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AERONAUTICAL INFORMATION CIRCULAR

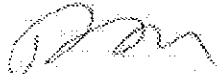
AIC B37/94 is hereby replaced

Engine failure after take-off (E.F.A.T.O) (Single Engine Aircraft)

1. The Authority has always considered the training and testing of a pilot's reactions to conditions of E.F.A.T.O (Single Engine Aircraft) a necessary part of both the private and commercial pilot's flying ability.
2. The reason for the exercise is to ensure that a pilot will:
 - a) lower the nose of the aircraft promptly in order to maintain control and
 - b) select the safest landing area without delay and
 - c) switch off fuel and magnetos and release hatch locks and
 - d) apply flap if desirable
3. However the training exercise can be hazardous and become a reality if too low an altitude is reached before initiating "overshoot: power or if the engine controls are misused. Therefore the following guidelines are formulated:
 - a) E.F.A.T.O should only be practiced with an experienced instructor on board who will simulate engine failure + 400ft above ground level by closing the throttle smoothly (curb heat as required and transmitting a 'Simulated engine failure' radio call)
 - b) The pilot under instruction shall immediately lower the nose to a normal gliding attitude/speed and simulate by means of 'call out' and 'touch drills' – FUEL OFF: SWITCHES OFF: HATCHES OPEN.
 - c) A suitable landing path shall be chosen and the use of undercarriage and/or flap considered.
There is no requirement to commence the exercise at a low level but the exercise should be reacted as if this had occurred at a low level so that pilots are conditioned to maintain control by automatically transferring the aircraft from a maximum rate of climb 'power on' configuration to the correct glide attitude and speed, smoothly and without hesitation.
4. It is suggested that the recovery be initiated not lower than 200ft above ground level with an absolute minimum of 100ft above ground level. The runway heading should be resumed on the climb out and maintained until the normal height for the first cross wind leg thereby ensuring orderly circuit traffic flow.

Instructors, whilst ensuring that the exercise is only practised when a reasonable landing area is available, need to discuss and occasionally demonstrate the best options available when reasonable landing areas do not exist.

Smooth throttle control is emphasized – rapid or excessive throttle movements may induce partial or complete loss of power as well as 'stress' – see Key Reprints from AVCO-LYCOMING FLYER at part 'Protecting the engine during simulated emergency procedures operation' – available free of charge to all instructors from Operations branch.



K.Kaseke
Acting General Manager

This AIC is issued for information guidance and necessary action.