0.23 | 0.28 | 0.26 | 0.22 | 0.27 | 0.25 | 0.27 | 0.27 | 0.23 | 0.27 |

*C: Cancellation

**Airport 4, Circuit 1**

| Date: | January 11, 2003 | Level Time: 11:03 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Taxiway | | | | | | Runway | | | | | | | | | | | |
| Surface: | 1/2 in. Loose snow over ice - mid taxiway has more snow/less ice giving slightly higher readings on each pass. | | | | | | | | | | | | Just swept; almost bare | | | | | |
| Tair (°C) | -6.6 (-7) | | | | | | | | | | | | | | | | | |
| Tground (°C) | -5.6 | | | | | | | | | | | | | | | | | |
| Wind Direction: | | | | | | | | | | | | | | | | | | |
| Wind Speed: | | | | | | | | | | | | | | | | | | |
| Operator: | TC | | Site | TC | | Site | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | |
| 1 | 0.15 | 0.16 | 0.19 | C | 0.14 | C | 0.19 | 0.19 | 0.21 | 0.23 | 0.25 | 0.21 | 0.41 | C | C | 0.44 | 0.3 | 0.4 |
| 2 | 0.18 | 0.19 | 0.22 | 0.15 | 0.16 | 0.14 | 0.24 | 0.26 | 0.24 | 0.26 | 0.21 | 0.31 | 0.47 | 0.37 | 0.34 | 0.47 | 0.34 | 0.5 |
| 3 | 0.2 | 0.18 | 0.22 | 0.18 | C | 0.16 | 0.23 | 0.21 | 0.2 | 0.21 | 0.19 | 0.21 | 0.54 | 0.42 | 0.46 | 0.25 | 0.22 | 0.51 |
| 4 | 0.21 | 0.19 | 0.19 | 0.18 | C | 0.18 | 0.2 | 0.19 | 0.2 | 0.19 | 0.16 | 0.19 | 0.43 | 0.41 | C | 0.27 | 0.22 | 0.39 |
| 5 | 0.19 | 0.19 | 0.19 | 0.17 | 0.15 | 0.21 | 0.19 | 0.17 | 0.19 | 0.17 | 0.16 | 0.2 | C | C | 0.41 | 0.23 | 0.2 | 0.37 |
| 6 | 0.16 | 0.15 | 0.18 | 0.18 | 0.16 | 0.2 | 0.19 | 0.18 | 0.22 | 0.19 | 0.18 | 0.2 | 0.45 | 0.48 | 0.43 | 0.3 | 0.23 | 0.47 |
| 7 | 0.15 | 0.14 | 0.19 | C | 0.17 | 0.16 | 0.21 | 0.18 | 0.2 | 0.18 | 0.17 | 0.19 | 0.44 | C | 0.46 | C | 0.25 | 0.37 |
| 8 | 0.19 | 0.16 | 0.2 | 0.16 | 0.15 | 0.18 | 0.2 | 0.19 | 0.2 | 0.19 | 0.16 | 0.2 | 0.22 | 0.23 | 0.5 | 0.23 | 0.19 | 0.52 |
| 9 | 0.19 | 0.17 | 0.23 | 0.17 | 0.17 | 0.21 | 0.19 | 0.19 | 0.19 | 0.2 | 0.17 | 0.21 | 0.26 | 0.33 | 0.44 | 0.47 | 0.34 | 0.53 |
| 10 | 0.19 | 0.17 | 0.2 | 0.23 | 0.21 | 0.19 | 0.23 | 0.2 | 0.22 | 0.18 | 0.15 | 0.24 | C | C | 0.42 | 0.38 | 0.31 | 0.56 |
| 11 | 0.19 | 0.19 | 0.19 | 0.2 | 0.18 | 0.2 | 0.19 | 0.18 | 0.2 | 0.2 | 0.16 | 0.2 | 0.53 | 0.54 | 0.35 | C | 0.34 | 0.49 |
| 12 | 0.19 | 0.16 | 0.21 | 0.2 | 0.17 | 0.15 | 0.19 | 0.19 | 0.21 | 0.18 | 0.15 | 0.25 | 0.43 | C | 0.31 | 0.38 | 0.27 | 0.53 |
| 13 | 0.18 | 0.18 | 0.18 | 0.18 | 0.16 | 0.19 | 0.17 | 0.18 | 0.21 | 0.18 | 0.17 | 0.22 | 0.22 | 0.19 | 0.34 | 0.44 | 0.34 | 0.29 |
| 14 | 0.21 | 0.17 | 0.2 | 0.17 | 0.16 | 0.19 | 0.17 | 0.16 | 0.2 | 0.18 | 0.16 | 0.23 | 0.23 | 0.23 | 0.36 | 0.3 | 0.24 | 0.42 |
| 15 | 0.19 | 0.17 | 0.23 | 0.18 | 0.16 | 0.18 | 0.18 | 0.18 | 0.2 | | | | 0.3 | 0.24 | 0.33 | 0.38 | 0.31 | C |
| 16 | 0.2 | 0.2 | 0.2 | 0.19 | 0.18 | 0.18 | 0.19 | 0.17 | 0.21 | | | | 0.2 | 0.25 | 0.34 | 0.45 | 0.34 | 0.56 |
| 17 | 0.2 | 0.2 | 0.21 | 0.17 | 0.16 | 0.2 | | | | | | | 0.38 | 0.46 | 0.38 | 0.31 | 0.25 | 0.41 |
| 18 | 0.16 | 0.16 | 0.2 | 0.18 | 0.16 | 0.21 | | | | | | | 0.27 | 0.4 | | | | |
| 19 | | | | 0.17 | 0.15 | | | | | | | | 0.29 | 0.32 | | | | |
| 20 | | | | 0.18 | 0.18 | | | | | | | | | | | | | |
| AVG | 0.185 | 0.174 | 0.202 | 0.180 | 0.165 | 0.184 | 0.198 | 0.189 | 0.206 | 0.196 | 0.174 | 0.219 | 0.357 | 0.348 | 0.391 | 0.353 | 0.276 | 0.461 |

*C: Cancellation

## Airport 5, Circuit 1

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: | January 9, 2003 | Level Time: 13:00 | | | | | | | | Date: January 13, 2003 | | | Level Time: 10:36 | | | | | | | | |
| Tair (°C) | -13 to -11 | | | | | | | | | -12 (-15.6) | | | | | | | | | | | |
| Tground (°C) | -6.9 | | | -9.4 | | | -9.9 | | | -12, -12.5 | | | | | | -15.6 | | | | | |
| Wind Speed | 40 | | | | | | | | | 17 - 22 | | | | | | 17 - 22 | | | | | |
| Wind Direction | 5 | | | | | | | | | 310-360 | | | | | | 310-360 | | | | | |
| Location: | Runway (off centre) | | | Runway (Edge) | | | Runway | | | Runway | | | | | | Runway | | | | | |
| Surface: | Sanded ice formed from packed snow | | | Ice from packed snow (no sand) | | | Ice | | | Fresh swept, light snow patch, dusting blowing snow | | | | | | fresh plowed/ pure Ice | | | | | |
| Operator: | TC | | Site | TC | | Site | TC | | Site | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mk II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mk III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 0.45 | 0.43 | 0.44 | 0.17 | 0.15 | 0.15 | 0.15 | 0.15 | 0.2 | 0.64 | 0.49 | 0.77 | 0.55 | 0.57 | 0.38 | 0.14 | 0.17 | 0.17 | C | 0.12 | 0.21 |
| 2 | 0.32 | 0.29 | 0.44 | 0.21 | 0.19 | 0.16 | 0.17 | 0.18 | 0.22 | 0.69 | 0.66 | 0.85 | 0.74 | 0.62 | 0.82 | 0.14 | 0.14 | 0.14 | 0.25 | 0.22 | 0.13 |
| 3 | 0.26 | 0.28 | 0.32 | 0.2 | 0.2 | 0.18 | 0.17 | 0.17 | 0.18 | 0.66 | 0.57 | 0.82 | 0.71 | 0.71 | 0.83 | 0.11 | 0.11 | 0.18 | 0.11 | 0.09 | 0.11 |
| 4 | 0.48 | 0.48 | 0.33 | 0.2 | 0.16 | 0.15 | 0.22 | 0.18 | 0.19 | 0.75 | 0.74 | 0.77 | 0.76 | 0.62 | 0.84 | 0.25 | 0.22 | 0.19 | 0.16 | 0.16 | 0.11 |
| 5 | 0.34 | 0.34 | 0.42 | 0.14 | 0.14 | 0.15 | 0.22 | 0.22 | 0.26 | 0.72 | 0.59 | 0.86 | 0.65 | 0.57 | 0.8 | 0.11 | 0.11 | 0.14 | C | 0.14 | 0.13 |
| 6 | 0.3 | 0.37 | 0.42 | 0.21 | 0.16 | 0.15 | 0.22 | 0.22 | 0.21 | 0.63 | 0.64 | 0.73 | 0.77 | 0.63 | 0.76 | 0.23 | 0.16 | 0.16 | 0.21 | 0.18 | 0.16 |
| 7 | 0.3 | 0.24 | 0.39 | C | 0.14 | 0.14 | 0.19 | 0.2 | 0.2 | 0.69 | 0.57 | 0.75 | 0.71 | 0.6 | 0.73 | 0.15 | 0.15 | 0.13 | 0.09 | 0.1 | 0.12 |
| 8 | 0.24 | 0.22 | 0.33 | 0.15 | 0.15 | 0.17 | 0.2 | 0.17 | 0.16 | 0.51 | 0.48 | 0.68 | 0.72 | 0.59 | 0.86 | C | 0.12 | 0.16 | 0.12 | 0.11 | 0.12 |
| 9 | 0.41 | 0.4 | 0.38 | 0.2 | 0.2 | 0.22 | 0.14 | 0.14 | 0.18 | 0.74 | 0.52 | 0.57 | 0.71 | 0.6 | 0.66 | C | 0.14 | 0.18 | 0.17 | 0.18 | 0.14 |
| 10 | 0.35 | 0.34 | 0.33 | 0.18 | 0.17 | 0.17 | 0.15 | 0.14 | 0.21 | 0.75 | 0.75 | 0.78 | 0.69 | 0.71 | 0.87 | 0.16 | 0.13 | 0.16 | 0.13 | 0.11 | 0.13 |
| 11 | 0.38 | 0.37 | 0.24 | 0.14 | 0.15 | 0.15 | 0.19 | 0.2 | 0.19 | 0.75 | 0.6 | 0.79 | 0.7 | 0.69 | 0.88 | 0.12 | 0.14 | 0.15 | 0.25 | 0.21 | 0.18 |
| 12 | 0.31 | 0.28 | 0.37 | 0.15 | 0.16 | 0.16 | 0.14 | 0.14 | 0.16 | 0.72 | 0.72 | 0.72 | 0.79 | 0.6 | 0.84 | 0.2 | 0.16 | 0.16 | 0.22 | 0.16 | 0.17 |
| 13 | 0.36 | 0.35 | 0.42 | 0.17 | 0.19 | 0.15 | C | C | 0.22 | 0.76 | 0.61 | 0.72 | 0.72 | 0.6 | 0.86 | 0.13 | 0.13 | 0.15 | 0.11 | 0.11 | 0.12 |
| 14 | 0.28 | 0.32 | 0.46 | 0.19 | 0.18 | 0.19 | 0.15 | 0.15 | 0.2 | 0.76 | 0.6 | 0.81 | 0.75 | 0.74 | 0.82 | 0.18 | 0.15 | 0.19 | C | 0.14 | 0.15 |
| 15 | 0.29 | 0.27 | 0.44 | 0.17 | 0.15 | 0.16 | 0.15 | 0.16 | 0.15 | 0.71 | 0.59 | 0.76 | 0.76 | 0.63 | 0.84 | 0.16 | 0.12 | 0.29 | C | 0.12 | 0.14 |
| 16 | | | | | | | | | | | | | | | | 0.11 | 0.11 | 0.14 | 0.1 | 0.12 | 0.13 |
| 17 | | | | | | | | | | | | | | | | | | | 0.12 | 0.12 | 0.13 |
| 18 | | | | | | | | | | | | | | | | | | | 0.12 | 0.12 | 0.14 |
| 19 | | | | | | | | | | | | | | | | | | | 0.16 | 0.12 | 0.22 |
| 20 | | | | | | | | | | | | | | | | | | | 0.17 | 0.18 | 0.26 |
| AVG | 0.34 | 0.33 | 0.38 | 0.18 | 0.17 | 0.16 | 0.18 | 0.17 | 0.20 | 0.70 | 0.61 | 0.76 | 0.72 | 0.63 | 0.79 | 0.16 | 0.14 | 0.17 | 0.16 | 0.14 | 0.15 |

