



Landing Limitation: Destination Airports CFR 135.385

No person operating a turbine engine powered large transport category airplane may take off that airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight (in accordance with the landing distance in the Airplane Flight Manual for the elevation of the destination airport and the wind conditions expected there at the time of landing), would allow a full stop landing at the intended destination airport within 60 percent of the effective length of each runway described below from a point 50 feet above the intersection of the obstruction clearance plane and the runway. Landing distance within 60% of the available runway may be computed by dividing the published landing distance by .6 or crew members may use the "Factored Landing Distance" in which that computation is already completed.

Wet or slippery runways (CFR 135.385)

CREAMER PILOT SERVICES, LLC and its PIC will not take off a turbojet airplane when the appropriate weather reports or forecasts, PIREP's or any combination of them, indicate that the runways at the destination airport may be wet or slippery at the estimated time of arrival unless the effective runway length at the destination airport is at least 115 percent of the runway length required under Landing Limitation Destination Airports above this section.

The landing weight is determined in the manifest prepared using the FltPlan.com weight and balance tool during preflight preparation, or if FltPlan.com is not available, using the weight and balance data in the AFM. Once the landing weight is determined, the landing distance will be determined from data contained in the AFM or QRH, then divided by .6, (Factored Landing Distance may be used in lieu of landing distance) and the result multiplied by 1.15. Example: the AFM shows dry runway landing distance at 3000 feet. $3000 / .6 = 5000$ feet $\times 1.15 = 5750$ feet of runway required.

Under the tab, Wet and Contaminated Runway Data located in the back of the Lear Jet AFM is contained advisory data for takeoff and landing correction factors. To use this data the crew would multiply the Takeoff or landing distance by the factors contained in the charts.

Authorized Alternate Airports - CFR 135.221, 135.387

No airport may be designated as an alternate airport unless the airplane at the weight anticipated at the ETA can be brought to a full stop landing within 60% of the effective runway. No airport may be designated as an alternate airport unless the weather reports indicate that the weather conditions will be at or above authorized alternate airport landing minimums for that airport at the ETA.

Stabilized Approaches

All approaches, whether IFR or VFR, will be conducted using the stabilized approach concept. A stabilized approach for turbojet aircraft means that the aircraft must be in an approved landing configuration (including a circling configuration, if appropriate), must maintain the proper approach speed with the engines spooled up, and must be established on the proper flight path before descending below the minimum stabilized approach height specified for the type of operation being conducted. These conditions must be maintained throughout the rest of the approach for it to be considered a stabilized approach. A stabilized approach must be established before descending below the following minimum stabilized approach heights:

- 500' HAA during VFR or visual approaches and during straight-in instrument approaches in VFR weather conditions.
- Circling MDA, not lower than 500' HAA, if a circling maneuver is to be conducted after completing an instrument approach.
- 1000' HAA or HAT during any straight-in instrument approach in instrument flight conditions.