CHAPTER 25 LANDING PERFORMANCE

25.01 Purpose

For subregulation 91.800 (2), this Chapter prescribes requirements relating to landing performance for a flight of an aircraft.

25.02 Landing performance for aeroplanes

(1) The pilot in command of an aeroplane during approach and landing must ensure that, from the time the aeroplane descends below the minimum height for the flight in accordance with regulation 91.265, 91.267, 91.277 or 91.305 (as applicable), the aeroplane has the performance to clear all obstacles by a safe margin.

(2) For subsection (1), the pilot in command must determine the performance of the aeroplane from any 1 of the following:

(a) the AFM;

(b) the manufacturer's data manual (if any);

(c) other data approved under Part 21 of CASR for the purpose.

(3) For subsection (2), the pilot in command must take the following into account:

(a) the landing distance available;

(b) the pressure altitude and temperature;

(c) the gradient of the runway in the direction of the landing;

(d) the wind direction, speed and characteristics;

(e) the landing weather forecast;

(f) the obstacles in the approach flight path and missed approach flight path.

25.03 Landing performance rotorcraft — general

(1) The pilot in command of a rotorcraft during approach and landing must ensure that, from the time the rotorcraft descends below the minimum height for the flight in accordance with regulation 91.265, 91.267, 91.277 or 91.305 (as applicable), the rotorcraft has the performance to clear all obstacles by a safe margin.

(2) For subsection (1), the pilot in command must determine the performance of the rotorcraft from any 1 of the following:

(a) the AFM;

(b) the manufacturer's data manual (if any);

(c) other data approved under Part 21 of CASR for the purpose.

(3) For subsection (2), the pilot in command must take the following into account:

(a) the FATO distance available;

(b) the adequacy of the size of the planned destination aerodromes and any alternate aerodromes;

(c) the pressure altitude and temperature;

(d) the gradient of the approach and any missed approach;

(e) either:

(i) the wind direction, speed and characteristics — if known; or

(ii) zero wind — if the matters mentioned in subparagraph (i) are unknown;

(f) the en route and destination weather forecast;

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(g) the obstacles in the vicinity of the approach flight path and the missed approach flight path.

25.04 Landing performance for rotorcraft — Category A rotorcraft within a populous area

(1) This section applies to a rotorcraft that:

(a) is a Category A rotorcraft which is not being operated in accordance with its category B supplement in the AFM (the ***rotorcraft***); and

(b) takes off from a place in a populous area that is both of the following (the ***relevant HLS***):

(i) a non-certified aerodrome (including an HLS);

(ii) an aerodrome that is not used for the regular take-off or landing of aircraft.

(2) The pilot in command of the rotorcraft may land at the relevant HLS only if:

(a) the performance of the rotorcraft is sufficient to comply with the Category A procedure for landing and missed approach at the relevant HLS; and

(b) in the event that an engine becomes inoperative — the pilot in command can ensure that the rotorcraft will maintain an obstacle clear approach gradient, including any missed approach.

Note 1 In the event of an engine failure at or after the landing decision point, the Category A procedure allows a continued approach clear of persons and property, and a landing within the landing distance available at the HLS.

Note 2 ***Category A rotorcraft*** is defined in section 1.07.

25.05 Landing performance for rotorcraft — Category B rotorcraft within a populous area

(1) This section applies to a rotorcraft that:

(a) is a Category B rotorcraft (the ***rotorcraft***); and

(b) takes off from a place in a populous area that is both of the following (the ***relevant HLS***):

(i) a non-certified aerodrome (including an HLS);

(ii) an aerodrome that is not used for the regular take-off or landing of aircraft.

(2) The pilot in command of the rotorcraft may land at the relevant HLS only if:

(a) the performance of the rotorcraft is sufficient to:

(i) avoid obstacles during the landing and any missed approach stage of the flight; and

(ii) autorotate or fly clear of persons or property in the event of an engine failure; and

(iii) where the area is a confined area for the rotorcraft — hover out of ground effect for the landing; and

(b) as far as practicable, the pilot in command provides for a planned landing profile that minimises time within the avoid area of the HV curve.

Note For the ***avoid area of the HV curve*** — see section 1.07.