

Reduced Required Landing Distance

Giovanni CIMA

Senior Expert – Air Operations

Your safety is our mission.

Overview



Background – RRLD concept

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%)*

Background – RRLD concept

Input to EASA rulemaking

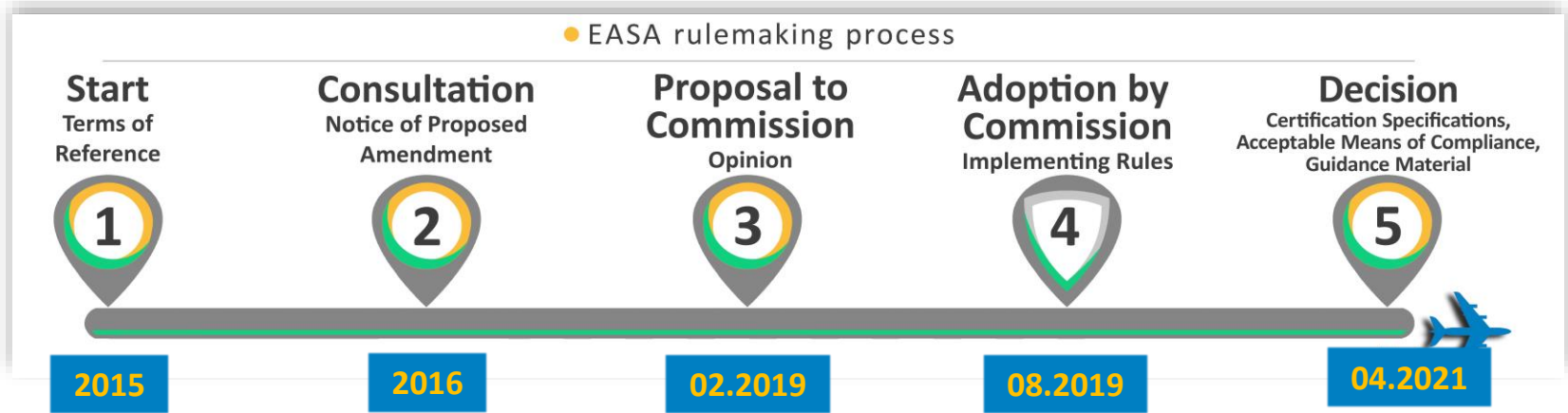
- **FAA rules on EOD operations**
 - FAR 135.385(f), FAR 91.1037(c) allowing the use of 80% of LDA under specified conditions and an approval scheme
- **NLR study (NLR-CR-2014-206)**
 - Considering typical business-operated aircraft categories
 - Identifying the main risks of operating with 80% of LDA
 - Proposing mitigating measures



Inclusion of the issue in
RMT.0296

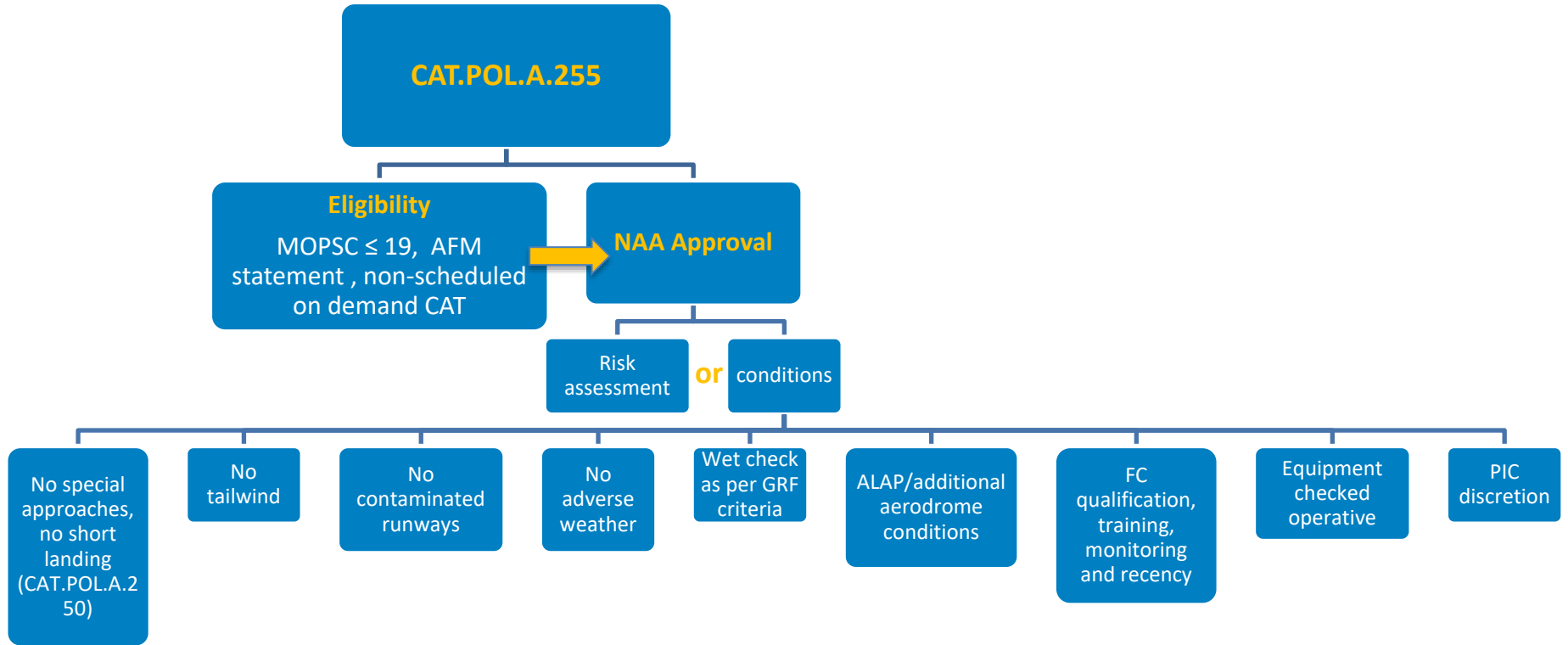
Performance Class A aeroplanes
Performance Class B aeroplanes
Approval required
Additional mitigating measures

