



European Aviation Safety Agency
**RMT.0296 Review of aeroplane performance
requirements for CAT operations**

Survey Summary Aeroplane performance

Version 0 - 29 February 2016

EXECUTIVE SUMMARY

The European Aviation Safety Agency (EASA) through the Rulemaking task 0296 “Review of aeroplane performance requirements for CAT operations” is considering the implementation of the ICAO State Letter 30 proposing amendments to Annex 6 Part 1 and several other annexes. These proposed amendments introduce new elements for the in-flight assessment of landing distance and for runway surface condition reporting further to the work done by the Take-off and Landing Performance Assessment (TALPA) Aviation Rulemaking Committee (ARC) and the ICAO Friction Task Force (FTF).

A stepping stone for the process is to gain an understanding of the current situation, especially in the EASA Member States. For that reason an EU Survey was developed.

Disclaimer

The number of answers to this survey cannot ensure that the results are representative of the sector. Therefore the interpretation of the results has to be cautious. The Agency strongly recommends that you contact us (impact.assessment@easa.europa.eu) for any questions on the usage of the survey.

The following summary of the survey has been done in order to give a short feedback to the respondents for each question they have answered.

Further analysis are being performed by the Agency to assess how to use it in its rulemaking activities.

Survey map

Audience:	
Addressees:	RAG/FCL&OPS TAG/ADR TAG/ATM-ANS TAG and SSCC Members
Survey period:	22 December 2015 to 18 February 2016
Tool:	EUSurvey website





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1. General information on the survey

A survey was conducted to assess the scale of the problem from airline operators' point of view (see Appendix 2 for survey template). EASA Advisory Bodies have been contacted to fill in or forward a questionnaire for airline operators between mid-December 2015 and mid-February 2016.

73 stakeholders from 22 countries answered, amongst which: authoties, air navigation service providers, aerodrome operators, business aviation aircraft operators, GAMA manufacturers and ECA/pilots.



