

Global NOTAC 22 - Issued under the Authority of:

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PIPER AIRCRAFT – RUDDER RESTRICTIONS AND FOOTWEAR

Background Information:

A recent ground incident has highlighted the possibility of rudder and toe-brake restrictions in Piper aircraft if the pilots' feet are not correctly placed on the rudder/brakes pedals. This is exacerbated by use of the incorrect footwear such as long-toed or pointy shoes. This NOTAC highlights the importance of correct foot placement and introduces a new regulation on the use of inappropriate footwear in all Piper aircraft that company operates.

Abbreviations:

CAE OAA CAE Oxford Aviation Academy
NOTAC Notice to Aircrew

POLICY

- a. Pilots of Piper aircraft are reminded that careful placement of their feet on the rudder/brake pedal is necessary to avoid control problems both in the air and on the ground. Pilots' toes must remain below the 'toe guards' at the top of the rudder/toe-brake pedals. Otherwise, it is possible for the toecaps of their shoes to impinge upon a torque-tube that sits just above the area of travel of the rudder bar, causing a restriction of approximately half rudder-travel and the inability to apply the toe brakes, as shown below:



- b. All pilots and engineers who are permitted to taxi aircraft are prohibited from wearing 'long-toed', 'pointy' styled or high-heeled shoes, especially in Piper aircraft. For commonality, ALL CAE pilots' and engineers' shoes will be of the round-toed style as shown on the right below:



FURTHER ACTIONS REQUIRED BY EACH ACADEMY:

- If this policy requires a change to operations, Heads of Training / Chief Pilots are to ensure this policy is published as a Local NOTAC detailing the local procedures.
- Maintenance Managers are to ensure engineers who taxi aircraft are made aware.
- Quality Managers are to ensure these procedures are incorporated into all applicable Operations Manuals by the Head of Training / Chief Pilot.
- Once incorporated in Ops Manuals, the Safety Office must be informed.

NOTAC VALIDITY:

This NOTAC will remain in effect until all Operations Manuals have procedures documented that meet the requirements of this policy.

EXCEPTIONS AND REVIEW:

Nil

This policy may be reviewed by the Chief Safety Officer.

SCOPE:

CAE Oxford Aviation Academies

Effective: 16 Dec 2014