Regulatory Steps



Entry into force: 12.08.2021

RRLD conditions: Performance Class A



RRLD conditions: Performance Class A

Aircraft eligibility

- The assumptions done during the certification of the aeroplane should be compatible with the RLLD concept
- Traditional margins (60%/70%) have not been used during Certification
- AFM statement

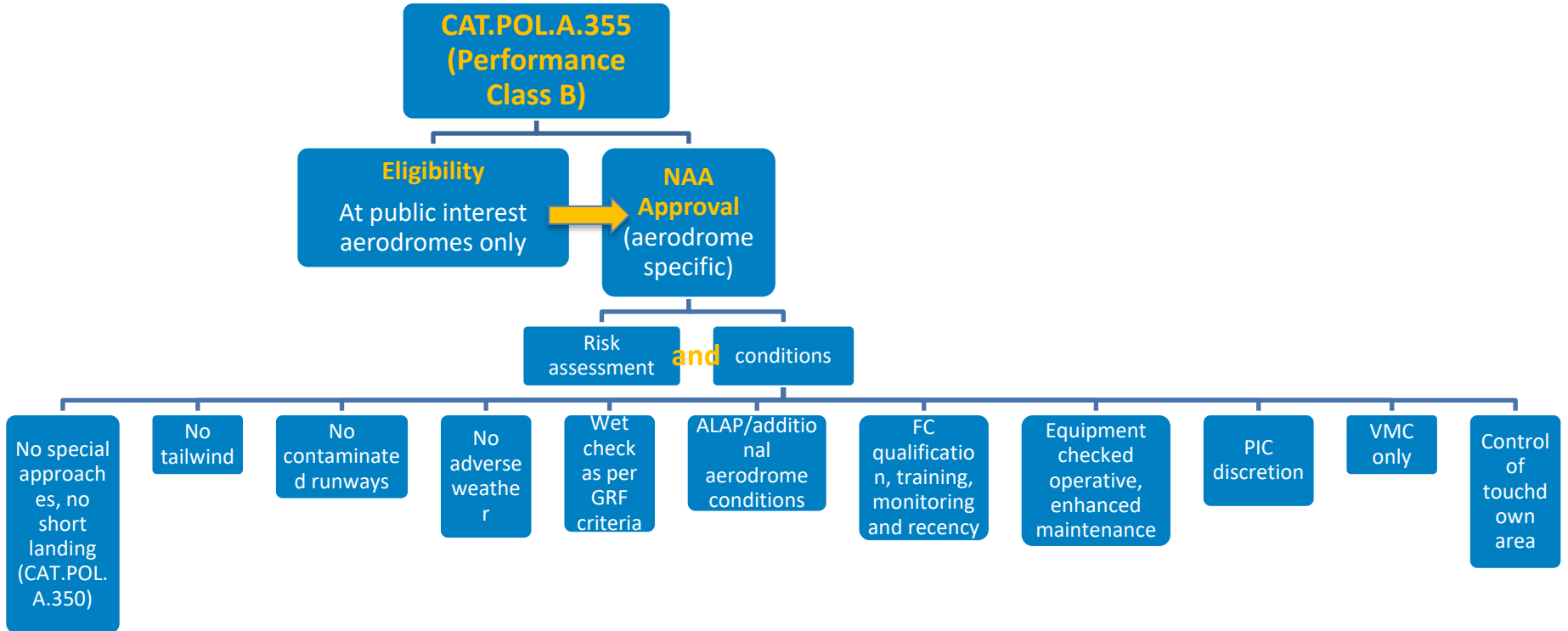
Non-scheduled on-demand

- For the purpose of reduced required landing distance operations, non-scheduled on-demand CAT operations are those CAT operations conducted upon request of the customer.
- Non-scheduled on-demand CAT operations eligible for reduced required landing distance operations do not include holiday charters, i.e. charter flights that are part of a holiday travel package.