*C: Cancellation

# APPENDIX B.1

# RAW DATA TABLES FOR CIRCUIT 2

**Airport 1, Circuit 2**

| Date: | February 4, 2003 | | | Level Time: | 13:04 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Runway | | | | | | Runway | | | | | | Runway | | | | | |
| Surface: | Bare with snow patches (very windy, plow continuous to prevent high drifts for us) | | | | | | Packed snow & ice due to freezing rain 3 days earlier. (drifts plowed away) | | | | | | Blowing snow over ice | | | | | |
| Tair (°C) | -15.9 | | | | | | -15.9 | | | | | | -16.6 | | | | | |
| Tground (°C) | -14.9 | | | | | | -15 | | | | | | -16 | | | | | |
| Wind Speed | 25 knots (gusting 32) | | | | | | 25 knots (gusting 32) | | | | | | 25 knots (gusting 32) | | | | | |
| Wind Direction | 340 | | | | | | 340 | | | | | | 340 | | | | | |
| Operator: | TC | | Site | Site | | TC | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | |
| 1 | 0.42 | 0.46 | 0.45 | 0.39 | 0.37 | 0.41 | Mark II data lost on print - "Set Zero" message appeared. Due to weather we will not repeat this test. The Blazer was originally calibrated on garage apron; Mark IIIs will not be recalibrated. Mark II cal'ed on 17-35 button @17end. | 0.26 | 0.25 | 0.21 | 0.25 | 0.23 | 0.11 | 0.10 | 0.14 | 0.12 | 0.10 | 0.14 |
| 2 | 0.46 | 0.41 | 0.42 | 0.36 | 0.36 | 0.43 | | 0.28 | 0.29 | 0.18 | 0.22 | 0.24 | 0.11 | 0.10 | 0.1 | 0.10 | 0.10 | 0.15 |
| 3 | 0.46 | 0.46 | 0.37 | 0.41 | 0.42 | 0.42 | | 0.28 | 0.3 | 0.24 | 0.22 | 0.23 | C | 0.11 | 0.12 | 0.13 | 0.10 | 0.13 |
| 4 | 0.38 | 0.38 | 0.44 | 0.4 | 0.37 | 0.43 | | 0.25 | 0.27 | 0.19 | 0.22 | 0.27 | 0.13 | 0.12 | 0.15 | 0.10 | 0.09 | 0.14 |
| 5 | 0.43 | 0.45 | 0.44 | 0.41 | 0.41 | 0.39 | | 0.28 | 0.3 | 0.24 | 0.22 | 0.2 | 0.11 | 0.10 | 0.12 | C | 0.10 | 0.16 |
| 6 | 0.47 | 0.49 | 0.39 | 0.36 | 0.37 | 0.28 | | 0.27 | 0.28 | 0.28 | 0.22 | 0.26 | 0.11 | 0.10 | 0.12 | 0.10 | 0.10 | 0.15 |
| 7 | 0.42 | 0.41 | 0.44 | 0.46 | C | 0.4 | | 0.28 | 0.29 | 0.27 | 0.22 | 0.23 | 0.12 | 0.11 | 0.13 | 0.12 | 0.11 | 0.14 |
| 8 | 0.42 | 0.43 | 0.41 | 0.36 | 0.38 | 0.43 | | 0.28 | 0.28 | 0.22 | 0.22 | 0.22 | 0.11 | 0.11 | 0.13 | 0.11 | 0.10 | 0.14 |
| 9 | 0.36 | 0.37 | 0.39 | 0.45 | 0.4 | 0.36 | | 0.31 | 0.3 | 0.25 | 0.22 | 0.24 | 0.11 | 0.11 | 0.12 | 0.11 | 0.12 | 0.15 |
| 10 | 0.33 | 0.46 | 0.37 | 0.42 | 0.41 | 0.41 | | 0.21 | 0.23 | C | 0.22 | 0.2 | 0.11 | 0.10 | 0.12 | 0.10 | 0.11 | 0.15 |
| 11 | 0.5 | 0.51 | 0.46 | 0.44 | 0.4 | 0.39 | | 0.29 | 0.31 | 0.28 | 0.22 | 0.26 | 0.12 | 0.11 | 0.13 | 0.12 | 0.11 | 0.13 |
| 12 | 0.44 | 0.46 | 0.41 | 0.4 | 0.41 | 0.4 | | 0.29 | 0.28 | 0.25 | 0.22 | 0.27 | C | 0.11 | 0.15 | 0.10 | 0.09 | 0.14 |
| 13 | 0.36 | 0.46 | 0.37 | 0.44 | 0.45 | 0.47 | | 0.23 | 0.27 | 0.23 | 0.22 | 0.26 | 0.12 | 0.11 | 0.14 | 0.11 | 0.11 | 0.15 |
| 14 | 0.35 | 0.44 | C | 0.47 | C | C | | 0.28 | 0.27 | 0.28 | 0.22 | 0.24 | 0.11 | 0.10 | 0.11 | 0.12 | 0.11 | 0.15 |
| 15 | 0.3 | 0.29 | C | 0.49 | C | 0.57 | | 0.24 | 0.26 | C | 0.22 | 0.22 | 0.12 | 0.11 | 0.14 | 0.12 | 0.10 | 0.14 |
| 16 | 0.5 | 0.49 | C | 0.43 | 0.43 | 0.52 | | 0.28 | 0.31 | 0.26 | 0.22 | 0.25 | 0.13 | 0.12 | 0.14 | 0.11 | 0.11 | 0.13 |
| 17 | 0.54 | 0.53 | 0.51 | 0.45 | 0.48 | 0.55 | | 0.29 | 0.27 | 0.23 | 0.22 | 0.25 | 0.11 | 0.10 | 0.12 | 0.10 | 0.08 | 0.15 |
| 18 | 0.58 | 0.59 | 0.48 | C | 0.52 | 0.51 | | 0.26 | 0.31 | 0.25 | 0.22 | 0.26 | 0.09 | 0.10 | 0.12 | 0.11 | 0.10 | 0.14 |
| 19 | 0.47 | 0.47 | 0.43 | 0.48 | 0.45 | 0.52 | | | | | | | | | | | | |
| 20 | 0.46 | 0.46 | C | 0.43 | 0.42 | 0.44 | | | | | | | | | | | | |
| 21 | 0.42 | 0.42 | 0.47 | | | | | | | | | | | | | | | |
| 22 | 0.45 | 0.45 | 0.39 | | | | | | | | | | | | | | | |
| AVG | 0.433 | 0.450 | 0.424 | 0.424 | 0.415 | 0.438 | NA | 0.270 | 0.282 | 0.241 | 0.222 | 0.241 | 0.114 | 0.107 | 0.128 | 0.111 | 0.102 | 0.143 |

