

DESIGNATED PILOT EXAMINER ADVISORY GROUP WP-07

EXAMINER BULLETIN NO. 6

APRIL 25, 2003

SUBJECT: SIMULATED EMERGENCY APPROACH AND LANDING PROCEDURES AND SELECTION OF LANDING AREAS FOR PRIVATE, COMMERCIAL, AND CFI PRACTICAL TESTS. (AIRPLANE AND HELICOPTER)

A preflight briefing to include the following procedures and ground rules to be used during the Simulated Emergency Approach and Landing can avoid many of the misunderstandings and potential problems associated with the testing of this maneuver.

One of the ground rules to establish involves the selection of paved highways that may contain cars or areas in the proximity to any structures as simulated forces landing areas. Regulations clearly stipulate that maneuvers should not be continued to a point where they create an undue hazard or an annoyance to persons or property on the ground. This is an issue that is particularly important in noise sensitive areas where residents have complained about low flying aircraft. Since this maneuver will frequently result in the aircraft flying below 500 ft AGL, a simple way to eliminate this as an issue is to select an area where the maneuver is initiated so that it will provide the applicant with an adequate selection of landing sites that may include dirt roads, abandoned landing strips or fields in relatively uncongested areas.

The landing area selected by the applicant should be indicated to the examiner. However, should it become evident during the maneuver that the selected area is unsuitable because of unseen hazards, as an example, the applicant should be allowed to change the selected point provided that it can be done safely and in a timely manner. Also, while wind direction is important in determining the direction of landing, the main objective is for the applicant to demonstrate that the maneuver can be completed to a safe landing to the best area available under the circumstances. The applicant should also understand that the use of flaps or slips in combination is acceptable if done safely and allowed by the Pilots Operating Handbook. Excessive maneuvering at very low altitudes for any reason could be considered disqualifying.

The examiner may wish to indicate to the applicant that he will require controls for carburetor heat, alternate air, fuel selectors and magnetos to be manipulated and not just simulated as being moved. This will ensure that the proper use of these items is tested. For example, some students have not been taught to use carburetor heat properly because "we just don't get carburetor ice in Arizona" or because some flight school maintenance departments actively discourage its use.

The examiner should indicate that he will control the throttle throughout the maneuver. In this way a clear determination of the

success of the maneuver can be made and the examiner can initiate the go-around.

The appropriate and timely use of checklists should be briefed as being expected. However, if time and altitude do not permit their accomplishment, aircraft control and the success of the landing are more important. This should not be an issue if the simulated forced landing is initiated at a reasonable altitude.

An applicant should be made to understand that this maneuver has to be successfully accomplished on the first attempt.

Lew Bernstein
Member
DPE Advisory Group