

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8700.39

3/21/05

Cancellation  
Date: 3/21/06

## **SUBJ: REQUIREMENTS FOR SIMULATED POWER-OFF AUTOROTATIONS TO A TOUCHDOWN**

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**1. PURPOSE.** This notice establishes the National Resource Inspector Program's additional designation requirement for those Federal Aviation Administration (FAA) aviation safety inspectors (ASI) assigned to conduct proficiency checks and practical tests in helicopters that require the applicant to perform the task "simulated power-off autorotations to a touchdown" (i.e., during the practical test for the Flight Instructor—Rotorcraft Helicopter rating). This notice establishes a transition period until June 30, 2005, to allow the Flight Standards Service Flight Program Office, ASW-260, time to train and qualify certain FAA ASIs to perform and evaluate simulated power-off autorotations to touchdown during proficiency checks and practical tests.

**NOTE: "Hovering autorotations" and "autorotations to a power recovery" are not the task "simulated power-off autorotations to touchdown." Therefore, ASIs do not have to comply with this notice if they or the applicant are only required to perform hovering autorotations or autorotations to a power recovery on a proficiency check or practical test.**

**2. DISTRIBUTION.** This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices; and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at:

<http://www.faa.gov/avr/afs/notices/8700/n8700-39.doc>.

**3. CANCELLATION.** This notice cancels Notice N 8700.33, Restrictions on the Conduct of Power-off Autorotation Landings, dated November 4, 2004.

### **4. BACKGROUND.**

**a.** After recent accidents and incidents that involved simulated power-off autorotations to a touchdown during practical tests in helicopters, the Flight Standards Service is taking a critical look at the conduct of certain practical test procedures in helicopters and the currency of its ASI employee force. The Flight Activity Crew Tracking System (FACTS) shows that 169 ASIs are currently assigned to conduct proficiency checks and practical tests in helicopters. Additionally, 131 ASIs that have helicopter qualifications and responsibilities participate in event based currency (EBC) training.

b. ASIs who give proficiency checks and practical tests in helicopters are required to maintain currency under EBC; see Order 4040.9D, FAA Aircraft Management Program, appendix 11, section 3, Event Based Currency (EBC) Program.

**NOTE: The only practical test that specifically requires an applicant to demonstrate simulated power-off autorotations to a touchdown is the Flight Instructor—Rotorcraft Helicopter practical test in helicopters.**

## 5. GUIDANCE.

a. From the effective date of this notice until July 1, 2005, ASIs who conduct Flight Instructor—Rotorcraft Helicopter practical tests must be designated and authorized by ASW-260 to perform a simulated power-off autorotation to a touchdown. All ASIs needing this authorization must request the designation by e-mail to [9-ASW-FSIRP@FAA.gov](mailto:9-ASW-FSIRP@FAA.gov) at least 10 days before the date of the proposed check/practical test.

b. After July 1, 2005, ASIs authorized to conduct proficiency checks or practical tests that involve a simulated power-off autorotation to a touchdown must be designated as national resource inspectors (NRI).

c. ASW-260 administers the current National Resource Inspector Program. Through this program, ASW-260 designates and authorizes ASIs to conduct Flight Instructor—Rotorcraft Helicopter practical tests in helicopters. ASW-260 is also responsible for designating NRIs for other applicable pilot/flight instructor certification requirements that require performance of a power-off autorotation to a touchdown. ASW-260 will ensure that ASIs it has designated and authorized to conduct these practical tests in helicopters are proficient in performing simulated power-off autorotations to touchdown.

**NOTE: The performance of simulated power-off autorotations to a touchdown is prohibited by any ASI who has not been designated and authorized by ASW-260.**

d. ASIs must be authorized to conduct the simulated power-off autorotations to a touchdown task and must be designated in specific make and model helicopters. An ASI must be designated to do so by ASW-260. The basis by which ASW-260 will determine the helicopters an ASI will be designated in may include the following in whole or in part:

(1) By helicopter manufacturer.

(2) By make and model of helicopter.

(3) By series, if considered appropriate because of the different flight characteristics between the make and model of helicopter. Meaning, if a helicopter manufacturer has several helicopters of the same make and model but that have significantly different autorotative characteristics, those helicopter makes and models may be designated by make, model, and series to ensure an adequate level of pilot proficiency by the designated ASI.

(4) By engine type (e.g., reciprocating or turbine-powered engine).

(5) By number of engines.

(6) By landing gear design (e.g., skid height differences, landing gear design, retractable, skis, floats, skid, etc.).

e. On or after July 1, 2005, ASW-260 will, through a Memorandum of Understanding, ensure that ASIs who it has designated and authorized to conduct Flight Instructor—Rotorcraft Helicopter practical tests in helicopters have received currency and proficiency training on performing simulated power-off autorotations to a touchdown. ASIs must receive this currency and proficiency training at a pilot school that conducts helicopter training or from a helicopter manufacturer's flight instructor that ASW-260 has approved to give the training.

f. Additional designation requirements exist for conducting proficiency checks and practical tests in the Robinson R-22 and R-44 helicopters: ASIs who perform proficiency checks and practical tests in the Robinson R-22 and R-44 must be current in accordance with Special Federal Aviation Regulation (SFAR) 73. Prior to ASW-260 issuing a designation for conducting proficiency checks or practical tests in a Robinson R-22 or R-44, that office will ensure that the ASI is current in accordance with SFAR 73.

**6. DISPOSITION.** This notice will be incorporated into Order 8700.1, General Aviation Operations Inspector's Handbook, in a future change. Direct any questions concerning the National Resource Inspector Program to Euel Henry, Manager, Flight Standards Service Flight Program Office, ASW-260, at (817) 222-5203; or Lloyd Kelley, ASW-260, at (817) 222-5262. Direct any questions concerning the information contained in this notice to John D. Lynch, Certification and Flight Training Branch, AFS-840, at (202) 267-3844.

/s/ John M. Allen for  
James J. Ballough  
Director, Flight Standards Service