*C: Cancellation

**Airport 2, Circuit 2**

| Date: | February 4, 2003 | | Level Time: 9:29 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location | Ramp | | | | | | Runway | | | | | |
| Surface: | Compact snow | | | | | | Sandy packed snow over ice (outside lights) | | | | | |
| Tair (°C) | -24.4 | | | | | | -23.4 | | | | | |
| Tground (°C) | -23.5 | | | | | | -17.2 | | | | | |
| Wind Speed | 10 gusting 20 knots | | | | | | 10 gusting 20 knots | | | | | |
| Wind Direction | 90 (West) | | | | | | 90 (West) | | | | | |
| Operator: | TC | | Site | TC | | Site | TC | | Site | TC | | Site |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | |
| 1 | 0.16 | 0.13 | 0.13 | C | 0.13 | 0.09 | 0.25 | 0.23 | 0.16 | 0.19 | 0.17 | 0.12 |
| 2 | 0.16 | 0.15 | 0.15 | 0.08 | C | 0.09 | 0.21 | 0.22 | 0.17 | C | 0.18 | 0.09 |
| 3 | 0.15 | 0.13 | 0.12 | 0.14 | 0.12 | 0.09 | 0.24 | 0.24 | 0.18 | 0.32 | 0.31 | 0.2 |
| 4 | C | 0.14 | 0.13 | 0.12 | 0.12 | 0.08 | 0.23 | 0.21 | C | 0.13 | 0.17 | 0.12 |
| 5 | 0.13 | 0.14 | 0.13 | 0.13 | 0.1 | 0.1 | 0.25 | 0.24 | 0.18 | 0.19 | 0.18 | 0.14 |
| 6 | 0.14 | 0.14 | 0.13 | 0.17 | 0.12 | 0.07 | 0.23 | 0.22 | C | 0.21 | 0.2 | 0.13 |
| 7 | 0.14 | 0.13 | 0.11 | 0.13 | 0.16 | 0.1 | 0.22 | 0.21 | 0.19 | 0.18 | 0.18 | 0.15 |
| 8 | 0.1 | 0.11 | 0.12 | 0.13 | 0.11 | 0.08 | 0.25 | 0.25 | 0.15 | 0.14 | 0.12 | 0.13 |
| 9 | 0.15 | 0.14 | 0.12 | 0.12 | 0.15 | 0.11 | 0.29 | 0.26 | C | 0.2 | 0.2 | 0.18 |
| 10 | C | 0.13 | 0.12 | 0.12 | 0.12 | 0.1 | 0.22 | 0.21 | 0.17 | 0.16 | 0.2 | 0.12 |
| 11 | C | 0.15 | 0.12 | 0.12 | 0.11 | 0.1 | 0.26 | 0.24 | 0.16 | 0.21 | 0.2 | 0.15 |
| 12 | 0.21 | 0.16 | 0.14 | 0.13 | 0.13 | 0.1 | 0.22 | 0.18 | 0.18 | 0.28 | 0.25 | 0.19 |
| 13 | C | 0.12 | C | 0.12 | 0.12 | C | 0.19 | 0.18 | 0.12 | 0.21 | 0.2 | 0.19 |
| 14 | 0.13 | 0.17 | 0.11 | 0.13 | 0.1 | 0.08 | 0.2 | 0.2 | 0.16 | 0.18 | 0.17 | 0.11 |
| 15 | C | 0.12 | 0.09 | 0.11 | 0.1 | 0.1 | 0.22 | 0.17 | 0.12 | 0.23 | 0.21 | 0.14 |
| 16 | 0.14 | 0.13 | 0.1 | 0.13 | 0.11 | 0.11 | 0.19 | 0.18 | 0.16 | 0.18 | 0.16 | 0.08 |
| 17 | C | 0.14 | 0.11 | 0.12 | 0.12 | 0.07 | C | 0.17 | 0.12 | 0.24 | 0.24 | 0.19 |
| 18 | C | 0.12 | 0.12 | 0.12 | | 0.1 | 0.19 | 0.16 | 0.1 | 0.23 | 0.21 | 0.15 |
| 19 | C | C | C | | | | | | | | | |
| 20 | 0.14 | 0.12 | 0.11 | | | | | | | | | |
| 21 | 0.17 | C | 0.11 | | | | | | | | | |
| 22 | C | 0.11 | 0.1 | | | | | | | | | |
| 23 | 0.14 | 0.12 | 0.09 | | | | | | | | | |
| AVG | 0.148 | 0.133 | 0.117 | 0.125 | 0.120 | 0.092 | 0.227 | 0.209 | 0.155 | 0.205 | 0.197 | 0.143 |

*C: Cancellation

**Airport 3, Circuit 2**

| Date: | February 4, 2003 | | Level Time: 8:05 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Taxiway | | | | | | Runway | | | | | | Taxiway | | | | | |
| Surface: | 1/4 in. loose snow over packed snow | | | | | | Packed snow over ice | | | | | | 1/4 in. loose snow over packed snow | | | | | |
| Tair (°C) | -18.3 | | | | | | -18.2 | | | | | | -15.9 | | | | | |
| Tground (°C) | -17 | | | | | | -17.2 | | | | | | -15 | | | | | |
| Wind Speed | 10 | | | | | | 10 | | | | | | 10 | | | | | |
| Wind Direction | 50 | | | | | | 50 | | | | | | 50 | | | | | |
| Operator: | TC | | Site | Site | | TC | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | | | | | | | |
| 1 | 0.32 | 0.3 | 0.27 | 0.29 | 0.32 | 0.22 | 0.21 | 0.2 | 0.11 | 0.17 | 0.17 | 0.11 | C | 0.26 | 0.23 | 0.34 | 0.34 | |
| 2 | 0.32 | 0.29 | 0.25 | 0.34 | 0.33 | 0.24 | 0.21 | 0.23 | 0.14 | 0.24 | 0.22 | 0.11 | 0.3 | 0.28 | 0.24 | 0.38 | 0.37 | |
| 3 | 0.36 | 0.35 | 0.21 | 0.25 | 0.26 | 0.18 | 0.2 | 0.23 | 0.13 | 0.24 | 0.23 | 0.13 | 0.18 | 0.24 | 0.22 | C | 0.36 | |
| 4 | 0.37 | 0.36 | 0.23 | 0.26 | 0.3 | 0.16 | 0.19 | 0.23 | C | C | 0.21 | 0.11 | 0.31 | 0.27 | 0.21 | 0.34 | 0.34 | |
| 5 | 0.34 | 0.34 | 0.23 | 0.26 | 0.28 | 0.2 | 0.21 | 0.24 | 0.11 | 0.2 | 0.21 | 0.12 | 0.32 | 0.28 | 0.28 | 0.33 | 0.32 | |
| 6 | 0.31 | 0.31 | 0.21 | 0.27 | 0.26 | 0.24 | 0.3 | 0.28 | 0.1 | 0.22 | 0.22 | 0.12 | 0.31 | 0.28 | 0.28 | | | |
| 7 | 0.25 | 0.25 | 0.24 | 0.32 | 0.32 | 0.18 | 0.28 | 0.27 | 0.11 | 0.19 | 0.2 | 0.12 | 0.23 | 0.24 | 0.23 | | | |
| 8 | 0.33 | 0.31 | 0.24 | 0.32 | 0.29 | 0.21 | C | 0.27 | 0.1 | 0.23 | 0.22 | 0.13 | C | 0.29 | 0.23 | | | |
| 9 | 0.27 | 0.33 | 0.22 | 0.28 | 0.27 | 0.21 | 0.15 | 0.22 | 0.13 | 0.18 | 0.18 | 0.12 | 0.33 | 0.31 | 0.25 | | | |
| 10 | 0.24 | 0.29 | 0.22 | 0.28 | 0.26 | 0.23 | 0.18 | 0.18 | 0.11 | 0.2 | 0.21 | 0.1 | 0.23 | 0.22 | 0.18 | | | |
| 11 | 0.25 | 0.29 | 0.2 | 0.32 | 0.3 | 0.2 | C | 0.23 | 0.14 | 0.2 | 0.2 | 0.09 | 0.23 | 0.2 | 0.17 | | | |
| 12 | 0.31 | 0.31 | 0.19 | 0.27 | 0.26 | 0.22 | 0.18 | 0.24 | 0.13 | 0.18 | 0.18 | 0.09 | C | 0.2 | 0.17 | | | |
| 13 | 0.3 | 0.26 | 0.22 | 0.33 | 0.31 | 0.21 | 0.24 | 0.24 | 0.11 | 0.16 | 0.18 | C | 0.26 | 0.28 | 0.2 | | | |
| 14 | C | 0.33 | 0.22 | 0.36 | 0.35 | 0.2 | C | 0.19 | 0.15 | 0.25 | 0.19 | 0.09 | 0.35 | 0.31 | 0.23 | | | |
| 15 | 0.29 | 0.33 | *0.2* | 0.33 | 0.32 | 0.22 | 0.2 | 0.21 | 0.14 | 0.22 | 0.22 | 0.14 | 0.25 | 0.25 | 0.21 | | | |
| 16 | 0.28 | 0.33 | 0.22 | 0.29 | 0.29 | 0.15 | 0.14 | 0.14 | 0.07 | 0.19 | 0.18 | 0.1 | 0.29 | 0.26 | 0.17 | | | |
| 17 | C | 0.32 | 0.19 | 0.24 | 0.23 | 0.13 | 0.22 | 0.22 | 0.11 | C | 0.14 | 0.1 | C | 0.26 | 0.19 | | | |
| 18 | 0.27 | 0.24 | 0.23 | 0.3 | 0.28 | 0.2 | 0.29 | 0.27 | 0.14 | 0.17 | 0.17 | | 0.31 | 0.28 | 0.22 | | | |
| 19 | C | 0.31 | 0.17 | | | | | | | 0.15 | 0.13 | | | | | | | |
| 20 | 0.23 | 0.27 | 0.17 | | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | |
| AVG | 0.30 | 0.31 | 0.22 | 0.30 | 0.29 | 0.20 | 0.21 | 0.23 | 0.12 | 0.20 | 0.19 | 0.11 | 0.28 | 0.26 | 0.22 | 0.35 | 0.35 | |

