3.7 EASA

NEW REF	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.7.1	Establish and implement one consistent method of contaminated runway surface condition assessment and reporting by the aerodrome operator for use by aircraft operators. Ensure the relation of this report to aircraft performance as published by aircraft manufacturers.	EASA	31 December 2017	APPENDIX H
3.7.2	Establish and implement one consistent method of calculation of crosswind limits for use by aircraft manufacturers and aircraft operators.	EASA	01 June 2015	APPENDIX H
3.7.3	It is recommended that aircraft operators always conduct an in-flight assessment of the landing performance prior to landing. Note: Apply an appropriate margin to these results.	EASA	31 December 2017	APPENDIX H
3.7.4	Establish harmonised criteria for the approval of Electronic Flight Bags. The criteria to be used by aircraft manufacturers and electronic flight bag providers.	EASA	01 October 2013	APPENDIX H
3.7.5	Ensure Standard Operating Procedures take account of pertinent items to prevent runway excursions e.g. full use of braking devices, including reverse thrust, prohibit the use of aerodyn.	EASA	31 December 2017	APPENDIX H
3.7.6	Ensure that training curricula for flight crew and other operational staff working on the approach sector or, on or near the runway, fully considers the risk of runway excursions.	EASA	31 December 2013	APPENDIX H
3.7.7	Noise mitigation rules should not increase, and, should seek to reduce where possible, the risk of a runway excursion. Noise mitigation rules that could potentially adversely affect the risk of a runway excursion should undergo a risk assessment.	EASA	Immediate	APPENDIX H
3.7.8	Identify and raise awareness of contributory and causal factors for runway excursions that could be used as safety performance indicators to monitor the risk of a runway excursion.	EASA	17 June 2013	APPENDIX H
3.7.9	Ensure that States promote the establishment of safety information sharing networks among all users of the aviation system and facilitate the free exchange of information on actual and potential safety deficiencies.	EASA	17 June 2013	APPENDIX H
3.7.10	Sponsor research on the impact of fluid contaminants of varying depth on aircraft stopping performance, also accounting for the impact of lower aquaplane speeds of modern aircraft tyres. EASA should research the impact of lower aquaplane speeds of modern aircraft tyres on aircraft performance.	EASA	01 June 2015	APPENDIX H
3.7.11	Develop rulemaking for the approval of on-board real-time crew alerting systems that make energy based assessments of predicted stopping distance versus landing distance available, and mandate the installation of such systems.	EASA	01 October 2013	APPENDIX H