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requires a maintenance inspection after any overweight landing. There are no adverse handling characteristics associated with overweight landings.

An overweight landing is generally recommended under the following conditions:
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Maximum Take Off and Landing Tailwind Component 15 kts Maximum Operation Altitude 41,000 ft Maximum Takeoff and Landing Altitude 8,400 ft Maximum demonstrated take off and landing crosswind is 33 kts (with winglets) or 36 kts (no winglets). Maximum difference between Captain and First Officer altitude is 75 feet. Maximum cabin pressure is 9.1 psi.

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Most aircraft type certifications will clear an overweight landing for a touchdown at or less than 6 ft/sec. Although many design safety margins may be compromised e.g. wind, drift, brake energy etc, the manoeuvre is perfectly safe; aircraft continue to follow aerodynamic and mechanical laws.

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