*C: Cancellation

## Airport 4, Circuit 2

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: | Feb 10, 2003 | | Level Time: 13:13 | | | | | | | | | |
| Location: | Runway | | | | | | Taxiway | | | | | |
| Surface: | Compact snow with <1/8 in. loose | | | | | | Packed snow over ice | | | | | |
| $T_{air}$ (°C) | -18 | | | | | | -19 | | | | | |
| $T_{ground}$ (°C) | -13.6 | | | | | | -18.3 | | | | | |
| Wind Speed | | | | | | | | | | | | |
| Wind Direction | | | | | | | | | | | | |
| Operator: | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | |
| 1 | 0.3 | 0.28 | 0.27 | 0.27 | 0.26 | 0.24 | 0.3 | 0.26 | 0.27 | 0.24 | 0.22 | 0.26 |
| 2 | 0.41 | 0.4 | C | 0.39 | 0.37 | 0.3 | 0.19 | 0.18 | 0.2 | 0.17 | 0.16 | 0.17 |
| 3 | 0.36 | 0.34 | 0.3 | C | 0.3 | 0.31 | 0.19 | 0.17 | 0.21 | 0.23 | 0.18 | 0.17 |
| 4 | 0.4 | 0.39 | 0.3 | 0.3 | 0.31 | 0.29 | 0.22 | 0.19 | 0.2 | C | C | 0.25 |
| 5 | 0.3 | 0.37 | 0.3 | 0.33 | 0.37 | 0.32 | 0.18 | 0.16 | 0.18 | 0.14 | 0.12 | 0.17 |
| 6 | 0.37 | 0.37 | 0.27 | 0.37 | 0.36 | 0.3 | 0.24 | 0.22 | 0.22 | C | 0.12 | 0.16 |
| 7 | 0.39 | 0.38 | 0.29 | 0.38 | 0.38 | 0.31 | 0.2 | 0.18 | 0.2 | 0.2 | 0.17 | 0.19 |
| 8 | 0.38 | 0.36 | 0.27 | 0.33 | 0.31 | 0.23 | 0.21 | 0.25 | 0.23 | 0.22 | 0.22 | 0.22 |
| 9 | 0.37 | 0.37 | 0.3 | 0.29 | 0.29 | 0.26 | 0.31 | 0.3 | 0.25 | 0.22 | 0.23 | 0.22 |
| 10 | 0.35 | 0.35 | 0.3 | 0.29 | 0.3 | 0.31 | 0.19 | 0.18 | 0.17 | 0.14 | 0.14 | 0.12 |
| 11 | 0.37 | 0.35 | 0.32 | C | 0.33 | 0.31 | 0.19 | 0.19 | 0.25 | C | 0.12 | 0.16 |
| 12 | C | 0.32 | 0.26 | 0.26 | C | 0.27 | 0.17 | 0.2 | 0.23 | 0.15 | 0.13 | 0.16 |
| 13 | 0.32 | 0.31 | C | 0.32 | 0.29 | 0.27 | 0.2 | 0.18 | 0.15 | 0.16 | 0.14 | 0.15 |
| 14 | 0.36 | 0.35 | 0.25 | 0.21 | 0.17 | 0.22 | 0.17 | 0.19 | 0.19 | 0.22 | 0.23 | 0.2 |
| 15 | 0.21 | 0.25 | 0.21 | 0.32 | 0.31 | 0.25 | 0.14 | 0.13 | 0.18 | 0.13 | 0.11 | 0.17 |
| 16 | 0.36 | 0.35 | 0.26 | 0.27 | 0.27 | 0.26 | 0.2 | 0.22 | 0.21 | 0.23 | 0.23 | 0.24 |
| 17 | 0.3 | 0.33 | 0.25 | 0.29 | 0.31 | 0.27 | | | | 0.24 | 0.18 | 0.18 |
| 18 | 0.35 | 0.33 | 0.29 | 0.36 | 0.35 | 0.29 | | | | 0.23 | 0.24 | 0.17 |
| 19 | | | | | | | | | | 0.29 | 0.3 | 0.14 |
| 20 | | | | | | | | | | 0.3 | 0.3 | 0.2 |
| 21 | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | |
| AVG | 0.347 | 0.344 | 0.278 | 0.311 | 0.311 | 0.278 | 0.206 | 0.200 | 0.209 | 0.206 | 0.186 | 0.185 |

*C: Cancellation

**Airport 5, Circuit 2**

| Date: | Feb 6 2003 | | Level Time: 18:06 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Shoulder | | | | | | Runway (off centre) | | | | | |
| Surface: | <1/8 in. snow over ice | | | | | | Thin ice with scattered bare and dry patches | | | | | |
| $T_{air}$ (°C) | -17 | | | | | | -17.6 | | | | | |
| $T_{ground}$ (°C) | -14.4 | | | | | | -15.6 | | | | | |
| Wind Speed | 10 | | | | | | 10 | | | | | |
| Wind Direction | 030 | | | | | | 030 | | | | | |
| Operator: | TC | | Site | Site | | TC | TC | | Site | Site | | TC |
| ERD type: | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site | Mark II | Mark III | Site |
| Reading No. | | | | | | | | | | | | |
| 1 | 0.33 | 0.31 | 0.26 | 0.29 | 0.26 | 0.23 | 0.61 | 0.61 | 0.5 | 0.26 | 0.26 | 0.44 |
| 2 | 0.3 | 0.31 | 0.23 | 0.28 | 0.26 | 0.25 | 0.65 | 0.64 | 0.49 | 0.46 | 0.43 | 0.24 |
| 3 | 0.34 | 0.33 | 0.26 | 0.32 | 0.29 | 0.25 | 0.74 | 0.74 | 0.45 | 0.3 | 0.39 | 0.23 |
| 4 | 0.31 | 0.29 | 0.24 | 0.29 | 0.27 | 0.23 | 0.773 | 0.71 | 0.51 | 0.44 | 0.39 | 0.21 |
| 5 | 0.31 | 0.31 | 0.24 | 0.26 | 0.25 | 0.22 | 0.64 | 0.32 | 0.5 | 0.46 | 0.55 | 0.29 |
| 6 | 0.29 | 0.27 | 0.25 | 0.25 | 0.24 | 0.22 | 0.44 | C | 0.45 | 0.33 | 0.3 | 0.26 |
| 7 | 0.3 | 0.28 | 0.23 | 0.19 | 0.2 | C | 0.51 | 0.5 | 0.35 | 0.28 | 0.33 | 0.2 |
| 8 | 0.27 | 0.27 | 0.22 | 0.31 | 0.28 | 0.26 | 0.57 | 0.56 | 0.44 | 0.33 | 0.32 | 0.19 |
| 9 | 0.3 | 0.28 | 0.23 | 0.27 | 0.26 | 0.24 | 0.36 | 0.37 | 0.36 | 0.32 | 0.3 | 0.26 |
| 10 | 0.3 | 0.28 | 0.22 | 0.29 | 0.3 | 0.24 | 0.4 | 0.43 | 0.41 | 0.43 | 0.45 | 0.42 |
| 11 | 0.33 | 0.28 | 0.24 | 0.3 | 0.28 | 0.24 | 0.51 | 0.53 | 0.37 | 0.36 | 0.38 | 0.46 |
| 12 | 0.25 | 0.24 | 0.23 | 0.26 | 0.24 | 0.23 | 0.3 | 0.3 | 0.25 | 0.47 | 0.44 | C |
| 13 | 0.31 | 0.28 | 0.23 | 0.27 | 0.25 | 0.25 | 0.23 | 0.25 | 0.34 | 0.48 | 0.47 | 0.53 |
| 14 | 0.29 | 0.27 | 0.23 | 0.29 | 0.3 | 0.24 | 0.41 | 0.46 | 0.39 | 0.44 | 0.43 | 0.45 |
| 15 | 0.25 | 0.26 | 0.21 | 0.33 | 0.31 | 0.28 | 0.26 | 0.26 | 0.29 | 0.48 | 0.53 | 0.48 |
| 16 | 0.32 | 0.29 | 0.24 | 0.29 | 0.28 | 0.24 | 0.36 | 0.38 | 0.4 | | | |
| 17 | 0.31 | 0.3 | 0.23 | 0.3 | 0.28 | 0.25 | 0.42 | 0.38 | 0.35 | | | |
| 18 | 0.31 | 0.29 | 0.23 | 0.26 | 0.25 | 0.23 | 0.3 | 0.32 | 0.39 | | | |
| 19 | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | |
| AVG | 0.301 | 0.286 | 0.234 | 0.281 | 0.267 | 0.241 | 0.471 | 0.456 | 0.402 | 0.389 | 0.398 | 0.333 |