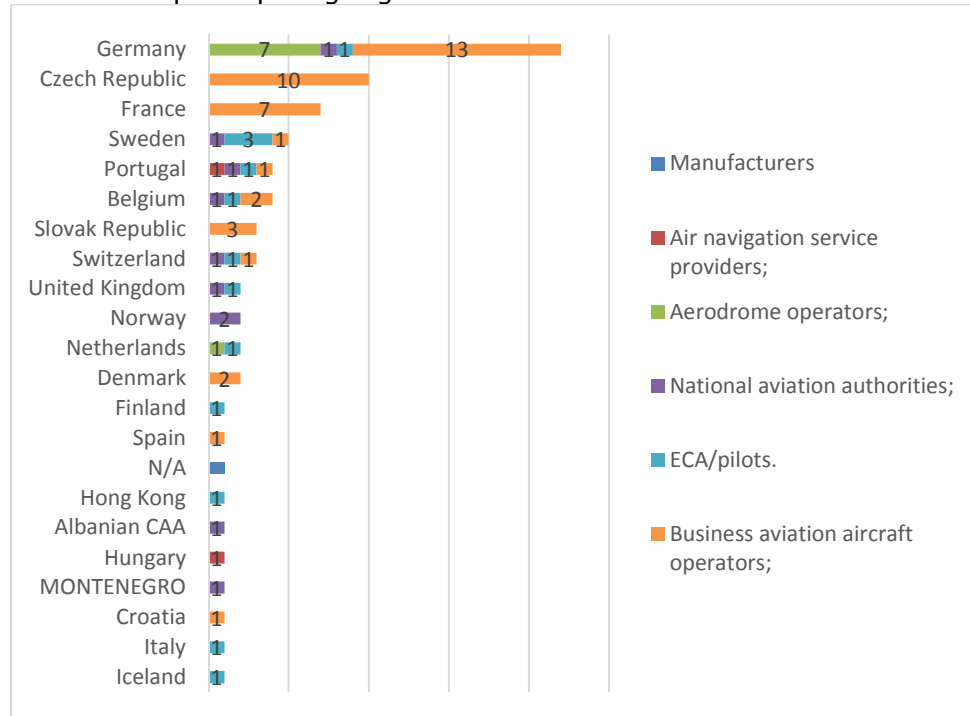


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2. Overview of the answers

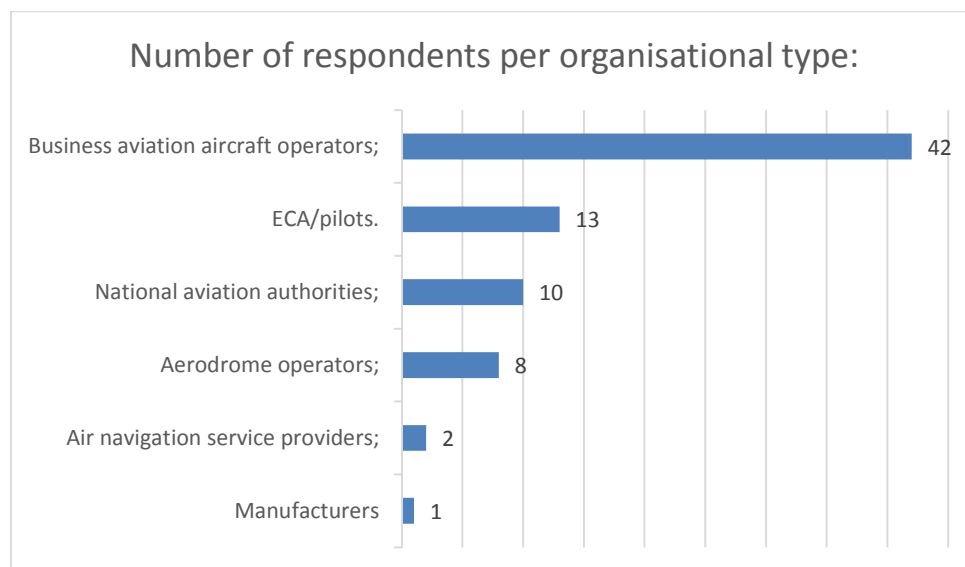
2.1. By country

73 relevant participating organisations from 22 countries:



Source: EU Survey RMT.0296

2.2. By type of organisation



Source: EU Survey RMT.0296

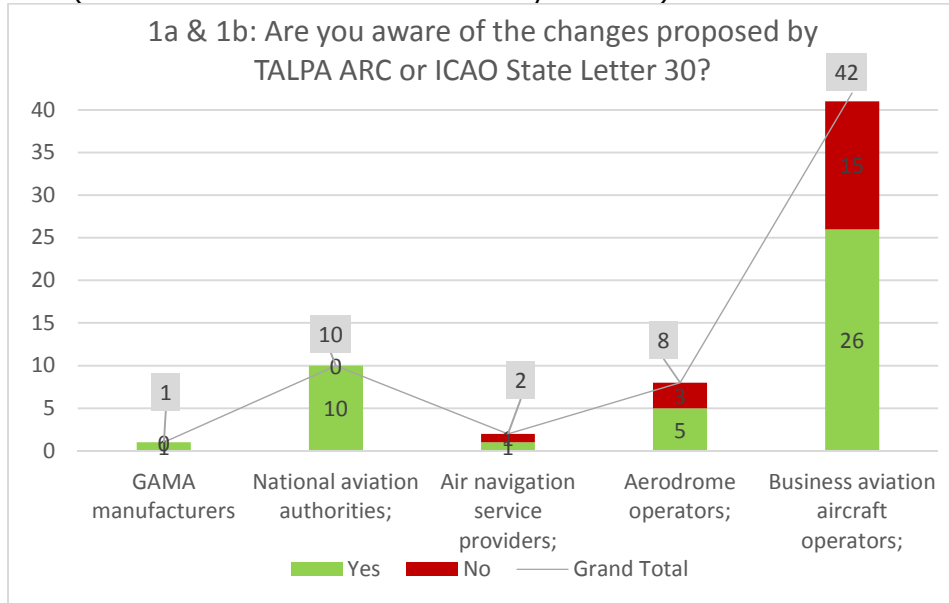




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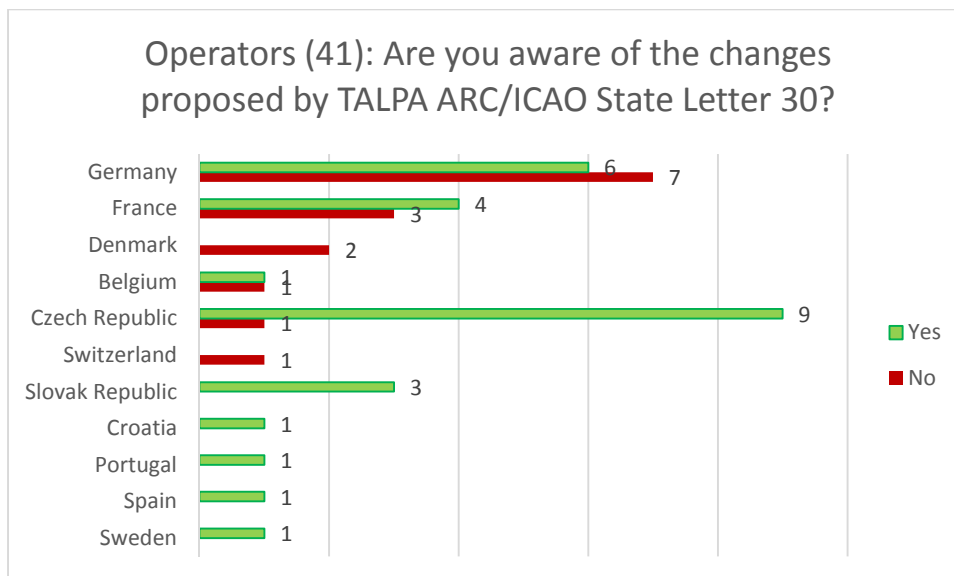
3. Are you aware of the changes proposed by TALPA ARC or ICAO State Letter 30?

