



Safety Information Bulletin

CAAS SIB No.	2015-07
Issued	28 April 2015
Subject	Prevention of Low Speed at High Altitudes
Ref. Publications	EASA SIB No.: 2015-07
Applicability	All Singapore Air Operator Certificate (AOC) Holders with flight operations at cruising altitude of $\geq 30,000$ ft
Description	<p>Recent accidents in civil aviation resulting from loss of control at cruise altitude had prompted airlines to focus on upset recovery training emphasising stall recovery at high altitudes. EASA issued SIB 2015-07 to airlines to remind their flight crew of the basics behind sustaining stable flight at high altitudes with respect to speed and thrust.</p> <p>The SIB explains that at high altitude the maximum available thrust is considerably lower than at lower altitude. The stability of the aeroplane in level flight will be compromised with reducing Mach number up to a point where the maximum available thrust will not be able to compensate for the increased drag. Beyond this point if priority is given to maintaining level flight the Mach number will continue to decrease and the situation will inevitably end in a stall with possible loss of control of the aeroplane. In a situation like this the initiation of a controlled descent is the only option to correct the situation.</p>
Recommendation(s)	Review EASA SIB 2015-07 and other relevant information to periodically supplement upset prevention and recovery training programmes. This recommendation is not mandatory and is for information only.
Contact(s)	For further information, contact respective POIs or CAAS A/FO Division Infocenter at 6595 6764 or CAAS_AFO_Infocenter@caas.gov.sg