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Issue: 1

27 May 2019

Crosswind Limits for Landing and Takeoff

This Operational Directive contains information that is intended for mandatory compliance.

Recipients are asked to ensure that this Operational Directive is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

1. Reason and Explanation

1.1 The Authority has recognised that many operators have included in their operational documentation (Operations Manual, Checklists etc...) a repetition of the Aircraft Flight Manual Statement of the maximum demonstrated crosswind limit.

1.2 It should be recognised that the certification standards do not require testing to establish the maximum crosswind limit. Other characteristics of the rules dictate:

- Only dry runways have to be considered,
- It is not clear if the wind velocity includes gusts or not,
- No crosswind limits have to be established, only demonstrated values.

Furthermore, adjustments for runway condition, runway width, and visibility are not considered during the crosswind certification. Due regard also has to be given to that fact that such demonstrations are being undertaken by expert test pilots.

1.3 It is not uncommon that after the aircraft is certified, that the manufacturer provide other associated data on factors such a surface condition. These may be obtained by further flight testing, engineering simulations and/or modelling. This data may be obtained in lower level operational documentations such as Flight Crew Operating Manuals or Quick Reference Handbooks.

1.4 It is therefore not sufficient to repeat a statement in an AFM that a particular crosswind component has been found to be acceptable.

1.5 EASA Air OPS does not specifically address the issue of establishment of crosswind limits for landing and takeoff.

1.6 The purpose of this Operational Directive is to set a requirement for the establishment of crosswind limits for landing and takeoff by operators conducting operations under Part CAT, SPO, NCC and NCO.

1.7 The contents and requirement of this Operational Directive was previously issued by Safety Directive SD 2018-06 issued 18th April 2018.

2. Operational Directive and Applicability

2.1 The Authority, in exercise of its powers under regulation 85 of the Civil Aviation (Safety) Regulations 2017, directs the operator ('a specified operator') of any aircraft which is:

(a) registered in the Seychelles; and

(b) conducting operations under Part CAT, SPO, NCC and NCO:

to comply with the requirements set out in paragraphs 3 of this directive.

3. Requirement: Operator Responsibility

3.1 All operators shall establish and document as part of the Operations Manual in unequivocal terms, a company policy on limits in regards to crosswind landing and takeoff.

3.2 The establishment of the limits shall take into account the following:

- a) Manufacturer limits and guidance on the issue
- b) Consideration of gusts in their crosswind limits
- c) Consideration of limits for wet and contaminated runways
- d) Consideration of crosswind limits for reduced visibility
- e) Consideration to account for runway width
- f) Consideration for reduced crosswind limits for less experienced pilots

3.3 The above assessment should be accompanied by a risk assessment framework established by the operator's Safety Management System (SMS).

3.4 The policy may include a special caveat for the allowance of pilot discretion to increase the limits based on personal minima based on their experience and capabilities.

4. Queries

4.1 Any queries as a result of this Operational Directive should be addressed to Head of Flight Operations and Flight Crew Licensing Inspectorate at the following e-mail address: hfo@scaa.sc

5. Revocation and Commencement

5.1 This Operational Directive comes into force **27th May 2019** and will remain in force until revoked by the Authority.

Head Flight Operations and Flight Crew Licensing Inspectorate