Note: this question was asked to all participants in the survey but it was divided in two sets (1a for authorities and 1b for everyone else). Total number of respondents:74



Source: question 1a and 1b

Note: the below graph is a representation of the above one but filtered only for business aviation aircraft operators and shown by country. Total number of respondents:41



Source: question 1b

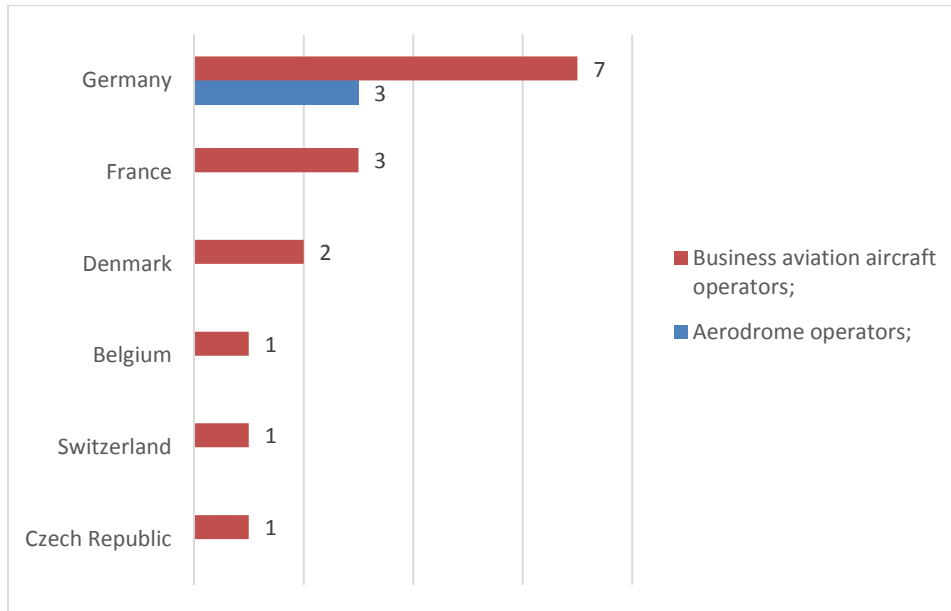




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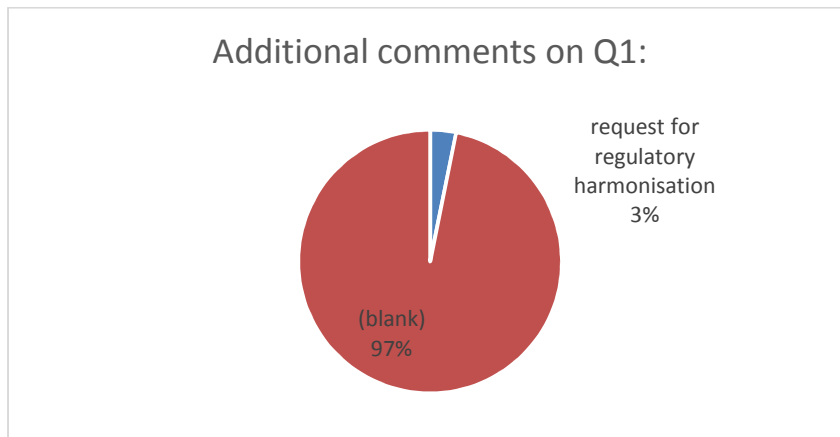
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3.2. Organisations other than authorities that are not aware of the proposed changes:



