

<u>Tire Pressure (psi)</u>	<u>Maximum Braking Coefficient (tire-to-ground)</u>
50	$\mu_{t/g_{MAX}} = -0.0350 \left(\frac{V}{100}\right)^3 + 0.306 \left(\frac{V}{100}\right)^2 - 0.851 \left(\frac{V}{100}\right) + 0.883$
100	$\mu_{t/g_{MAX}} = -0.0437 \left(\frac{V}{100}\right)^3 + 0.320 \left(\frac{V}{100}\right)^2 - 0.805 \left(\frac{V}{100}\right) + 0.804$
200	$\mu_{t/g_{MAX}} = -0.0331 \left(\frac{V}{100}\right)^3 + 0.252 \left(\frac{V}{100}\right)^2 - 0.658 \left(\frac{V}{100}\right) + 0.692$
300	$\mu_{t/g_{MAX}} = -0.0401 \left(\frac{V}{100}\right)^3 + 0.263 \left(\frac{V}{100}\right)^2 - 0.611 \left(\frac{V}{100}\right) + 0.614$

Where—

Tire Pressure = maximum airplane operating tire pressure (psi);

$\mu_{t/g_{MAX}}$  = maximum tire-to-ground braking coefficient;

V = airplane true ground speed (knots); and Linear interpolation may be used for tire pressures other than those listed.

(2) The maximum tire-to-ground wet runway braking coefficient of friction must be adjusted to take into account the efficiency of the anti-skid system on a wet runway. Anti-skid system operation must be demonstrated by flight testing on a smooth wet runway, and its efficiency must be determined. Unless a specific anti-skid system efficiency is determined from a quantitative analysis of the flight testing on a smooth wet runway, the maximum tire-to-ground wet runway braking coefficient of friction determined in paragraph (c)(1) of this section must be multiplied by the efficiency value associated with the type of anti-skid system installed on the airplane:

Type of anti-skid system	Efficiency value
On-Off .....	0.30
Quasi-Modulating .....	0.50
Fully Modulating .....	0.80

(d) At the option of the applicant, a higher wet runway braking coefficient of friction may be used for runway surfaces that have been grooved or treated with a porous friction course material. For grooved and porous friction course runways, the wet runway braking coefficient of friction is defined as either:

(1) 70 percent of the dry runway braking coefficient of friction used to determine the dry runway accelerate-stop distance; or

(2) The wet runway braking coefficient defined in paragraph (c) of this section, except that a specific anti-skid system efficiency, if determined, is appropriate for a grooved or porous friction course wet runway, and the maximum tire-to-ground wet runway braking coefficient of friction is defined as: