I'm not a robot



Flight manuals and operating handbooks are concise reference books that provide specific information about a particular aircraft or subject. They contain basic facts, information, and/or instructions for the pilot about the operation of an aircraft, flying techniques, etc., and are intended to be kept on hand for ready reference.The aircraft owner/information manual is a document developed by the aircraft manufacturer and contains general information about the make and model of the aircraft. The manual is not approved by the Federal Aviation Administration (FAA) and is not specific to an individual aircraft. The manual provides general information about the operation of an aircraft, is not kept current, and cannot be substituted for the AFM/POH.An AFM is a document developed by the aircraft manufacturer and approved by the FAA. This book contains the information and instructions required to operate an aircraft safely. A pilot must comply with this information which is specific to a particular make and model of aircraft, usually by serial number. An AFM contains the operating procedures and limitations of that aircraft. Title 14 of the Code of Federal Regulations (14 CFR) part 91 requires that pilots comply with the operating limitations specified in the approved flight manuals, markings, and placards.Originally, flight manuals followed whatever format and content the manufacturer felt was appropriate, but this changed with the acceptance of Specification No. 1 prepared by the General Aviation Manufacturers Association (GAMA). Specification No. 1 established a standardized format for all general aviation airplane and helicopter flight manuals.The POH is a document developed by the aircraft manufacturer and contains FAA-approved AFM information. If “POH” is used in the main title, a statement must be included on the title page indicating that sections of the document are FAA approved as the AFM.The POH for most light aircraft built after 1975 is also designated as the FAA-approved flight manual. The typical AFM/POH contains the following nine sections: General; Limitations; Emergency Procedures; Normal Procedures; Performance; Weight and Balance/Equipment List; Systems Description; Handling, Service, and Maintenance; and Supplements. Manufacturers also have the option of including additional sections, such as one on Safety and Operational Tips or an alphabetical index at the end of the POH.While the AFM/POH may appear similar for the same make and model of aircraft, each manual is unique and contains specific information about a particular aircraft, such as the equipment installed and weight and balance information. Manufacturers are required to include the serial number and registration on the title page to identify the aircraft to which the manual belongs. If a manual does not indicate a specific aircraft registration and serial number, it is limited to general study purposes only.Most manufacturers include a table of contents that identifies the order of the entire manual by section number and title. Usually, each section also contains a table of contents for that section. Page numbers reflect the section and page within that section (1-1, 1-2, 2-1, 3-1, etc.). If the manual is published in loose-leaf form, each section is usually marked with a divider tab indicating the section number, title, or both. The Emergency Procedures section may have a red tab for quick identification and reference.The General section provides the basic descriptive information on the airframe and powerplant(s). Some manuals include a three-dimensional drawing of the aircraft that provides dimensions of various components. Included are such items as wingspan, maximum height, overall length, wheelbase length, main landing gear track width, diameter of the rotor system, maximum propeller diameter, propeller ground clearance, minimum turning radius, and wing area. This section serves as a quick reference and helps a pilot become familiar with the aircraft.The last segment of the General section contains definitions, abbreviations, explanations of symbology, and some of the terminology used in the POH. At the discretion of the manufacturer, metric and other conversion tables may also be included.The Limitations section contains only those limitations required by regulation or that are necessary for the safe operation of the aircraft, powerplant, systems, and equipment. It includes operating limitations, instrument markings, color-coding, and basic placards. Some of the limitation areas are airspeed, powerplant, weight and loading distribution, and flight.Airspeed limitations are shown on the airspeed indicator (ASI) by color coding and on placards or graphs in the aircraft. [Figure 1] A red line on the ASI shows the airspeed limit beyond which structural damage could occur. This is called the never-exceed speed (VNE). A yellow arc indicates the speed range between maximum structural cruising speed (VNO) and VNE. Operation of an aircraft in the yellow airspeed arc is for smooth air only and then only with caution. A green arc depicts the normal operating speed range, with the upper end at VNO and the lower end at stalling speed at maximum weight with the landing gear and flaps retracted (VS1). For airplanes, the flap operating range is depicted by the white arc, with the upper end at the maximum flap extended speed (VFE), and the lower end at the stalling speed with the landing gear and flaps in the landing configuration (VSO).Figure 1. Single-engine airspeed indicatorIn addition to the markings listed above, small multi-engine airplanes have a red radial line to indicate single-engine minimum controllable airspeed (VMC). A blue radial line is used to indicate single-engine best rate of climb speed at maximum weight at sea level (VYSE). [Figure 2]Figure 2. Multi-engine airspeed indicatorThe Powerplant Limitations portion describes operating limitations on an aircraft’s reciprocating or turbine engine(s). These include limitations for takeoff power, maximum continuous power, and maximum normal operating power, which is the maximum power the engine can produce without