Source: question 1b

3.3. Additional comments



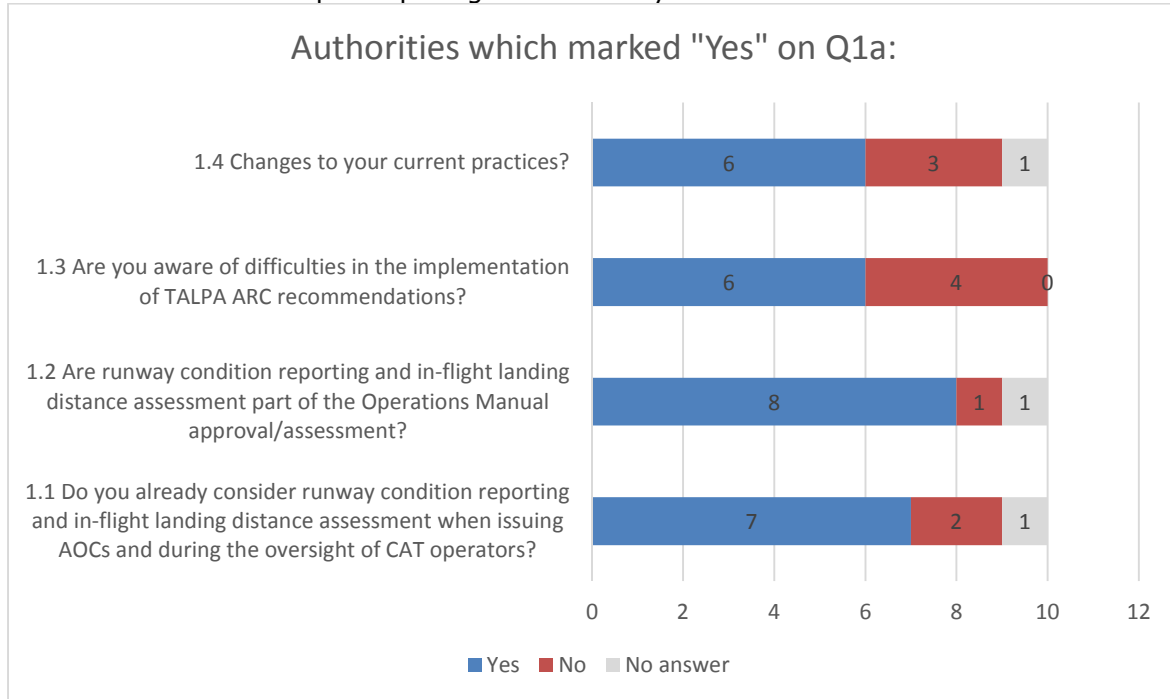


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3.4. Authorities that are aware of the proposed changes were also asked 4 additional questions:

Note: Total number of participating in the survey authorities:10



Source: question 1.1; 1.2; 1.3; 1.4

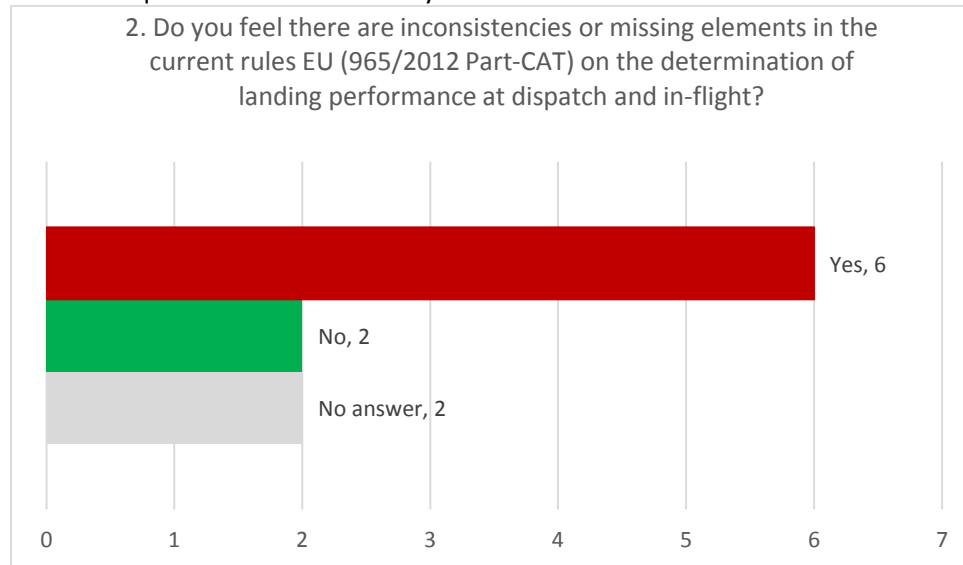




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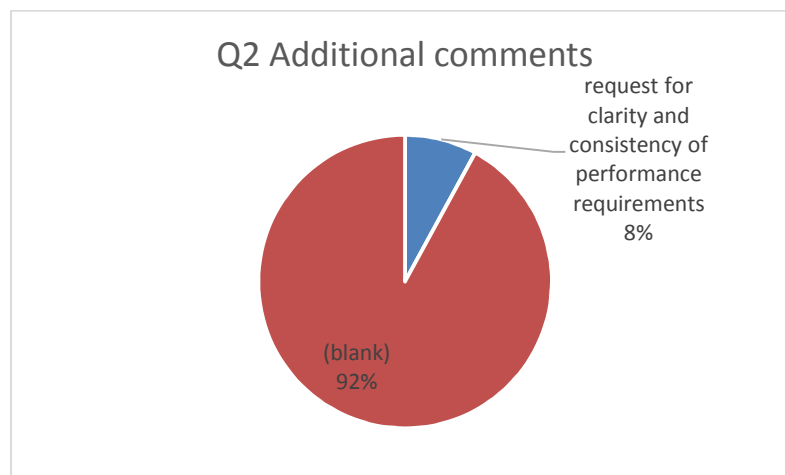
3.5. Do you feel there are inconsistencies or missing elements in the current rules EU (965/2012 Part-CAT) on the determination of landing performance at dispatch and in-flight?

