



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2014/003



Issued: 3 March 2014

Stall Recovery Technique

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors). **This SN supersedes SN-2011/08**

Applicability:	
Aerodromes:	
Air Traffic:	
Airspace:	
Airworthiness:	
Flight Operations:	All AOC Holders, Approved Training Organisations (ATOs) & Registered Training Facilities (RTFs)
Licensed/Unlicensed Personnel:	All Pilots

1. Introduction

1.1 Following recent accidents and incidents, a great deal of research has been conducted by both industry and regulators on how best to train pilots to avoid losing control of their aircraft (LOC accidents).

2. Scope

2.1 The use of an incorrect technique when attempting to recover from a stall has been identified as a causal factor in several LOC accidents. The standard stall recovery technique should always emphasise the requirement to reduce the angle of attack in order to return the aeroplane to a safe flying condition. When an approach to the stall is recognised early, and the correct recovery action is initiated without delay, this reduction in angle of attack (and consequential height loss) will be minimised.

2.2 It should be noted that at high altitudes, compressibility has a marked effect on the stalling angle of attack, reducing it significantly. The pilot is thus faced with a narrow manoeuvre margin; in addition, the thrust available at high altitudes is also significantly reduced. Both factors mean that any stall recovery at altitude may prove surprisingly different from those set piece exercises that are routinely practiced at low to medium levels.

NOTE: Any manufacturer's recommended stall recovery techniques must always be followed, and will take precedence over the technique described above should there be any conflicting advice.

NOTE: Stall recovery training in a simulator should be practiced from a variety of scenarios that might be encountered in operational conditions. Examples could include stalling at high altitudes, in turns, or with the autopilot engaged. Stick pusher training should also be incorporated when applicable.

NOTE: The FAA has published Advisory Circular AC No:120-109, dated 6 August 2013 and entitled Stall and Stick Pusher Training. This is a comprehensive document that may be of interest to pilots, Operators and ATOs.

3. Queries

- 3.1 Any queries as a result of this Safety Notice should be emailed to the following address ISPTechnicalSupportTeam@caa.co.uk.

4. Cancellation

- 4.1 This Information Notice shall remain in force until further notice.