



Civil Aviation Authority
SAFETY DIRECTIVE
Number: SD–2023/002



Issued: 6 October 2023

CAT.POL.A.230 and CAT.POL.A.235 Landing – Dispatch Requirements

This Safety and Operational Directive contains mandatory action that is required to restore an acceptable level of safety. It is issued in accordance with Article 248 of the Air Navigation Order 2016 and Article 70 of UK Regulation (EU) 2018/1139.

Recipients must ensure that this Directive is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisation and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All UK Aeroplane AOC Holders
Licensed Personnel:	All Commercial Air Transport Pilots

References

In this Safety and Operational Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced hereafter as “UK Regulation (EU) year/number” or “UK Regulation (EU) No. number/year”.

1 Introduction

- 1.1 This Safety Directive (SD) and Operational Directive (OD) at Annex A is applicable to UK AOC Operators and pilots conducting Commercial Air Transport (CAT) aeroplane operations.
- 1.2 The current text defining the requirements for determining maximum landing mass permissible at the destination aerodrome and at any alternate aerodrome contained in UK Regulation (EU) No. 965/2012 CAT.POL.A.230 and CAT.POL.A.235 could be interpreted in a way that leads to an unsafe condition.
- 1.3 The purpose of this SD & OD is to ensure any current ambiguities in the applicable requirements are removed.
- 1.4 The relevant Implementing Rules (CAT.POL.A.230 and CAT.POL.A.235) will be amended accordingly at the next available regulatory revision.

2 Compliance/Action to be Taken

2.1 Background

CAT.POL.A.230 Landing – dry runways and CAT.POL.A.235 Landing – wet and contaminated runways, as published, have stated at point (e), that for dispatching the aeroplane, the aeroplane shall land on either the most favourable runway in still air or the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.

The effect of this wording means that potentially, the requirement to be able to land within 60% of the landing distance available (LDA), for turbojet aircraft and 70% of the LDA for turboprops will not be met for the most likely available runway.

2.2 Regulatory Amendment and Compliance

The relevant Implementing Rules will be amended in due course but in the interim, the requirements in Annex A Operational Directive, must be observed by UK AOC operators and pilots conducting Commercial Air Transport Flights, instead of the relevant provisions mentioned as they currently apply under UK Regulation (EU) No. 965/2012 Annex IV.

3 Queries

- 3.1 Operators wishing to make any inquiry or requests for further guidance as a result of this communication, should contact their assigned FOI if a UK operator, or in all other cases the CAA Flight Operations Department commsflightops@caa.co.uk.

4 Cancellation

- 4.1 This Directive will remain in force until further notice.

Signed: Glenn Bradley

Date: 6 October 2023

Annex A - Operational Directive

1. The Civil Aviation Authority (CAA), in exercise of its powers under article 248 of the Air Navigation Order 2016 ('the Order'), and subject to, and in accordance with, Article 70 of UK Regulation (EU) 2018/1139, directs UK AOC operators and pilots engaged in Commercial Air Transport operations which are operated by an operator for whom the CAA is the competent authority to comply with the requirements set out in paragraph 3 and 4.
2. This Directive is made in the interests of safe operations for the reasons in paragraphs 1 and 2 of the SD above.

Requirements

3. Operators and pilots shall comply with the amended requirements of UK Regulation (EU) No. 965/2012 Annex IV set out in paragraph 4.
4. Amended requirements of UK Regulation (EU) No. 965/2012 Annex IV
CAT.POL.A.230(e) Landing – dry runways

(e) For dispatching the aeroplane, the aeroplane shall:

(1) land on the most favourable runway, in still air; and

(2) land on the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.

CAT.POL.A.235(e) Landing – wet and contaminated runways

(e) For dispatching the aeroplane, the aeroplane shall:

(1) land on the most favourable runway, in still air; and

(2) land on the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.

Commencement

7. This Directive comes into force on 6 October 2023 and will remain in force until revoked by the CAA.