Note: this questions was asked only to authorities. Total number: 10



Source: question 2

3.6. Additional comments



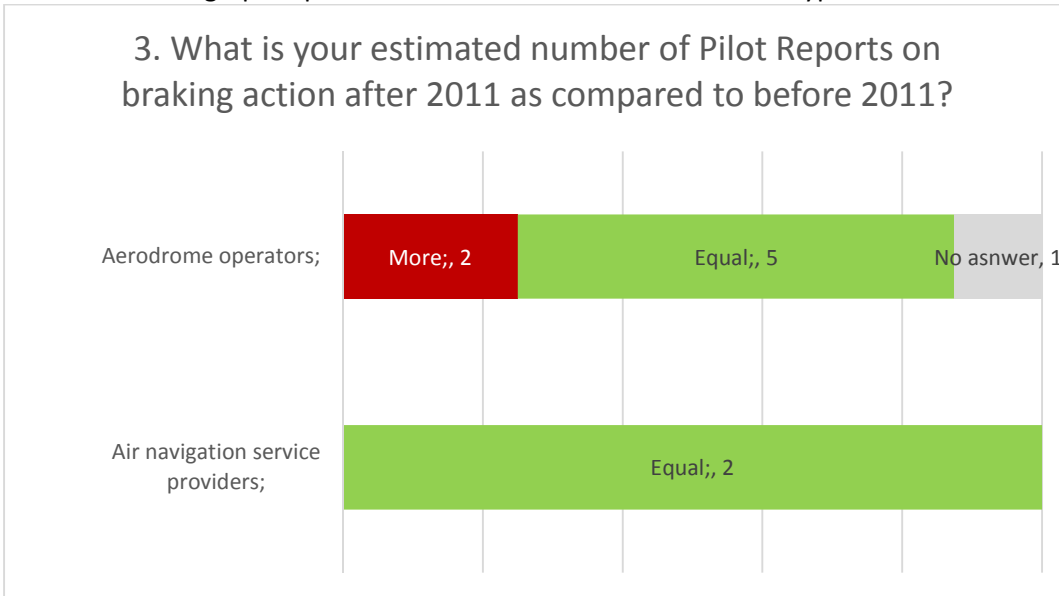


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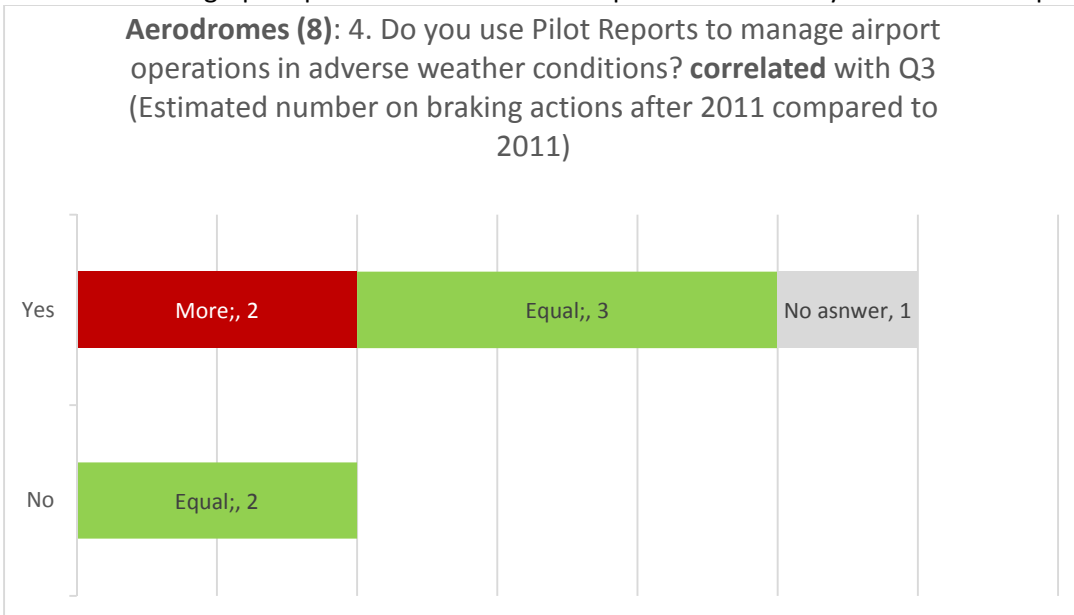
4. Air navigation service providers and aerodrome operators section

Note: the below graph represents answers from both stakeholder types



Source: question 3

Note: the below graph represents answers from a question asked only to aerodrome operators



Source: question 4

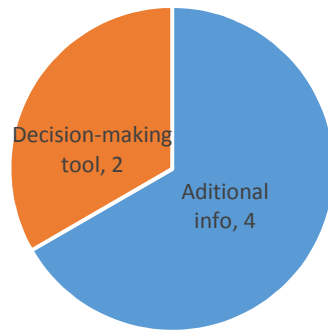




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Note: the below graph represents answers from a question asked only to aerodrome operators

Aerodromes (8): 4.a. How do you use Pilot Reports to manage airport operations in adverse weather conditions?

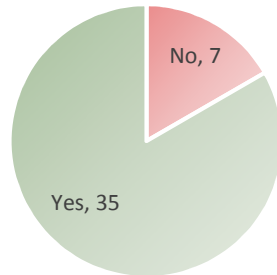




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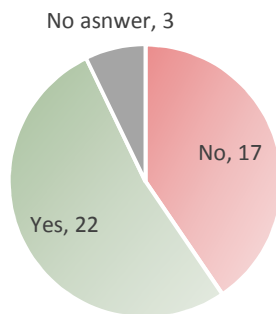
5. Business aviation aircraft operators section

Operators(41): 5. Do you have a SMS that addresses take-off and landing performance?