*C: Cancellation

# APPENDIX B.2
# RAW DATA CHARTS

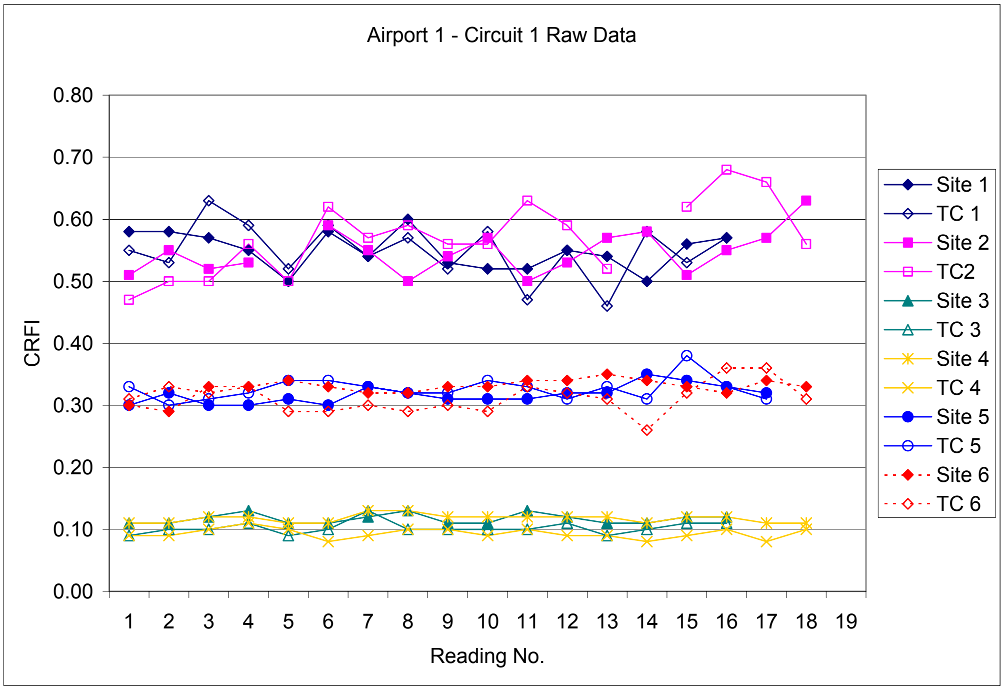



**Figure B.1: Airport 1 - Circuit 1**

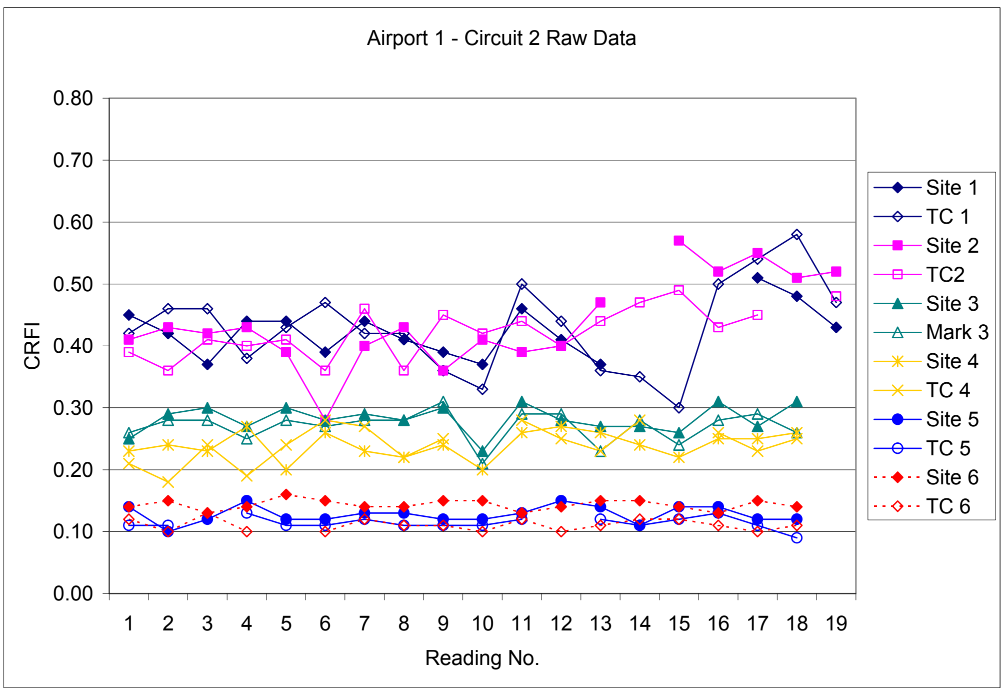



**Figure B.2: Airport 1 - Circuit 2**

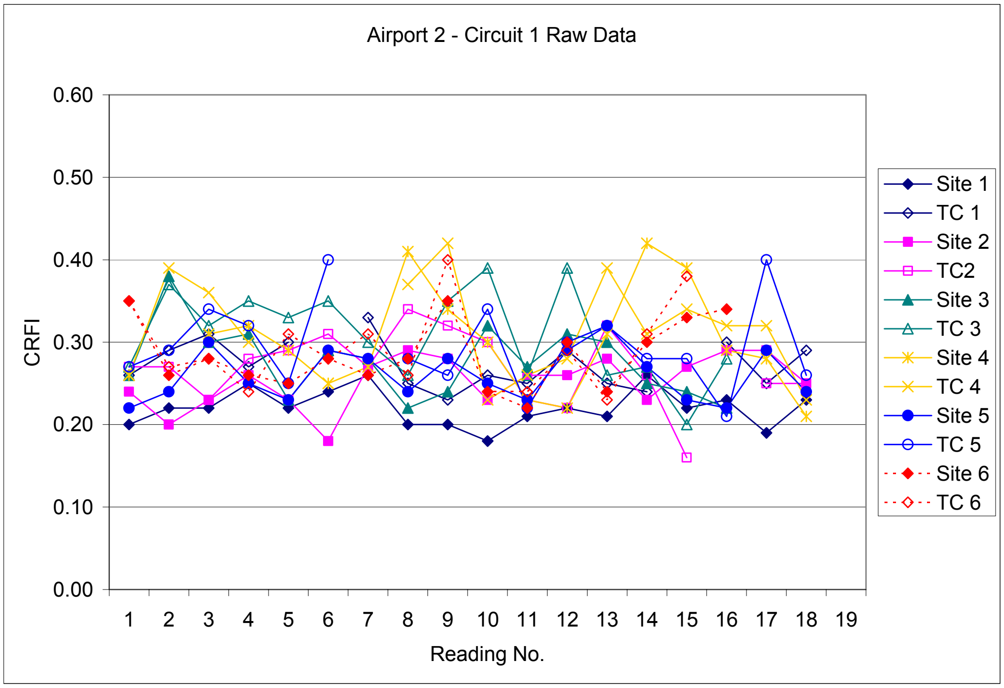



**Figure B.3: Airport 2 - Circuit 1**

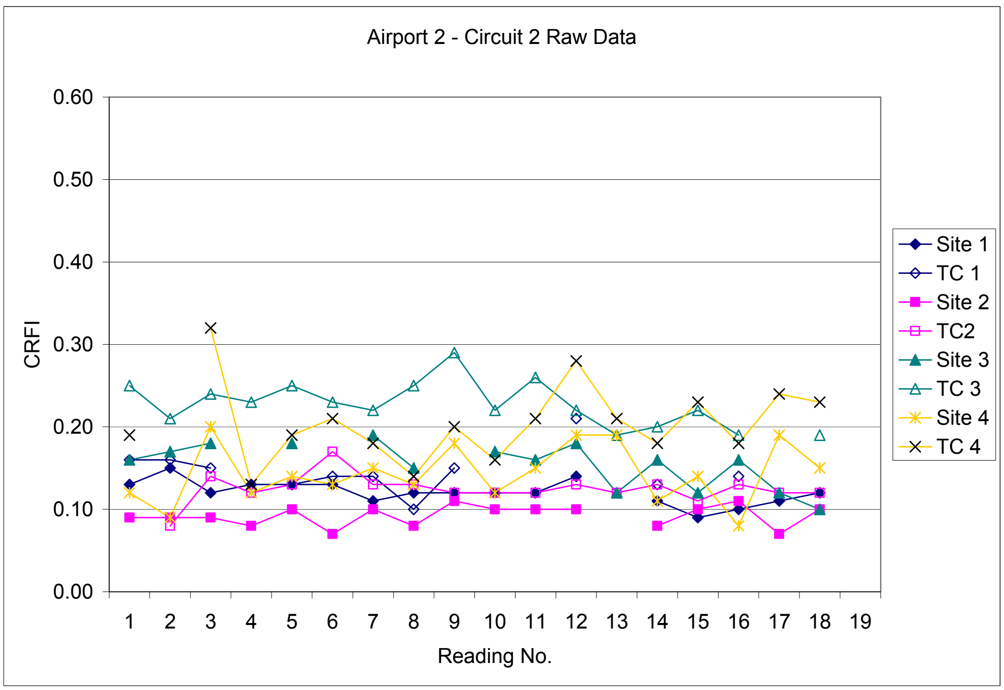



**Figure B.4: Airport 2 - Circuit 2**

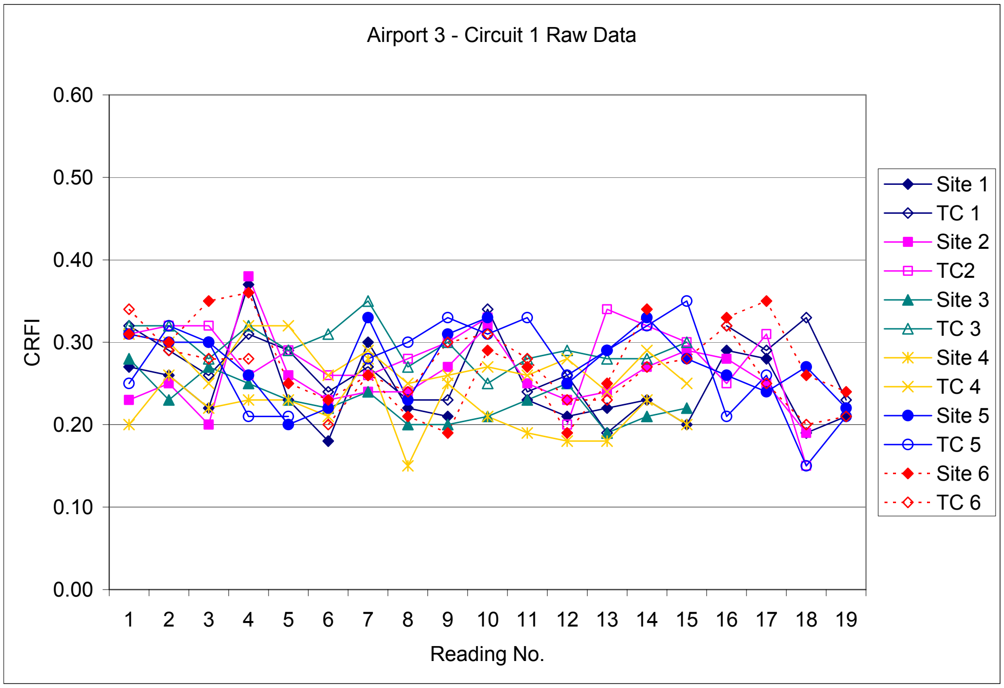



**Figure B.5: Airport 3 - Circuit 1**

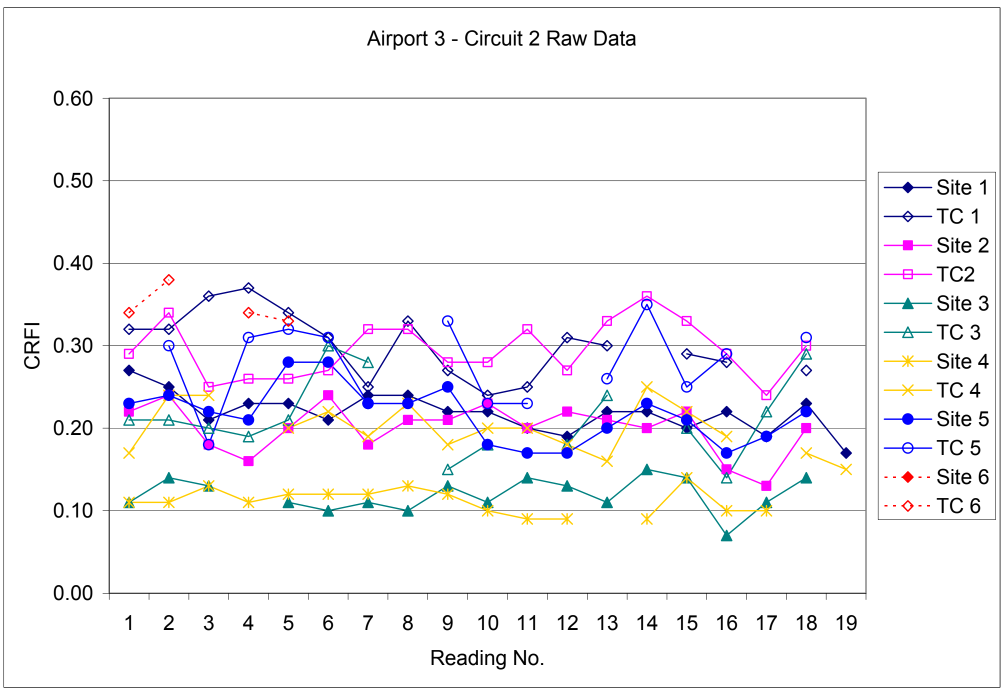



**Figure B.6: Airport 3 - Circuit 2**

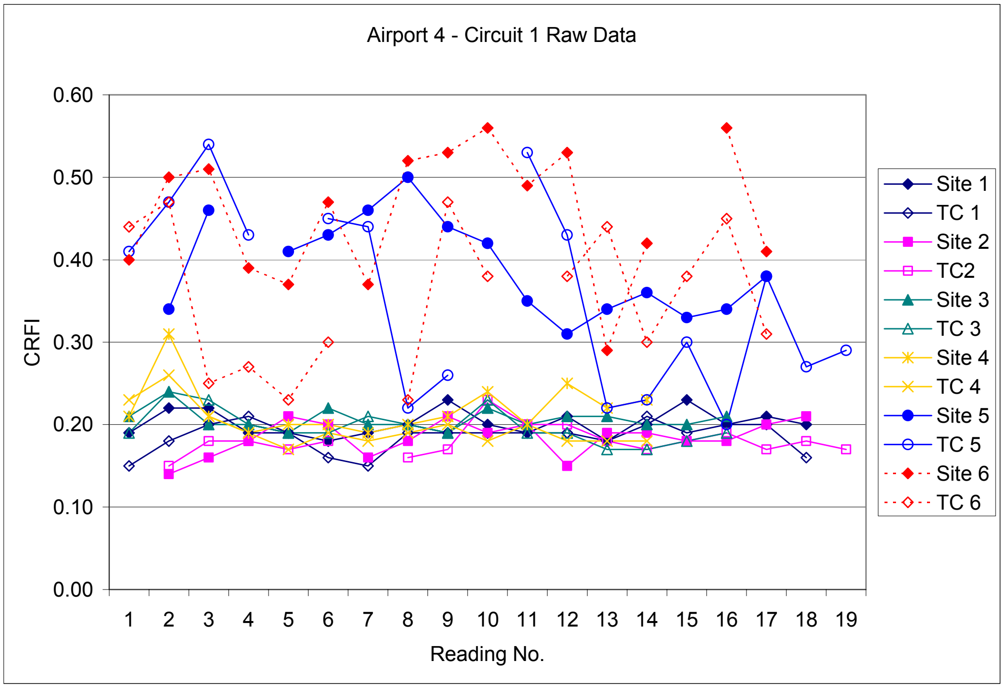



**Figure B.7: Airport 4 - Circuit 1**

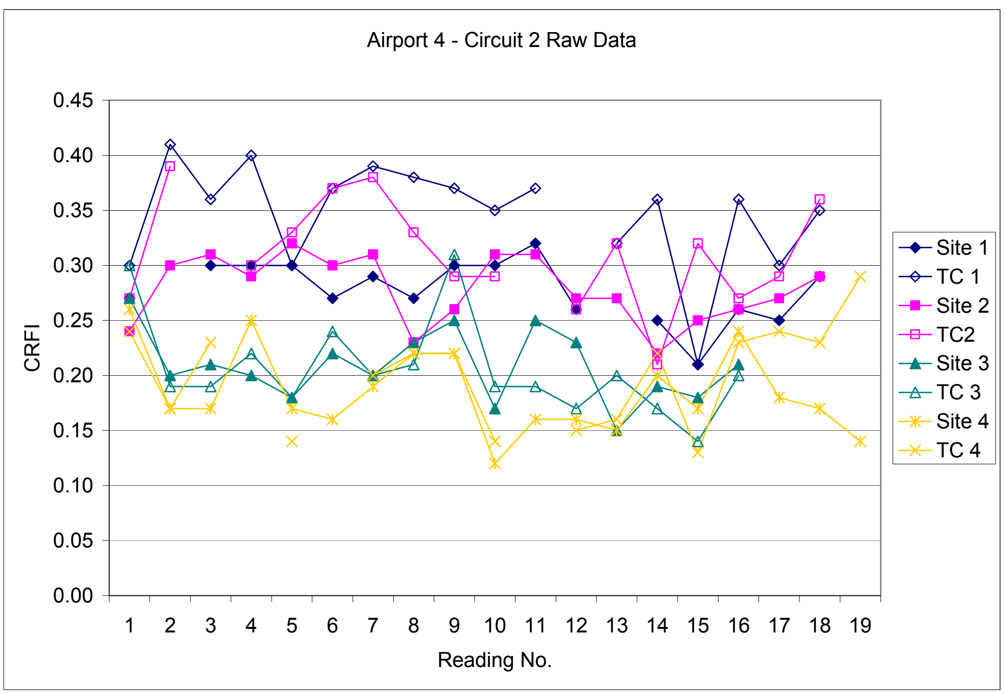



**Figure B.8: Airport 4 - Circuit 2**

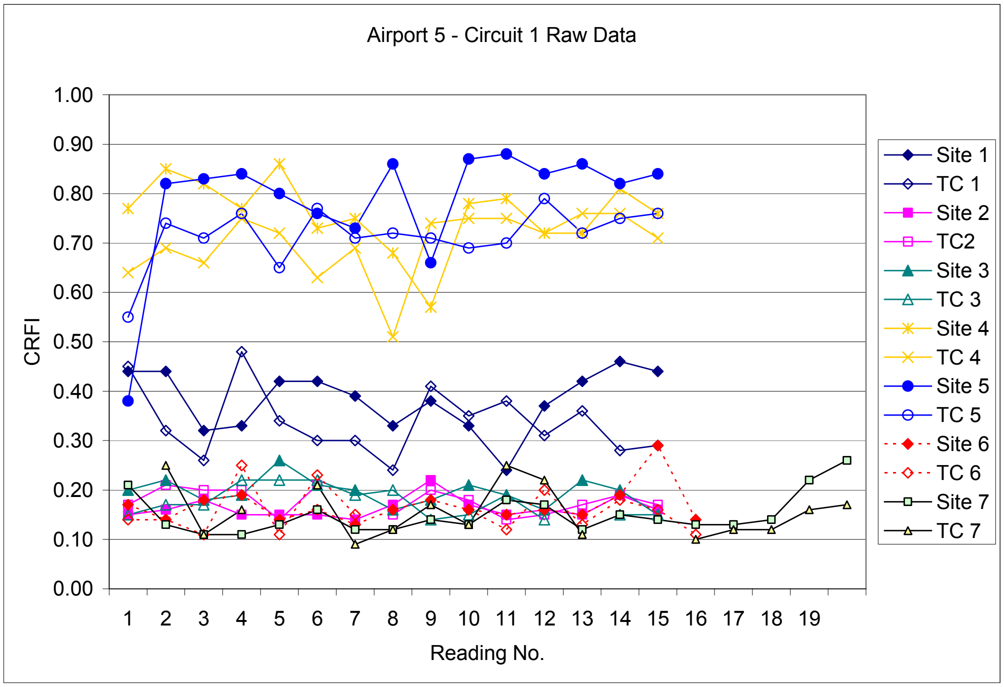



**Figure B.9: Airport 5 - Circuit 1**

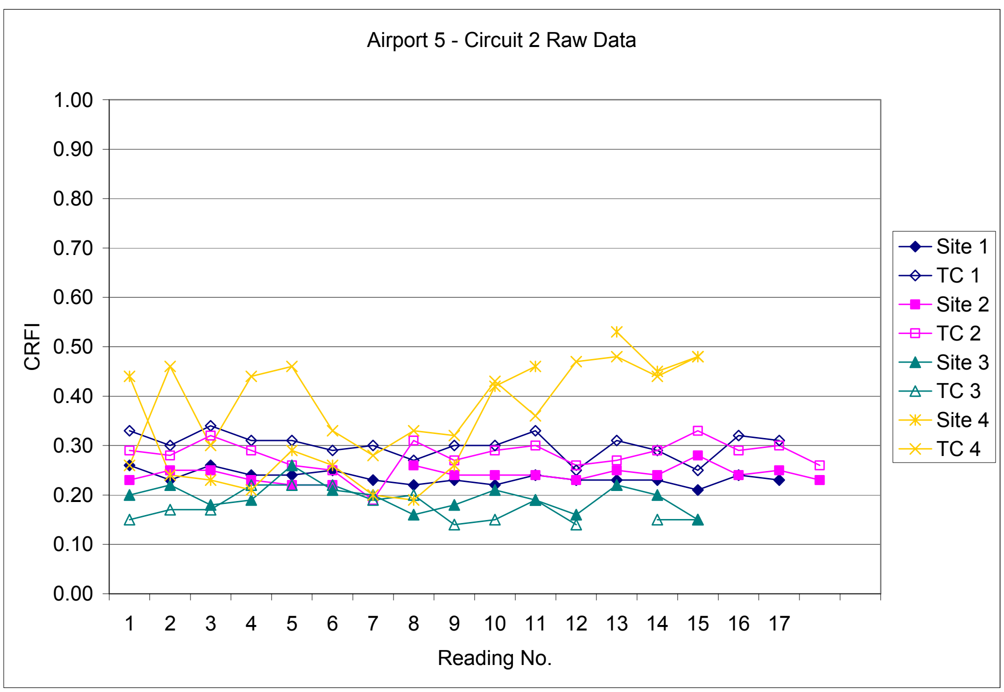



**Figure B.10: Airport 5 - Circuit 2**

# APPENDIX C

# TEST SURFACES FOR THE CRFI ASSURANCE TESTS

| **Circuit 1 – Airport 1** | | |
|---|---|---|
| Surface 1 –  | Surface 2 –  | Surface 3 –  |
| **Circuit 1 – Airport 2** | | |
| Surface 1  | Surface 2  | Surface 3  |

| **Circuit 1 – Airport 3** | |
|---|---|
| Surface 1 –  | Surface 2 –  |

| **Circuit 1 – Airport 4** | | |
|---|---|---|
| Surface 1 –  | Surface 2 –  | Surface 3 –  |

**Circuit 1 – Airport 5**

Surface 1 -

Surface 2 -

Surface 3 -

Surface 4 -

Surface 5 -

| **Circuit 2 – Airport 1** | | |
|---|---|---|
| Surface 1 –  | Surface 2 –  | Surface 3 –  |
| **Circuit 2 – Airport 2** | | |
| Surface 1 –  | Surface 2  | |

| **Circuit 2 – Airport 3** | |
|---|---|
| Surface 1 –  | Surface 2 –  |
| **Circuit 2 – Airport 4** | |
| Surface 1 –  | Surface 2–  |

| **Circuit 2 – Airport 5** | |
|---|---|
| Surface 1 -  | Surface 2 -  |

