

Issued: 2 December 2014

Change of CAA Policy for the Engine Shutdown and Restart item of MEP Class Rating and CPL(A) Skill Tests

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Approved Training Organisations, Instructors (FI and CRI) and Examiners (FE and CRE) with Multi-engine Piston Aeroplane Privileges

1 Introduction

- 1.1 The purpose of this Information Notice is to inform Approved Training Organisations (ATOs), instructors and examiners of a change to the UK CAA policy regarding the use of flight simulation training devices (FSTD) for completion of the engine shutdown and restart item for the Commercial Pilot Licence (CPL) skill test when undertaken in a multi-engine (ME) aeroplane. This Information Notice also advises that the engine shutdown and restart item is no longer considered to be compulsory for every multi-engine piston (MEP) class rating skill test; completion of the item will be at the discretion of the examiner.
- 1.2 In this Information Notice "Part-FCL" means Annex 1 to Regulation (EC) No. 1178/2011 as amended and abbreviations used have the meanings set out in that regulation.

2 Scope

- 2.1 Appendix 4 to Part-FCL specifies the requirements for the skill test for the issue of a CPL(A). Appendix 9 to Part-FCL specifies the requirements for training, testing and checking for class and type ratings, including the MEP class rating. Item 6d of the CPL(A) skill test schedule requires an engine shutdown and restart when the test is conducted in a ME aeroplane. Notes accompanying Appendix 4 indicate that the engine shutdown and restart may be performed in the aeroplane or alternatively in an FNPTII or FFS. Item 5.5 of the MEP class rating schedule is a required practical training item and optional item on the MEP skill test. Notes accompanying Appendix 9 indicate that training for item 5.5 shall be conducted in a flight

training device (including FNPT II for ME class rating), full flight simulator or the aeroplane. Testing and checking of item 5.5 may be performed in a FFS or the aeroplane.

- 2.2 Historically, it has been UK CAA policy to require an engine shutdown and restart on all MEP class rating skill tests as well as CPL(A) skill tests when conducted in a ME aeroplane; and for the shutdown and restart to be conducted in the aeroplane. This may be the only occasion in a pilot's career when he/she has seen a feathered propeller in flight and experienced firsthand the effect it has on aircraft handling, trim and performance. Likewise, it may be the only occasion in a pilot's career where he/she completes the engine shutdown, start and after start procedures whilst airborne, including engine management considerations following restart.
- 2.3 Recent communications from training organisations and operators have suggested that, in some circumstances, the risks of shutting down an engine in flight might outweigh the benefits of completing the procedure in the aeroplane. It is also recognised that the fidelity of the later generations of FNPTII has improved such that the yawing moments, performance and trim changes associated with feathering and un-feathering a propeller in flight and the associated engine instrument indications are more representative of the aeroplane. Having considered these factors, the UK CAA has now decided to allow the engine shutdown and restart item of these skill tests to be completed in an FNPTII or FFS.

3 Revised Policy

- 3.1 The CAA has decided that the engine shutdown and restart item of the CPL(A) and the MEP class rating skill tests may be completed in an FNPTII when the following conditions are met:

- a) The FNPTII must be qualified and approved in accordance with CS-FSTD(A) and ORA.FSTD; it must represent the aircraft used for test and must accurately simulate the yawing moment, performance and trim changes of that aircraft associated with feathering and un-feathering a propeller in flight.
- b) The engine shutdown and restart item of the skill test must still be completed in the aeroplane but may be simulated by "touch drill".
- c) The applicant must either:
 - i) present to the examiner evidence* that engine shutdown and restart procedures have been previously completed in an FNPTII to the satisfaction of a CRE (ME) or FE CPL (ME), or;
 - ii) be tested by the examiner on engine shutdown and restart procedures in an FNPTII before or after all other sections and items of the CPL(A) skill test schedule have been completed in the aircraft.

- * The CAA will accept an entry in the applicant's training records, logbook or recommendation for test, signed by the examiner who observed satisfactory completion of the item in the FNPTII. The entry must include the qualification reference number of the FSTD used.

This alleviation can only be used where the ATO course approval includes the use of a qualified FNPTII and the FNPTII meets the requirements of paragraph 3.1 (a) above. If these conditions are not met, the engine shutdown and restart must be completed in the aeroplane during the applicable skill test.

- 3.2 The CAA has also decided that item 5.5 of the MEP class rating skill test schedule should no longer be considered as a compulsory item for test. However, like all test/check items, it remains a discretionary item for selection by the examiner. In deciding whether to include a full engine shutdown and restart in the test schedule, the examiner must be satisfied that the exercise represents no particular hazard to flight safety having considered all factors including