

REDUCED REQUIRED LANDING DISTANCE

Giovanni Cima

Senior Expert – Air Operations

Business Jets Workshop

EASA - Cologne – 3rd and 4th December 2019



Your safety is our mission.

Overview



The issue



Issue

What

*To land within
80 % of the LDA*

Why

*To increase
operational
flexibility (payload,
destinations...)*

*To harmonise with
other regulatory
systems (FAA Part
135/91K)*

How

*By defining the
conditions to
attain a level of
safety equivalent
to that of
traditional
landing factors
(60%/70%)*

Regulatory Process



Regulatory Process: Input

Input to EASA rulemaking

- **FAA rules on EOD operations**

- FAR 135.385(f), FAR 91.1037(c) allowing the use of 80% of LDA under specified conditions and an approval scheme

- **NLR study (NLR-CR-2014-206)**

- Considering typical business-operated aircraft categories
- Identifying the main risks of operating with 80% of LDA
- Proposing mitigating measures



Inclusion of the issue in **RMT.0296**
(Review of the OPS rules on
aeroplane performance)

Regulatory Process: RMT.0296 initial scope

Implement the ICAO Global Reporting Format

- Reporting of runway surface conditions
- Airworthiness standards for aeroplane performance (performance data)
- In-flight check of landing distance at time of arrival
- Flight Crew reports after landing if braking action is different than expected

Allow flexibility for certain CAT operations

- Use of 80 % of LDA for Performance Class A aeroplanes (in business aviation) and Performance Class B aeroplanes (at public interest sites)

Harmonisation with ICAO and FAA

Other minor issues (clarifications, consistency, etc.)

Regulatory Process: RMT.0296 Steps

● EASA rulemaking process

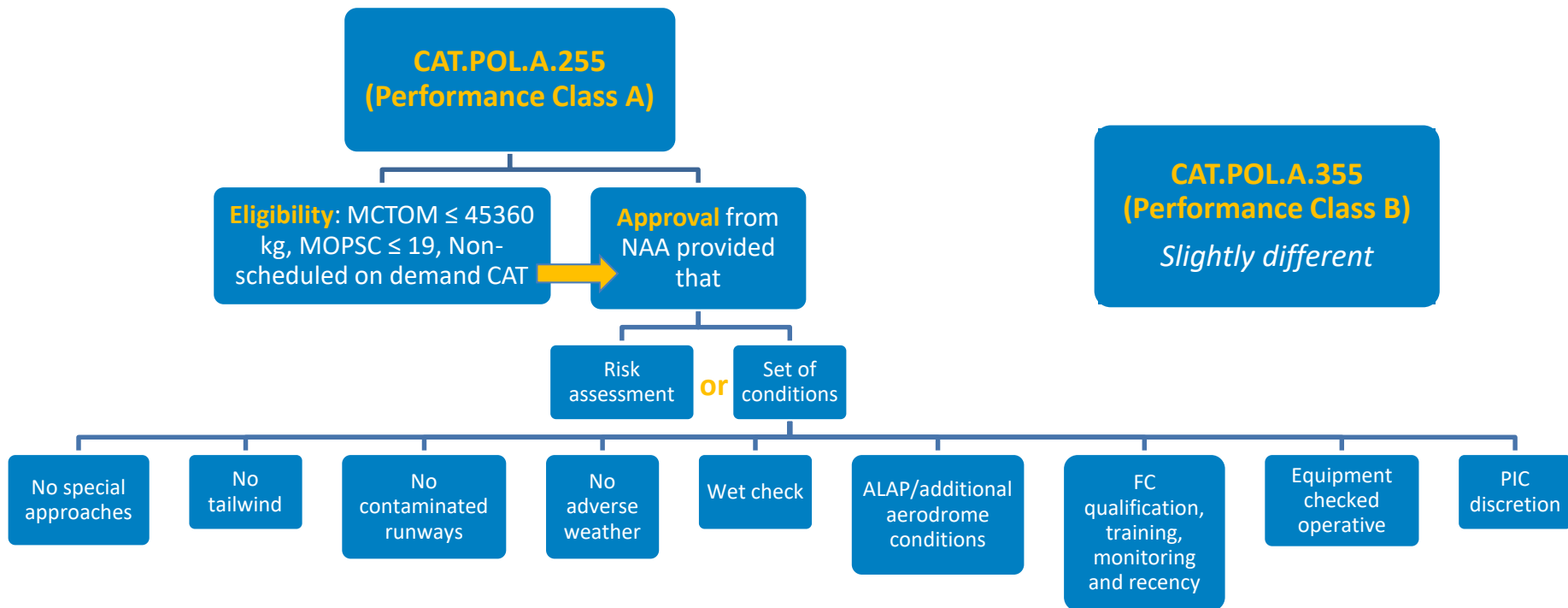


RM Group established including NAAs, OEMs, Operators

- Augmented after NPA consultation

Coordination with parallel RMT.0704 on Aerodromes

Regulatory Process: NPA proposal



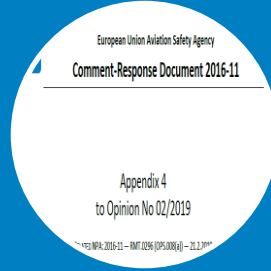
Outcome



Outcome: Comments to the NPA



Comments of mixed nature
(supporting, opposing,
proposing)