# APPENDIX D

# SUMMARY TEST DATA FOR THE ABS EFFECT TESTS

# Table D.1: February 24 Tests

| Test No. | Date | Surface | Vehicle / Time | ABS On/Off | Average Friction Coefficients For: Mk 2 | Mk 3 | Bomonk | Tapley | Commments |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 24-Feb. | Ice Lane A | Blazer 9:17 | Off | 0.123 | 0.108 | | | Reference Run ABS Off Lanes A Test 1 |
| 1 | 24-Feb. | Ice Lane B | Blazer 9:21 | Off | 0.120 | 0.106 | | | Reference Run ABS Off Lanes B Test 1 |
| 1 | 24-Feb. | Ice Lane C | Blazer 9:24 | Off | 0.120 | 0.112 | | | Reference Run ABS Off Lanes C Test 1 |
| 2 | 24-Feb. | Ice Lane A | Blazer 9:32 | On | 0.115 | 0.103 | | | ABS On 2WD Lane A Test 2 |
| 3 | 24-Feb. | Ice Lane A | Blazer 9:41 | Off | 0.119 | 0.103 | | | ABS Off 2WD Test 3 Lane A |
| 4 | 24-Feb. | Ice Lane B | ½-Ton 4x4 10:15 | Off | 0.112 | 0.106 | | 0.135 | ABS Off 2WD Test 4 Lane B |
| 5 | 24-Feb. | Ice Lane B | ½-Ton 4x4 11:10 | On | 0.095 | 0.083 | | 0.13 | ABS On 2WD Test 5 Lane B |
| 5A | 24-Feb. | Ice Lane B | ½-Ton 4x4 11:15 | On | 0.092 | 0.082 | | 0.127 | ABS On 4WD Test 5A Lane B |
| 6 | 24-Feb. | Ice Lane C | ¾-Ton 4x4 11:41 | On | 0.089 | 0.087 | | | ABS On 2WD Test 6 Lane C |
| 6A | 24-Feb. | Ice Lane C | ¾-Ton 4x4 11:51 | On | 0.087 | 0.089 | | | ABS On 4WD Test 6A Lane C |
| 7 | 24-Feb. | Ice Lane C | ¾-Ton 4x4 12:00 | Off | 0.100 | 0.091 | | | ABS Off 2WD Test 7 Lane C |
| | | | | | | | | | |
| 51 | 24-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 4x4 13:39 | On | | 0.386 | | | ABS On 2WD Test 51 East of centre line |
| 52 | 24-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 4x4 13:45 | On | 0.384 | 0.378 | | | ABS On 2WD Test 52 East of centre line |
| 53 | 24-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 4x4 13:52 | On | 0.379 | 0.375 | | | ABS On 4WD Test 53 East of centre line |
| 54 | 24-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 4x4 14:00 | Off | 0.272 | 0.263 | | | ABS Off 2WD Test 54 East of centre line |
| 55 | 24-Feb. | ¼ in. Loose Snow On Pavement | Blazer 14:15 | On | 0.244 | 0.230 | | | ABS On 2WD Test 55 West of centre line |