any restrictions and is depicted by a green arc. Other items that can be included in this area are the minimum and maximum oil and fuel pressures, oil and fuel grades, and propeller operating limits. [Figure 3]Figure 3. Minimum, maximum, and normal operating range markings on oil gaugeAll reciprocating-engine powered aircraft must have a revolutions per minute (rpm) indicator for each engine. Aircraft equipped with a constant-speed propeller or rotor system use a manifold pressure gauge to monitor power output and a tachometer to monitor propeller or rotor speed. Both instruments depict the maximum operating limit with a red radial line and the normal operating range with a green arc. [Figure 4] Some instruments may have a yellow arc to indicate a caution area.Figure 4. Manifold pressure gauge (top) and tachometer (bottom)Weight and Loading Distribution contains the maximum certificated weights, as well as the center of gravity (CG) range. The location of the reference datum used in balance computations is included in this section. Weight and balance computations are not provided in this area, but rather in the weight and balance section of the AFM/POH.Flight Limits list authorized maneuvers with appropriate entry speeds, flight load factor limits, and types of operation limits. It also indicates those maneuvers that are prohibited, such as spins or acrobatic flight, as well as operational limitations such as flight into known icing conditions.Most aircraft display one or more placards that contain information having a direct bearing on the safe operation of the aircraft. These placards are located in conspicuous places and are reproduced in the Limitations section or as directed by an Airworthiness Directive (AD). [Figure 5] Airworthiness Directives are explained in detail later in this site.Figure 5. Placards are used to depict aircraft limitationsChecklists describing the recommended procedures and airspeeds for coping with various types of emergencies or critical situations are located in the Emergency Procedures section. Some of the emergencies covered include: engine failure, fire, and system failure. The procedures for inflight engine restarting and ditching may also be included. Manufacturers may first show an emergency checklist in an abbreviated form with the order of items reflecting the sequence of action. Amplified checklists that provide additional information on the procedures follow the abbreviated checklist. To be prepared for emergency situations, memorize the immediate action items and, after completion, refer to the appropriate checklist.Manufacturers may include an optional subsection entitled Abnormal Procedures. This subsection describes recommended procedures for handling malfunctions that are not considered emergencies.This section begins with a list of the airspeeds for normal operations. The next area consists of several checklists that may include preflight inspection, before starting procedures, starting engine, before taxiing, taxiing, before takeoff, climb, cruise, descent, before landing, balked landing, after landing, and post flight procedures. An Amplified Procedures area follows the checklists to provide more detailed information about the various previously mentioned procedures.To avoid missing important steps, always use the appropriate checklists when available. Consistent adherence to approved checklists is a sign of a disciplined and competent pilot.The Performance section contains all the information required by the aircraft certification regulations and any additional performance information the manufacturer deems important to pilot ability to safely operate the aircraft. Performance charts, tables, and graphs vary in style, but all contain the same basic information. Examples of the performance information found in most flight manuals include a graph or table for converting calibrated airspeed to true airspeed; stall speeds in various configurations; and data for determining takeoff and climb performance, cruise performance, and landing performance. Figure 6 is an example of a typical performance graph. For more information on use of the charts, graphs, and tables, refer to Weight and Balance, Aircraft Performance.Figure 6. Stall speed chartThe Weight and Balance/Equipment List section contains all the information required by the FAA to calculate the weight and balance of an aircraft. Manufacturers include sample weight and balance problems. Weight and balance is discussed in greater detail in Weight and Balance.This section describes the aircraft systems in a manner appropriate to the pilot most likely to operate the aircraft. For example, a manufacturer might assume an experienced pilot will be reading the information for an advanced aircraft. For more information on aircraft systems, refer to Aircraft Systems section.The Handling, Service, and Maintenance section describes the maintenance and inspections recommended by the manufacturer (and the regulations). Additional maintenance or inspections may be required by the issuance of ADs applicable to the airframe, engine, propeller, or components.This section also describes preventive maintenance that may be accomplished by certificated pilots, as well as the manufacturer’s recommended ground handling procedures. It includes considerations for hangaring, tie-down, and general storage procedures for the aircraft.The Supplements section contains information necessary to safely and efficiently operate the aircraft when equipped with optional systems and equipment (not provided with the standard aircraft). Some of this information may be supplied by the aircraft manufacturer or by the manufacturer of the optional equipment. The appropriate information is inserted into the flight manual at the time the equipment is installed. Autopilots, navigation systems, and air-conditioning systems are examples of equipment described in this section. [Figure 7]Figure 7. Supplements provide information on optional equipmentThe Safety Tips section is an optional section containing a review of information that enhances the safe operation of the aircraft. For example, physiological