

	LANDING PERFORMANCE LANDING	2.03.10	P 1
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GENERAL

ACTUAL LANDING DISTANCE

The actual landing distance is the distance measured between a point 50 feet above the runway threshold and the point where the complete stop of the aircraft is achieved.

It assumes that :

- the approach speed is :
 - VLS (1.23 VS of the configuration) for manual landing
 - VLS + 5 kt for CAT II/CAT III automatic landing.
- the pilot applies maximum braking and the antiskid system is operating.
- the ground spoilers are operating.

It does not consider the use of reverse thrust.

REQUIRED LANDING DISTANCE

MANUAL LANDING

Regulation defines the required landing distance as the actual landing distance divided by 0.6, assuming the surface is dry.

If the surface is wet, the required landing distance must be at least 115 % of that for a dry surface.

For JAR-OPS operators, if the surface is contaminated, the required landing distance must be at least the greater of the required landing distance on wet runway (see previous paragraph) and 115 % of the landing distance determined in accordance with approved contaminated landing distance data.

AUTOMATIC LANDING

Regulation defines the required landing distance for automatic landing as the actual landing distance in automatic landing multiplied by 1.15. This distance must be retained for automatic landing whenever it is greater than the required landing distance in manual mode.

DISPATCH

The pilot must check before departure that the available runway length at destination is at least equal to the required landing distance for the forecasted landing weight.

In case of aircraft system failure affecting landing distance known before the dispatch, the available runway length must be at least equal to the required landing distance with failure, i.e. the required landing distance without failure multiplied by the coefficient given in the Flight Manual or the MMEL.

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FAILURE IN FLIGHT

In case of an aircraft system failure occurring in flight and affecting the landing performance, the runway length to be considered for landing is the actual landing distance without failure multiplied by the landing distance coefficient associated with the failure. The coefficients are given in FCOM 3.02.80 and in the QRH.

The concept of required landing distance no longer applies.

RECOMMENDATIONS

For most cases of abnormal landing configuration, the increased actual landing distance does not exceed the required runway length for landing in normal configuration.

However, the addition of several of these factors can very quickly lead to an overrun. Special notice should be taken of the runway condition. A slippery runway is the most common reason for overrun at landing. The combination of a slippery runway and a factor such as tailwind or an increase in approach speed should be avoided.

As far as possible, avoid the combination of any failure affecting the braking capability of the aircraft (spoilers, reversers) with landing on a contaminated runway, or prepare for it carefully by checking the available runway length against the forecasted landing distance.

During a visual approach, use all means of monitoring the flight path ; use the ILS together with available visual aids such as VASI or PAPI. Monitor the approach speed along with the wind and ground speed, especially during final approach.

ACTUAL LANDING DISTANCES

CONFIGURATION FULL

ACTUAL LANDING DISTANCE (METERS)										
WEIGHT (1000 KG)		180	205	230	255	280	305	330	355	380
RUNWAY CONDITION	DRY	1080	1110	1200	1290	1410	1590	1790	1990	2200

CORRECTIONS

To be issued later

LANDING PERFORMANCE

LANDING

CONFIGURATION 3

ACTUAL LANDING DISTANCE (METERS)										
WEIGHT (1000 KG)		180	205	230	255	280	305	330	355	380
RUNWAY CONDITION	DRY	1080	1140	1230	1330	1450	1630	1830	2040	2250

CORRECTIONS

To be issued later

To be issued later