


<p style="text-align: center;">SOUTH AFRICAN</p>  <p style="text-align: center;">CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p> <p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>CAA Private Bag x73 Halfway House 1685</p>
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GENERAL

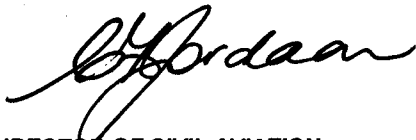
TRAINING

FLIGHT TRAINING: SIMULATED ENGINE FAILURE

1. *In order to provide guidance in respect of training flights where simulated engine failure emergencies are practiced at and away from aerodromes and to ensure compliance with the provisions of Regulations 91.01.10 Endangering safety, 91.06.1 Landing on roads, 91.06.32 Minimum heights, 91.07.26 In flight testing on passenger and cargo carrying flights and Part 91, subpart 9, Performance operating limitations, all Approved Training Organisations, Training Approved operators and Air Operators must include policies and procedures in their Training and Procedures Manual (TPM) or Flight Operations Manual (FOM), as applicable, regarding:*
 - (a) **Single Engine Aeroplanes.**
 - i. *Areas identified, suitable for simulating each type of engine failure practice, where a forced landing may be effected without undue risk to the occupants of the aircraft, persons or property on the ground in the event of an actual engine failure during the simulated engine failure practice;*
 - ii. *Heights AGL for initiating simulated engine failure practice; and*
 - iii. *Minimum height, which shall not be lower than 200 feet AGL, for initiating the go-around, unless the exercise is conducted on a runway.*
 - (b) **Multi-engine Aeroplanes.**
 - i. *Areas identified and heights specified where simulated engine failure practices may be carried out ensuring that, in the event of an actual engine failures, a safe approach and landing, or a safe drift down, can be execute at an aerodrome suitable for the aircraft class and type;*
 - ii. *The minimum height above the runway or upwind threshold at which a simulated **engine failure after take-off** may be initiated to ensure that the aircraft can be reconfigured for asymmetric flight and maintain altitude and obstacle clearance, or land back on the runway; and*
 - iii. *The minimum height at which a simulated engine inoperative missed approach must be initiated, in the general flying area or on the final approach for a specific runway, ensuring that the aircraft can be reconfigured to normal multi-engine operation and performance, if necessary.*
 - (c) **Single and Multi-engine Helicopters.**
 - i. *Areas identified where auto rotations may be practised;*
 - ii. *Minimum height at which simulated engine failures may be initiated for each helicopter and simulated engine failure type, as applicable; and*
 - iii. *Minimum height of recovery for each helicopter and simulated engine failure type, as applicable.*
2. **No engine failure practices may be carried out by deliberate shutting down of an engine. A throttle must be retarded to set zero thrust, as applicable.**

3. *In-flight restart practice must be approved as part of a training syllabus, at a height not lower than 2 000 feet AGL, and in a position from which a safe landing can be carried out in the event of an unsuccessful restart.*

Note: FAR/JAR Part 23 Performance certification does not require most of the MEP aircraft used for training to maintain higher than 400 feet AGL at a density altitude of 5 000 feet AGL once fully configured for cruise conditions (gear up, flaps retracted, inoperative engine feathered).

A handwritten signature in black ink, appearing to read 'C. Jordan', written in a cursive style.

DIRECTOR OF CIVIL AVIATION