| 56 | 24-Feb. | ¼ in. Loose Snow On Pavement | Blazer 14:23 | Off | 0.257 | 0.249 | | | ABS Off 2WD Test 56 West of centre line |
| 57 | 24-Feb. | ¼ in. Loose Snow On Pavement | ¾-Ton 4x4 15:01 | On | 0.342 | 0.329 | | | ABS On 2WD Test 57 West of centre line |
| 58 | 24-Feb. | ¼ in. Loose Snow On Pavement | ¾-Ton 4x4 15:09 | On | 0.331 | 0.319 | | | ABS On 4WD Test 58 West of centre line |
| 59 | 24-Feb. | ¼ in. Loose Snow On Pavement | ¾-Ton 4x4 15:16 | Off | 0.243 | 0.229 | | | ABS Off 2WD Test 59 West of centre line |
| 60 | 24-Feb. | ¼ in. Loose Snow On Pavement | ¾-Ton 4x4 15:21 | Off | 0.242 | 0.223 | | | ABS Off 4WD Test 60 West of centre line |
| 61 | 24-Feb. | ¼ in. Loose Snow On Pavement | 1-Ton 4x4 15:38 | On | 0.189 | 0.179 | | | ABS On 2WD Test 61 East of centre line |
| 62 | 24-Feb. | ¼ in. Loose Snow On Pavement | 1-Ton 4x4 15:47 | Off | 0.213 | 0.205 | | | ABS Off 2WD Test 62 East of centre |
| 63 | 24-Feb. | ¼ in. Loose Snow On Pavement | FWD Car 16:03 | On | 0.345 | 0.331 | | | ABS On Test 63 West of centre line |
| 64 | 24-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 2x4 16:05 Staff 21 | Off | 0.302 | | | | ABS Off Test 64 1st 5 east 2nd 5 west |
| 65 | 24-Feb. | ¼ in. Loose Snow On Pavement | FWD Car 16:13 | Off | 0.309 | 0.298 | | | ABS Off Test 65 West of centre line |
| 66 | 24-Feb. | 3/8 in. Loose Snow On Pavement | RWD Car 16:51 | On | 0.291 | 0.284 | | | ABS On Test 66 East of centre line |
| 67 | 24-Feb. | 3/8 in. Loose Snow On Pavement | RWD Car 17:02 | Off | 0.293 | 0.283 | | | ABS Off Test 67 East of centre line |
| 68 | 24-Feb. | 3/8 in. Loose Snow On Pavement | Blazer 17:13 | On | 0.218 | 0.207 | | | ABS On 2WD Test 68 1st 5 east 2nd 5 west |
| 69 | 24-Feb. | 3/8 in. Loose Snow On Pavement | Blazer 17:18 | Off | 0.266 | 0.253 | | | ABS Off 4WD Test 69 1st 5 east 2nd 5 west |

