

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
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OPERATIONAL OF AIRCRAFT

SAFETY

RETRACTION OF FLAP AFTER LANDING

□

∆ Indicates changes.

- ∆1. This AIC replaces AIC 21A16 dated 94-01-15.
2. During the past years several accidents were caused by pilot's activating the retraction of the landing gear with the intention of retracting the flap.
3. These accidents could have been prevented if the correct procedures were followed. Statistics reflected that in each case the retraction of the landing gear was initiated at a very early stage during the landing roll i.e. shortly after touch down.
4. For some aeroplane types, the pilot's operating handbook/owners manual recommends the retraction of flap shortly after landing (touch down) to ensure increased brake effectiveness by placing more weight on the undercarriage at an early stage of the landing roll. In most cases when a recommendation of this nature is made the aeroplane involved is fitted with a fixed undercarriage or the aeroplane is operated with two pilot's.
5. It is recommended that in cases where the pilot's operating handbook/owners manual recommends the practice of retracting the flap shortly after touch down, the pilot executing such a recommendation takes extra care not to retract the undercarriage instead of the flap. The stage, during the landing roll, where the flap is to be selected to retract must be carefully planned taking account of all the possible distractions affecting the pilot's concentration.
6. Pilot's who operate aeroplanes where the pilot's operating handbook/owners manual does not recommend the retraction of flap shortly after touch down are strongly advised to refrain from such practice in the interest of flying safety.

COMMISSIONER FOR CIVIL AVIATION