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InFO

Information for Operators

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An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Power settings during a Power-off 180° Accuracy Approach and Landing or during a Simulated Emergency Approach and Landing Conducted in Single-engine Turboprop Airplanes.

Purpose: This InFO serves to inform Title 14 of the Code of Federal Regulations (14 CFR) part 61 operators, part 141 pilot and provisional pilot schools, commercial pilot airplane applicants, and evaluators for practical tests the importance of avoiding excessive rates of descent during a Power-off 180° Accuracy Approach and Landing or an Emergency Approach and Landing (Simulated) when training and testing in accordance with Airplane Airman Certification Standards (ACS) in single-engine turboprop airplanes.

Background: Based on input from the public, and evaluation by the Federal Aviation Administration (FAA) Aircraft Evaluation Division (AED), the FAA considered whether the demonstration of a power-off maneuver (power set to idle) in a single-engine turboprop airplane provides a reasonable, safe, and appropriate measure of the applicant's risk management ability and flying skill.

Discussion: The Airplane Flying Handbook, FAA-H-8083-3 (as revised) describes techniques used for the power-off 180° accuracy approach and landing and for simulated engine failure. Practicing this maneuver enables pilots to develop procedures, judgement, and skills necessary to accomplish an approach without power and ensure an accurate and safe landing. The development of glide maneuvering competency and confidence is important when pilots are required to choose a landing area in an actual emergency. In certain turboprop airplanes, when the power is set to idle, the propeller will generate considerable drag, which may lead to an undesirable high rate of descent. Turboprop single-engine airplane checklists may include propeller feathering if an actual power failure occurs to reduce this rate of descent and to maximize the gliding distance. Propeller feathering is not an option when simulating a power off approach. However, if the manufacturer recommends propeller feathering during an actual engine failure, the pilots may set power to simulate the performance of the airplane with a feathered propeller during these maneuvers.

Recommended Action: All affected personnel, as identified in the purpose paragraph of this InFO, should review current procedures identified in the appropriate FAA approved airplane flight manuals. If the airplane manual or checklist calls for propeller feathering during an engine failure, or if an excessive or unsafe rate of descent occurs when the power is set to idle, pilots may set an appropriate power setting during training and testing of the maneuvers described above. The power setting, if other than idle, should simulate the condition expected with a feathered propeller.

Contact: Direct questions or comments regarding this InFO to the General Aviation and Commercial Division's Airmen Training and Certification Branch at (202) 267-1100 or via e-mail: 9-AFS-800-Correspondence@faa.gov.