Summarised in
CRD 2016-11
attached to
Opinion 02-2019



Mostly on:

- General concept
- Mass threshold
- a/c eligibility
- Use of FDM

Outcome

Proposal finalised in Opinion 02-2019

- AFM eligibility statement in lieu of mass threshold
- Wet check harmonised with the LDTA criteria (as per new CAT.OP.MPA.303)



Final rule adopted by EC without significant changes



Extensive AMC/GM (being finalised)

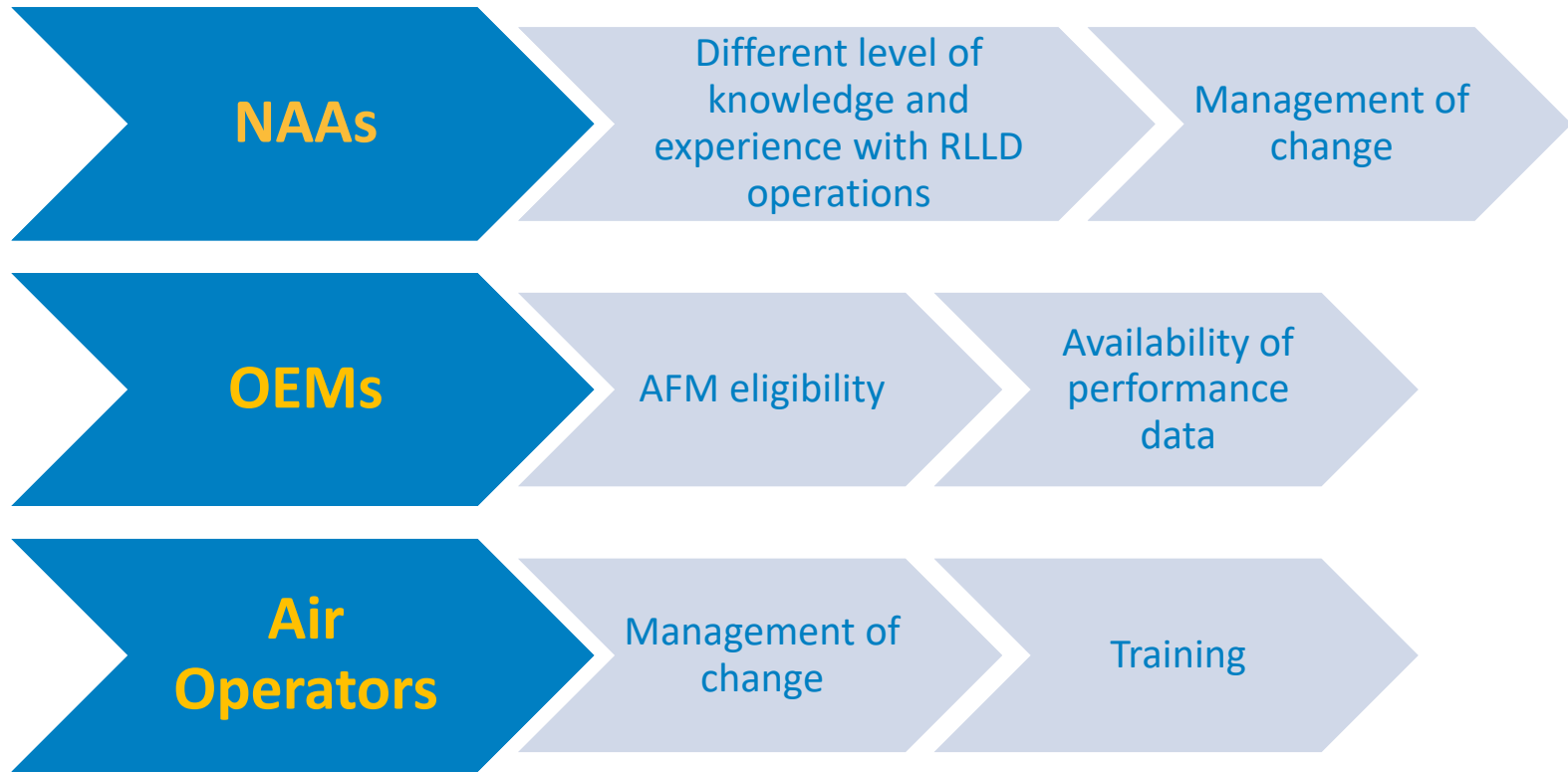
Way forward



Way forward



Way forward: Implementation Challenges



Way forward: AFM eligibility

Principle

- Traditional factors (60% or 70%) provide an operational safety margin
- Compatibility with 80% factor should be ensured



Assurance that the traditional factors have not been accounted for during Certification may only be declared by OEM or TC/STC holder



AFM statement

Thank you for your attention

Questions?

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 