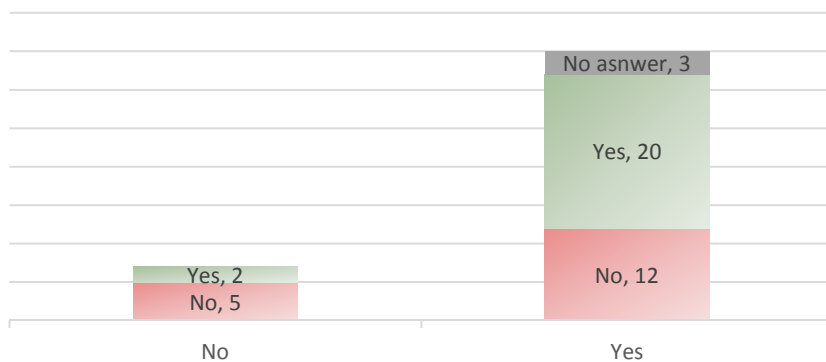
Source: question 5

Operators (41): 6. Do you have a FDM programme related to approach?



Source: question 6

Operators(41): Do you have SMS that addresses take-off and landing correlated with FDM related to approach?



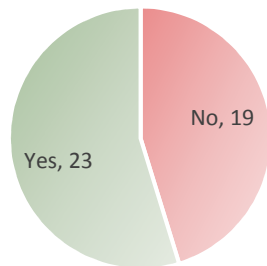
Source: question 5 and 6





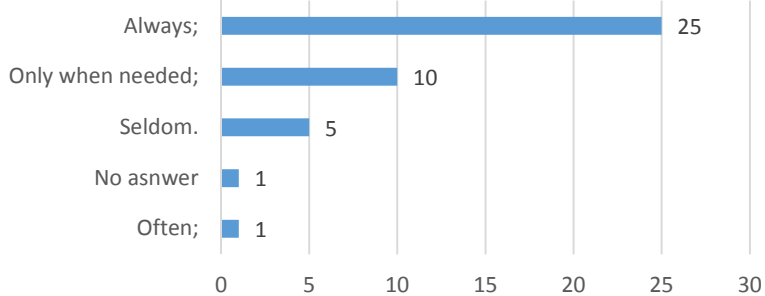
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Operators (41):7. Do you have a FDM programme related to landing performance?



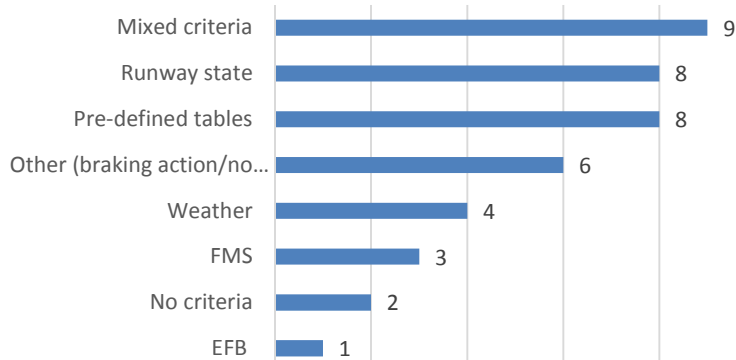
Source: question 7

Operators (41): 8. To which extent are in-flight landing distance assessments performed before landing?



Source: question 8

Operators(41):9. If in-flight landing distance assessments are performed before landing, which criteria do you use?



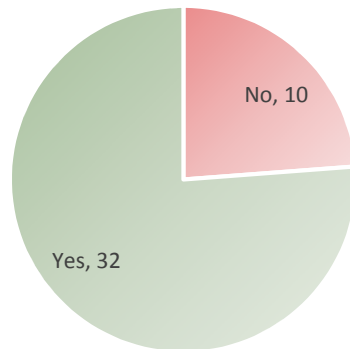
Source: question 9





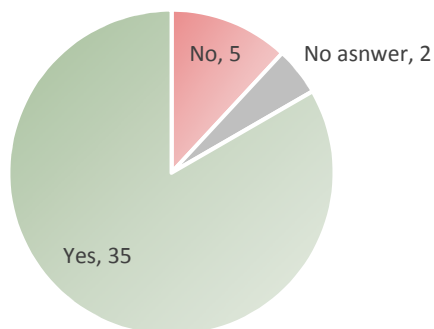
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Operators(41):10. Do your crews submit PIREPS on contaminated or slippery runways?



Source: question 10

Operators(41):11. Is training provided to establish what a slippery runway is?

