3.4 AIRCRAFT OPERATOR

REF	FLIGHT PHASE	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.4.1	GENERAL	Aircraft operators are encouraged to participate in safety information sharing networks to facilitate the free exchange of relevant information on actual and potential safety deficiencies.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.2	GENERAL	The aircraft operator should include and monitor aircraft parameters related to potential runway excursions in their Flight Data Monitoring (FDM) program.	Aircraft Operator	02 January 2014	APPENDIX E
3.4.3	GENERAL	The aircraft operator should include runway excursion prevention in their training program. This training should be done using realistic scenarios.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.4	GENERAL	The aircraft operator should consider equipping their aircraft fleet with technical solutions to prevent runway excursions.	Aircraft Operator	02 January 2018	APPENDIX E
3.4.5	GENERAL	The aircraft operator should consider equipping their aircraft fleet with data-link systems (e.g. ACARS) to allow flight crews to obtain the latest weather (D-ATIS) without one pilot leaving the active frequency.	Aircraft Operator	03 June 2015	APPENDIX E
3.4.6	GENERAL	The aircraft operator should report to the ANSP if approach procedures or ATC practices at an airport prevent flight crew from complying with the published approach procedures and their stabilised approach criteria.	Aircraft Operator	Immediate	APPENDIX E
3.4.7	GENERAL	The aircraft operator should ensure the importance of a stabilised approach and compliance with final approach procedures is included in briefing for flight crews. The commander should not accept requests from ATC to perform non-standard manoeuvres when they are conflicting with the safety of the flight.	Aircraft Operator	Immediate	APPENDIX E
3.4.8	GENERAL	The Commander should not accept a late runway change unless for safety reasons. A briefing and if needed flight management computer (FMC) preparation must be completed (e.g. before leaving the gate or starting the final approach).	Aircraft Operator	Immediate	APPENDIX E
3.4.9	GENERAL	If the Commander should request a more favourable runway for Takeoff or Landing for safety reasons, the safety reason is to be declared to Air Traffic Control.	Aircraft Operator	Immediate	APPENDIX E
3.4.10	WEATHER	The Commander, shortly before takeoff and landing, shall verify that the actual weather conditions are similar or conservative compared to the weather data used for the takeoff performance calculations and the in-flight landing distance assessment.	Aircraft Operator	Immediate	APPENDIX E
3.4.11	CROSS WIND OPERATIONS	The aircraft operator should publish the Aircraft's Crosswind Limitations with specific guidance on the runway condition and the gust component.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.12	CROSS WIND OPERATIONS	The aircraft operator should publish specific guidance on takeoff and landing techniques with cross wind; and/or wet or contaminated runway conditions and the correct use of the nose wheel steering. Appropriate training must be provided.	Aircraft Operator	31 May 2013	APPENDIX E

3.4 AIRCRAFT OPERATOR

REF	FLIGHT PHASE	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.4.13	TAKEOFF	The aircraft operator should ensure their standard operating procedure (SOP) requires the flight crew to perform independent determination of takeoff data and crosscheck the results. The aircraft operator should ensure their Standard Operating Procedures include flight crew cross-checking the 'load and trim sheet' and 'performance' data input into the Flight Management Computer (FMC).	Aircraft Operator	31 May 2013	APPENDIX E
3.4.14	TAKEOFF	The aircraft operator should publish the rejected takeoff decision making process. Appropriate training should be provided.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.15	CRUISE	The aircraft operator should publish and provide training on the company policy regarding in-flight assessment of landing performance. Flight crew must be advised whether company landing distance data relates to unfactored or operational distances. In the case of unfactored distances the company should provide the safety margin to be used in normal and abnormal conditions.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.16	APPROACH	The aircraft operator must publish the company policy, procedure and guidance regarding the go-around decision. It should be clearly stated that a go-around should be initiated at any time the safe outcome of the landing is not assured. Appropriate training must be provided.	Aircraft Operator	Immediate	APPENDIX E
3.4.17	APPROACH	When accepting the landing runway the Commander should consider the following factors: weather conditions (in particular cross and tailwind), runway condition (dry, wet or contaminated), inoperable equipment and aircraft performance. Except in conditions that may favour a non precision approach, when more than one approach procedure exists, a precision approach should be the preferred option.	Aircraft Operator	Immediate	APPENDIX E
3.4.18	APPROACH	The aircraft operator must publish Company Criteria for stabilised approaches in their Operation Manual. Flight crew must go-around if their aircraft does not meet the stabilised approach criteria at the stabilisation height or, if any of the stabilised approach criteria are not met between the stabilisation height and the landing. Company guidance and training must be provided to flight crew for both cases.	Aircraft Operator	Immediate	APPENDIX E
3.4.19	APPROACH	The aircraft operator should publish a standard operating procedure describing the pilot non flying duties of closely monitoring the flight parameters during the approach and landing. Any deviation from company stabilised approach criteria should be announced to the pilot flying using standard call outs.	Aircraft Operator	Immediate	APPENDIX E

REF	FLIGHT PHASE	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.4.20	APPROACH	The aircraft operator should publish guidelines on the use of autoland when low visibility procedures (LVP) are not in force. Flight crew that practice automatic landings without LVP in force should take into account the status of the protected area for the Localiser signal. Flight crew should fully brief such practice manoeuvres, in particular, readiness to disconnect the autoland / automatic rollout function and land manually, or go-around.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.21	LANDING	The aircraft operator should publish the standard operating procedure regarding a touchdown within the appropriate touchdown zone and ensure appropriate training is provided.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.22	LANDING	The aircraft operator should publish the appropriate landing technique for landing on wet or contaminated runway and ensure appropriate training is provided. Flight crew should be made aware of the risks of landing on wet/contaminated runway in combination with crosswind conditions.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.23	LANDING	The aircraft operator should publish and provide training on the company policy regarding in-flight assessment of landing performance. Flight crew must be advised whether company landing distance data relates to unfactored or operational distances. In the case of unfactored distances the company should provide the safety margin to be used in normal and abnormal conditions.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.24	LANDING	Flight crew should use full reverse on wet/contaminated runways irrespective of any noise related restriction on their use unless this causes controllability issues. It is important that the application of all stopping devices including reverse thrust is made immediately after touchdown without any delay.	Aircraft Operator	Immediate	APPENDIX E
3.4.25	LANDING	The aircraft operator should publish the standard operating procedure on the pilot non flying duties of closely monitoring the activation of the stopping devices on landing and call out any omission to the pilot flying. Appropriate training must be provided.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.26	LANDING	The aircraft operator should include specific recovery techniques from hard and bounced landings in their training program.	Aircraft Operator	31 May 2013	APPENDIX E
3.4.27	LANDING	In cases where an aircraft operator accepts landing long as a practice, the practice should be safety risk assessed, with a published policy and standard operating procedure supported by appropriate flight crew training.	Aircraft Operator	31 May 2013	APPENDIX E