# Table D.2: February 25 Tests

| Date | Surface | Vehicle / Time | ABS On/Off | Average Friction Coefficients For: Mk 2 | Mk 3 | Bomonk | Tapley | Commments |
|---|---|---|---|---|---|---|---|---|
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 8:49 | On | 0.316 | 0.297 | | | ABS On 2WD Test 70 East of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 8:57 | Off | 0.299 | 0.283 | | | ABS Off 2WD Test 71 East of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 4x4 9:11 | On | 0.390 | 0.366 | | | ABS On 2WD Test 72 West of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 4x4 9:19 | On | 0.381 | 0.371 | | | ABS On 2WD Test 73 West of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 4x4 9:27 | Off | 0.313 | 0.303 | | | ABS Off 2WD Test 74 West of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ¾-Ton 4x4 9:43 | On | 0.303 | 0.295 | | | ABS On 2WD Test 75 East of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ¾-Ton 4x4 9:53 | Off | 0.254 | 0.245 | | | ABS Off 2WD Test 76 East of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 10:32 | Off | 0.290 | 0.289 | 0.279 | 0.349 | ABS Off 2 WD Test 77 West of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | Blazer 10:45 | On | 0.299 | 0.290 | 0.215 | 0.361 | ABS On 2 WD Test 78 West of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | 1-Ton 4x4 11:10 | On | 0.227 | 0.212 | 0.206 | 0.283 | ABS On 2WD Test 78A East of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | 1-Ton 4x4 11:25 | Off | 0.243 | 0.228 | 0.215 | | ABS Off 2WD Test 79 East of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 2x4 11:36 | On | 0.293 | | 0.272 | | ABS On Staff 21 Test 80 west of centre line |
| 25-Feb. | 1/8 in. Loose Snow on Pavement - Plowed Not Swept | ½-Ton 2x4 11:45 | Off | 0.316 | | 0.326 | | ABS Off Staff 21 Test 81 West of centre |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 13:25 | Off | 0.375 | 0.381 | 0.361 | 0.473 | ABS Off 2WD Test 82 West of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 13:37 | On | 0.332 | 0.331 | 0.345 | 0.437 | ABS On 2WD Test 83 West of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ½-Ton 4x4 13:59 | On | 0.353 | 0.383 | 0.339 | 0.459 | ABS On 2WD Test 84 East of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ½-Ton 4x4 14:09 | Off | 0.388 | 0.376 | 0.265 | 0.443 | ABS Off 2WD Test 85 East of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ¾-Ton 4x4 14:28 | Off | 0.421 | 0.394 | 0.336 | 0.469 | ABS Off 2WD Test 86 West of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | ¾-Ton 4x4 14:38 | On | 0.427 | 0.418 | 0.369 | 0.479 | ABS On 2WD Test 86A West of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | FWD Car 14:52 | On | 0.468 | 0.470 | 0.417 | 0.528 | ABS On Test 87 East of centre Wind scoured |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | FWD Car 15:01 | Off | 0.465 | 0.465 | 0.401 | 0.511 | ABS Off Test 88 East of centre |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | RWD Car 15:43 | Off | 0.474 | 0.467 | 0.413 | 0.531 | ABS Off Test 89 West of centre |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | RWD Car 15:53 | On | 0.410 | 0.406 | 0.369 | 0.484 | ABS On Test 90 West side of centre |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | 1-Ton 4x4 16:09 | On | 0.395 | 0.397 | | | ABS On 2WD Test 91 East of centre line |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | 1-Ton 4x4 16:17 | Off | 0.427 | 0.417 | | | ABS Off Test 92 East of centre |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 16:29 | Off | 0.438 | 0.426 | 0.466 | | ABS Off 2WD Test 93 East of centre; |
| | | | | | | | | Surface snow/sand wind scoured |
| 25-Feb. | 1/8 in. Partly Compacted Snow on Pavement - note 1 | Blazer 16:36 | Off | 0.463 | 0.449 | 0.452 | | ABS Off 2WD Test 94 West of centre; |
| | | | | | | | | Surface snow/sand wind scoured |

1. This surface was 1/8 in. snow that had been partly compacted by traffic on pavement. It had been plowed but not swept, and sanded twice.

## Table D.3: February 26 Tests

| Test No. | Date | Surface | Vehicle / Time | ABS On/Off | Average Friction Coefficients For: Mk 2 | Mk 3 | Bowmonk | Tapley | Commments |
|---|---|---|---|---|---|---|---|---|---|
| 10 | 26-Feb. | Ice Lane A B C | Blazer 10:09 | Off | 0.129 | 0.125 | 0.140 | 0.182 | ABS Off 4WD Test 10 |
| | | | | | | | | | Stop 1-5 Lane A, 6-10 Lane B, 11-15 Lane C |
| 11 | 26-Feb. | Ice Lane A | FWD Car 10:38 | On | 0.171 | 0.169 | | | ABS On Test 11 Lane A |
| 12 | 26-Feb. | Ice Lane A | FWD Car 10:48 | Off | 0.131 | 0.147 | | | ABS Off Test 12 Lane A |
| 13 | 26-Feb. | Ice Lane C | RWD Car 11:05 | Off | 0.129 | 0.108 | | | ABS Off Test 13 Lane C |
| 14 | 26-Feb. | Ice Lane C | RWD Car 11:16 | On | 0.122 | 0.103 | | | ABS On Test 14 Lane C Questionable ABS |
| 15 | 26-Feb. | Ice Lane B | ½-Ton 4x4 11:34 Windsor OPS | Off | | 0.127 | | | ABS Off Test 15 YQB Lane B Decel #180 |
| 16 | 26-Feb. | Ice Lane B | 1-Ton 4x4 12:06 | On | 0.126 | 0.121 | | | ABS On Test 16 Lane B |
| 17 | 26-Feb. | Ice Lane B | 1-Ton 4x4 12:14 | Off | 0.110 | 0.100 | | | ABS Off Test 17 2 WD Lane B |
| 18 | 26-Feb. | Ice Lane B | ½-Ton 4x4 14:32 Windsor OPS | On | | 0.125 | | | ABS On Test 18 2WD YQG Lane B |
| 19 | 26-Feb. | Ice Lane A B C | Blazer 14:40 | Off | 0.116 | 0.107 | | | ABS Off Test 19 4WD |
| | | | | | | | | | Stop 1-5 Lane A 6-10 Lane B 11-15 Lane C |
| 20 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | Blazer 14:55 | Off | 0.316 | 0.293 | 0.320 | 0.365 | ABS Off Test 20 4 WD |
| | | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 21 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | Blazer 15:13 | Off | 0.293 | 0.281 | | | ABS Off Lane D Test 21 |
| 22 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | Blazer 15:20 | On | 0.259 | 2.030 | | | ABS On Lane D Test 22 |
| 23 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | ½-Ton 4x4 15:35 | On | 0.313 | 0.315 | 0.341 | 0.385 | ABS On 2WD Test 23 Lane E |
| | | | | | | | | | Rutting on Packed/Compact Snow Lane E |
| 24 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | ½-Ton 4x4 15:45 | Off | 0.343 | 0.331 | 0.359 | 0.412 | ABS Off Test 24 2WD Lane E |
| | | | | | | | | | Rutting on Compact/Packed Snow Lane E |
| 25 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | ¾-Ton 4x4 16:25 | Off | 0.250 | 0.223 | | | ABS Off Test 25 2WD Lane F |
| | | | | | | | | | Firm Compact Snow Base Lane F |
| 26 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | ¾-Ton 4x4 16:12 | On | 0.255 | 0.227 | | | ABS On Test 26 2WD Lane F |
| | | | | | | | | | Firm Compact Snow Base Lane F |
| 26A | 26-Feb. | ¼ in. Loose Snow On Compact Snow | ½-Ton 4x4 16:22 Windsor OPS | On | | 0.209 | | | ABS On Test 26A 2WD Lane F YQG |
| 27 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | ½-Ton 4x4 16:27 Windsor OPS | Off | | 0.190 | | | ABS Off Test 27 2WD Lane F YQG |
| 28 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | FWD Car 17:03 | On | 0.332 | 0.311 | 0.319 | 0.362 | ABS On Test 28 Lane D E F |
| | | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 29 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | FWD Car 17:11 | Off | 0.247 | 0.333 | 0.335 | 0.381 | ABS Off Test 29 Lane D E F |
| | | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 30 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | RWD Car 17:23 | On | 0.255 | 0.244 | | | ABS On Test 30 Lane D E F |
| | | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 31 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | RWD Car 17:31 | Off | 0.257 | 0.355 | | | ABS Off Test 31 Lane D E F |
| | | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |
| 32 | 26-Feb. | ¼ in. Loose Snow On Compact Snow | Blazer 17:43 | Off | 0.247 | 0.250 | | | ABS Off Test 32 4WD Lane D E F |
| | | | | | | | | | Stop 1-5 Lane D 6-10 Lane E 11-15 Lane F |

## Table D.4: February 27 Tests

| Test No. | Date | Surface | Vehicle / Time | ABS On/Off | Average Friction Coefficients For: Mk 2 | Mk 3 | Bowmonk | Tapley | Commments |
|---|---|---|---|---|---|---|---|---|---|
| 40 | 27-Feb. | ¼ in. Loose Snow On Pavement | Blazer 09:47 | Off | 0.364 | 0.362 | | | ABS Off Test 40 4WD |
| 41 | 27-Feb. | ¼ in. Loose Snow On Pavement | Blazer 9:55 | On | 0.3 | 0.294 | | | ABS On Test 41 2WD |
| 42 | 27-Feb. | ¼ in. Loose Snow On Compact Snow | Blazer 10:01 | Off | 0.256 | 0.236 | | | ABS Off 4WD Lane F Test 42 |
| | | | | | | | | | Firm Compact Snow Base Lane F Only |
| 43 | 27-Feb. | ¼ in. Loose Snow On Compact Snow | Blazer 10:08 | On | 0.307 | 0.297 | | | ABS On 2WD Lane F Test 43 |
| 44 | 27-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 4x4 10:40 | On | 0.410 | 0.396 | | | ABS On Test 44 2WD |
| 45 | 27-Feb. | ¼ in. Loose Snow On Pavement | ½-Ton 4x4 10:43 | Off | 0.360 | 0.348 | | | ABS Off Test 45 4WD |
| 46 | 27-Feb. | ¼ in. Loose Snow On Compact Snow | ½-Ton 4x4 10:50 | Off | 0.246 | 0.236 | | | ABS Off 4WD Lane F Test 46 |
| 46A | 27-Feb. | ¼ in. Loose Snow On Compact Snow | ½-Ton 4x4 10:57 | On | 0.259 | 0.239 | | | ABS On 2WD Lane F Test 46A |
| 47 | 27-Feb. | ¼ in. Loose Snow On Pavement | ¾-Ton 4x4 11:18 | On | 0.364 | 0.370 | | | ABS On Test 47 2WD |
| 47A | 27-Feb. | ¼ in. Loose Snow On Pavement | ¾-Ton 4x4 11:22 | Off | 0.312 | 0.314 | | | ABS Off Test 47A 2WD |
| 48 | 27-Feb. | ¼ in. Loose Snow On Compact Snow | ¾-Ton 4x4 11:30 | Off | 0.219 | 0.219 | | | ABS Off 2WD Test 48 Lane F |
| | | | | | | | | | Glazing Evident on Lane F |
| 49 | 27-Feb. | ¼ in. Loose Snow On Compact Snow | ¾-Ton 4x4 11:41 | On | 0.208 | 0.203 | | | ABS On Test 49 2WD Lane F |
| | | | | | | | | | Glazing Evident on Lane F |