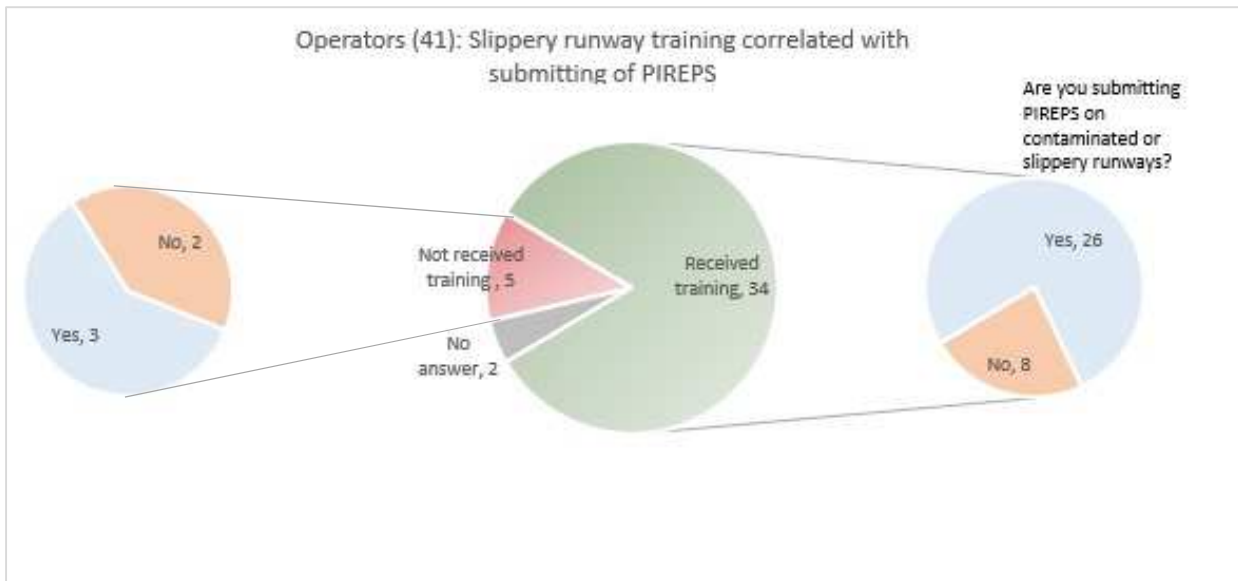


Source: question 11

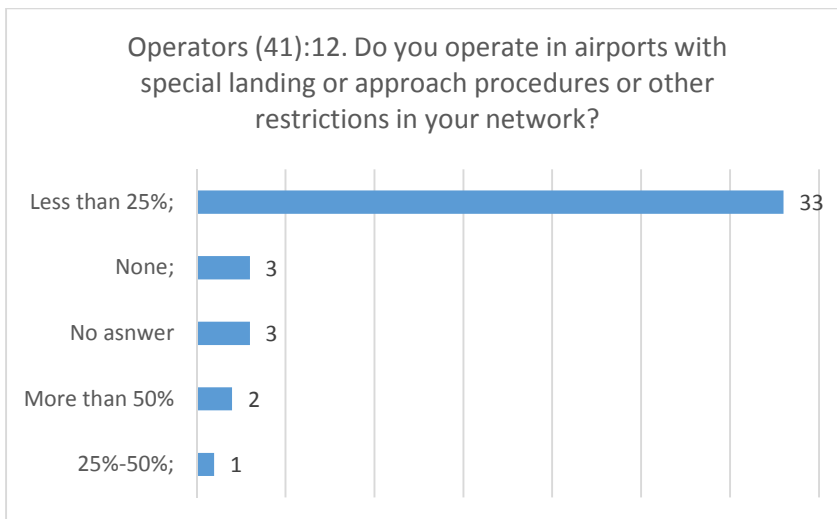




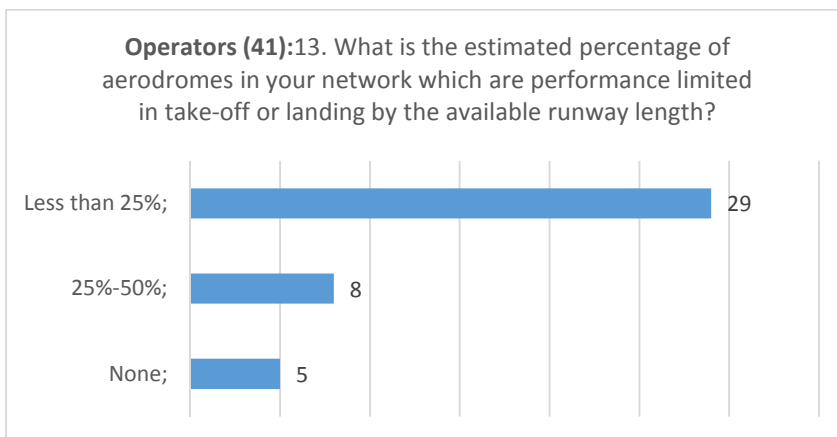
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Source: question 10 and 11