Wet check

- On wet runways the longer of the RRLD and the Landing distance at time of arrival (LDTA) on wet shall be used

RRLD conditions: Performance Class B



RRLD conditions: Performance Class B

Control of the touchdown area

- Marking / external references
- Go-around and balked landing instructions in the OM

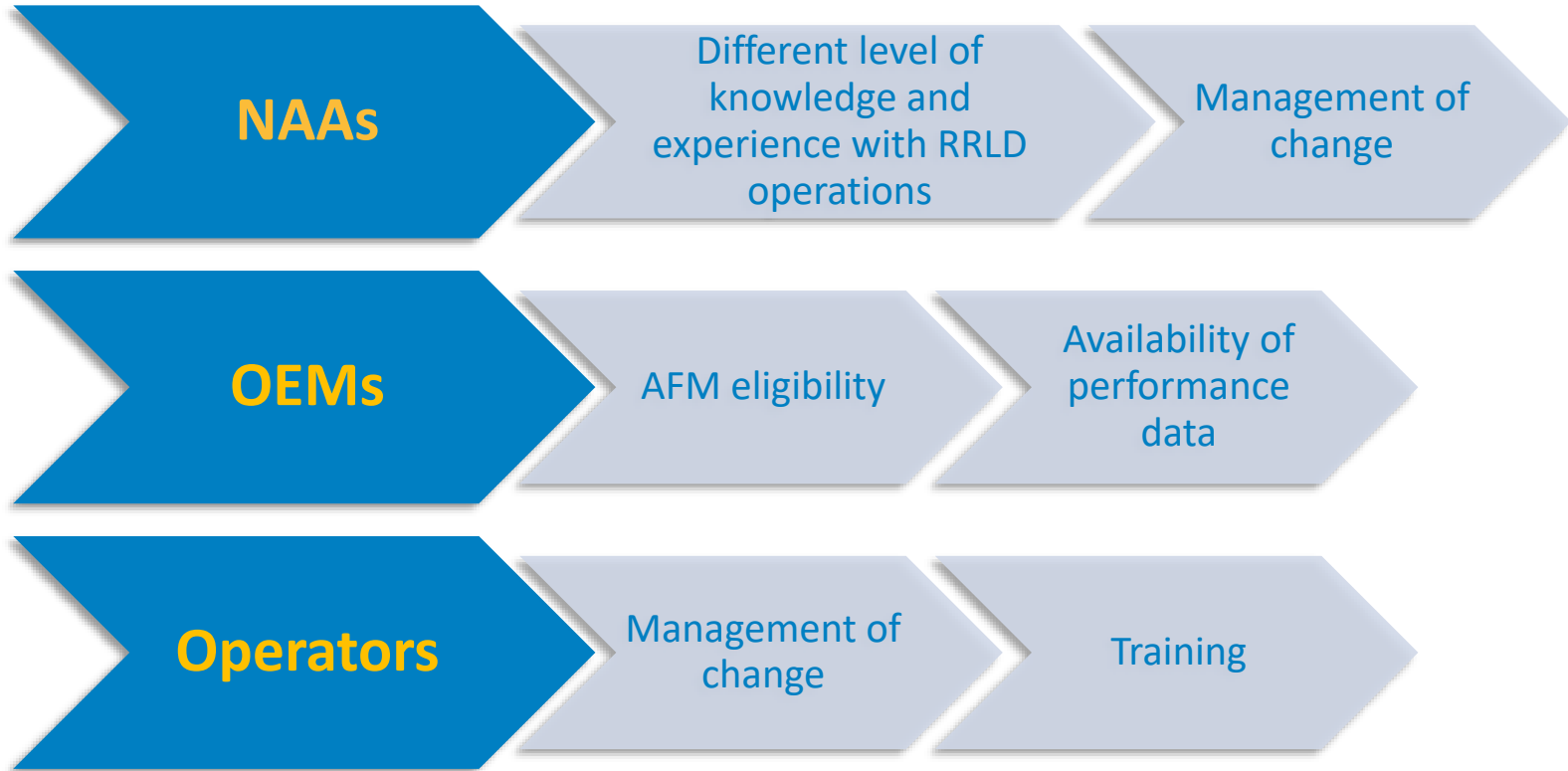
Maintenance

- Additional maintenance instructions for performance relevant equipment.

Wet check

- On wet runways the longer of the RLLD and the LDTA on wet shall be used

Implementation Challenges



Implementation: EASA Standardisation focus

→ NAAs

→ Inspectors Competence

→ Approval process

→ Oversight focus of risky “operations”

→ Operators

→ Management of change

→ Aircraft eligibility/airport eligibility

→ OM content

→ FC training

Thank you for your attention

Any questions ?

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 