



GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION

OPERATIONS CIRCULAR 1 OF 2019

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Subject: Guidelines for Operation to/from Airports with Performance Limiting Conditions.

1. INTRODUCTION

Temperature, pressure, prevailing winds, elevation, runway condition (wet/dry), runway slope, runway dimensions, clearway, stop way, obstacles, aircraft status (MEL/CDL), etc. all influence aircraft performance during take-off, approach, landing and missed approach phases. Certain combination of these conditions may limit the performance of aircraft at a given airfield. Operating to / from these airports would require specific procedures, higher skill sets and experience level of pilots.

2. PURPOSE

This circular lays down guidelines for operators and crew when operating to/from airports under performance limiting conditions.

3. OPERATORS' CONSIDERATIONS

3.1 Operator should identify conditions and/or airports that are likely to be performance limiting at certain times. While it should be clearly understood that combination of prevailing operating conditions and aircraft technical status can have performance limiting effect at any airport, all operators should identify specific airports which, in their area of operations may be performance limiting for reasons like higher elevation, seasonally higher temperatures, runway condition, frequent tail winds on approach and smaller runway dimensions. When operating to these airports, the operating crew should be provided with guidance on the following aspects:

3.2 Effects of these limiting conditions on aircraft performance.

3.3 Company policy on calculation of RTOW / Max Landing weight and for SLF (Supervised line flying) and STL (Supervised Take-off and landing) should be well defined.

3.4 Training requirement for operating under these conditions should be laid down especially with respect to SLF. Operators should have very clear guidelines of the conditions under which SLF can be conducted. Here it is important for operators to differentiate between SLF and STL. SLF is always under supervision of a training Capt. While the same may not be applicable To STL. An operator's policy in this regard shall be approved by the DGCA based on operator's past operating experience and safety record.

3.5 The Operator should prepare an SOP for operating to performance limiting airports. The SOP should include at least the following aspects:

- i) Temperature and crosswind/tailwind limitations.
- ii) Recommended configuration for T/O and Landing.
- iii) Recommended thrust and bleed setting for T/O.
- iv) Recommended braking technique including use of thrust reversers.
- v) Operations during wet/contaminated runway, including braking condition.
- vi) Special engine out procedure as applicable.
- vii) Minimum crew experience.
- viii) Training and experience requirements.
- ix) Approach and landing technique including stabilized approach procedures and mandatory go around in case of un-stabilized approach/landing.
- x) MEL/CDL requirements for such operations.
- xi) Understanding the runway length requirement at planning stage and in-flight stage.
- xii) Need to ensure that latest weather, including runway condition, is available during departure and arrival stage.

4. CONSIDERATIONS BY OPERATING CREW

- 4.1 The crew should meet the currency and training requirements.
- 4.2 The crew should be thoroughly familiar with the SOPs.
- 4.3 Special care should be taken when calculating T/O or Landing performance. Performance should be checked independently by each crew.
- 4.4 MEL/CDL requirements should be followed.
- 4.5 Stabilized approach procedures and correct landing technique should be followed.
- 4.6 Missed approach should be executed in case of un-stabilized approach/landing.
- 4.7 No supervised T/O or landing should be carried out where not permitted as per company procedures.
- 4.8 In case of pvt operators, due consideration to requirements of para 3.5 should be given by the flight crew.

5. The Air Safety Circular No. 2 of 2018 stands withdrawn

Sd/-
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