Source: question 12



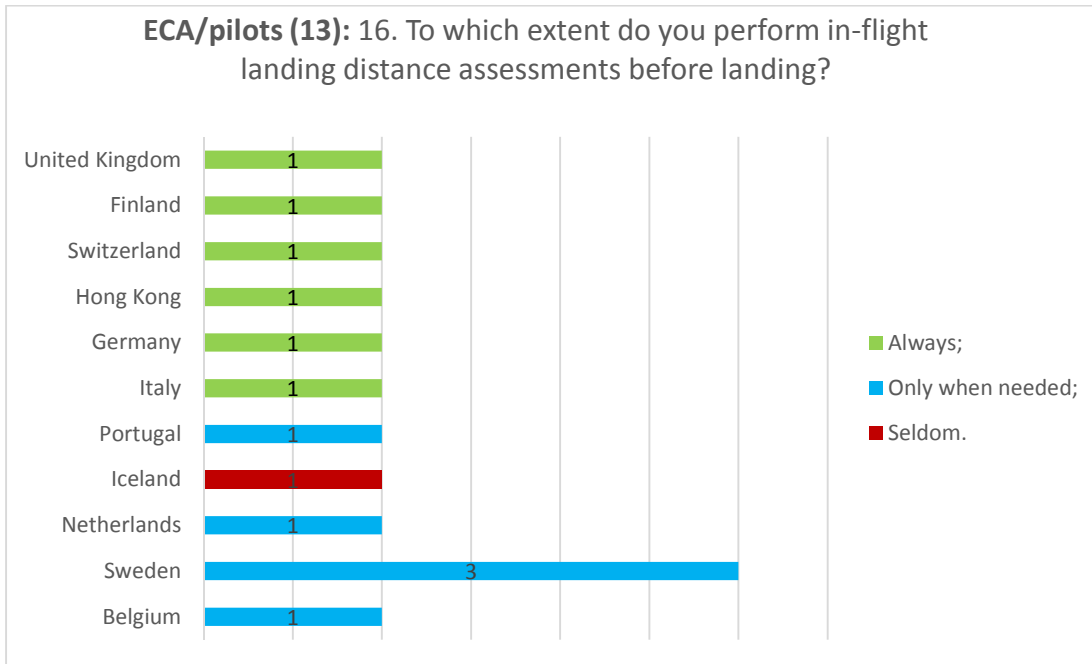
Source: question 13



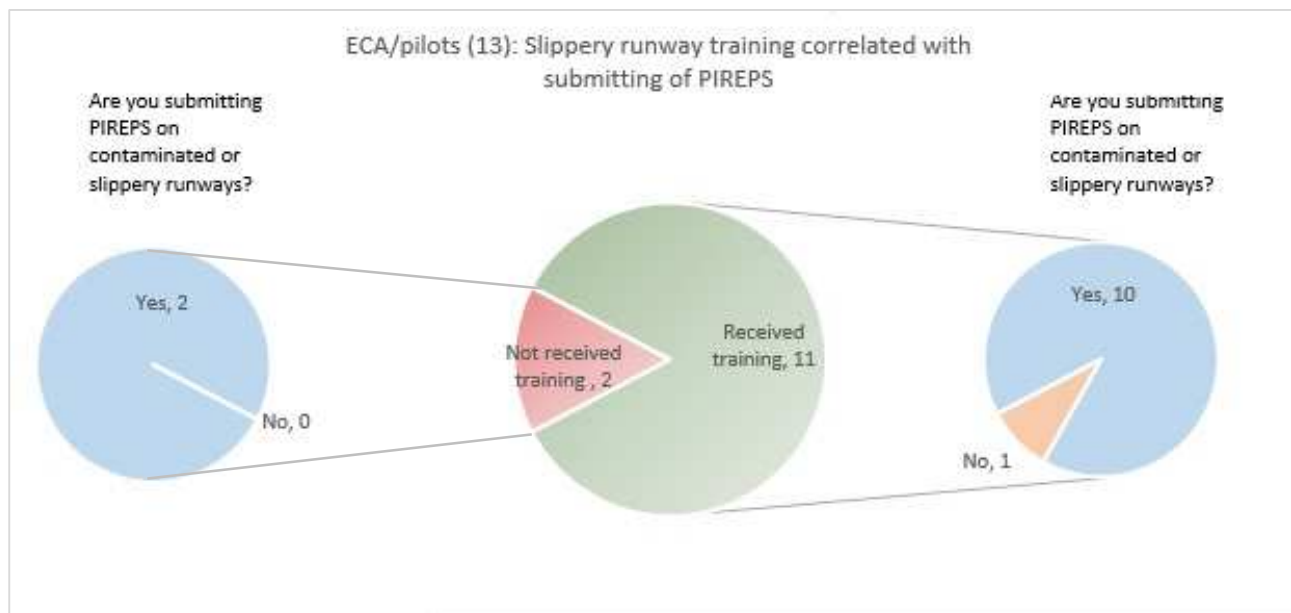


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6. ECA/pilots section



Source: question 16



Source: question 17 and 18





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7. Appendices

7.1. *Appendix 2 – Template for survey sent in December 2015*



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