factors, general weather information, fuel conservation procedures, high altitude operations, or cold weather operations might be discussed.RELATED POSTS Flight means any flight demonstration, flight test, taxi test, or other flight made in the performance of this contract, of for the purpose of safeguarding the aircraft, or previously approved in writing by the Contracting Officer.flight plan means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;Unmanned aircraft system means an unmanned aircraft and associated elements, including communication links and components that control the unmanned aircraft that are required for the pilot in command to operate safely and efficiently in the national airspace system.Passenger car means every motor vehicle other than a motorcycle designed and used primarily forFerry Flight means the movement of an aircraft without payload to position the aircraft to perform a flight or upon completion of a flight to position the aircraft to a point required by the carrier.Airport System means two or more airports grouped together and serving the same city or conurbation, as indicated in Annex II to Regulation (EEC) No 2408/92;Travel trailer means a vehicle:international flight means all flights other than Domestic Flights.Engine Manufacturer means [ ] a corporation organized under the laws of [ ].Operational Manual means the manual referred to in Section 3.03 of this Agreement;Operations Manual means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;Airline means any air transport enterprise offering or operating international air services;flight time means, for aeroplanes and touring motor gliders, the time between an aircraft first moving from its parking place for the purpose of taking off until it comes to rest on the designated parking position and all engines or propellers are shut down;Unmanned aircraft means any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board;CRAF Program means the Civil Reserve Air Fleet Program authorized under 10 U.S.C. Section 9511 et seq. or any similar or substitute program under the laws of the United States.Brand Name Specification means a specification limited to one or more items by manufacturers’ names or catalogue number.CERC Manual means the manual referred to in Section I.F of Schedule 2 to this Agreement, as such manual may be updated from time to time with the agreement of the Association, and which is an integral part of the Project Operations Manual.Operating Manual means Exhibit A of the Conditions.Airport lounge means a business location:Design Manual means the MOHLTC design manual or manuals in effect and applicable to the development, upgrade, retrofit, renovation or redevelopment of the Home or Beds subject to this Agreement.Aircraft means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;Scheduled Flight means a flight in an aircraft where the airline is listed in the Official Airline guide or equivalent and the air carrier holds a certificate, licence or similar authorization for scheduled air transportation issued by the relevant authorities in the country in which the aircraft is registered and, in accordance with such authorization, maintains and publishes schedules and tariffs for passenger service between named airports at regular and specific times. Scheduled Airline does not include Private Charter.Maintenance Manual shall have the meaning ascribed to it in Clause 10.7; “Maintenance Programme” shall have the meaning set forth in Clause 14.3; “Maintenance Period” shall have the meaning set forth in Clause 14.1; “Maintenance Requirements” shall have the meaning set forth in Clause14.2;In Flight , as applied to aircraft, means from the start of its actual take-off run until it has completed its landing run, or in the case of a helicopter, from the time the rotors of the helicopter start to revolve preparatory to take-off until its rotors cease revolving after landing. A VTOL aircraft shall be deemed "In Flight" from the time commencing when engine thrust is applied in attempting to lift the aircraft from a supporting surface and continuing thereafter until the aircraft is again returned to the condition of being supported by a surface.User Guides means Sprinklr materials made available to Customer through the support portal to assist users of the Platform, as such materials may be updated during the Term.Mobile food vendor means every corporation, association, joint stock association, person, firm or partnership, their lessees, directors, receivers, trustees, appointees by any court whatsoever, or the heirs, executors, administrators, or personal representatives or assignees of any deceased owner, owning, controlling, operating or managing any mobile food vending unit.Airplane Flight Manual (AFM) revision willimprove safety.","Refer to the FAA Approved Airplane Flight Manual for engine limitations.","Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.","All aircrafts are required to meet the manufacture’s limitations specified in the Pilot Operation Handbook (POH), Airplane Flight Manual, other documents required by the Federal Aviation Administration.","Prior to commencing operations, Company must provide the FAA Type Certificate Data Sheet or the Limitations Section of its FAA approved Airplane Flight Manual for each type of aircraft that will be operated by Company at the Airport as documentation of the FAA certificated maximum gross landing weight.","For this reason, especially on coastal climates (i.e., any area within 3 miles of the coastline), it is highly recommended to create a drainage system below the frames in order to control any unwanted effects from oxidation.","Note 1: A current Weight and Balance Report must be in each aircraft at the time of original airworthiness certification.Note 2: Airplane operation must be in accordance with the EASA approved Airplane Flight Manual.","Airplane Flight Manual Flight Crew Operations Manual and Quick Reference Handbook Weight and Balance Manual Chapter 1 Control and Loading Dispatch Deviations Guide Flight Crew Training Manual Performance Engineer’s Manual Jet Transport Performance Methods FMC Supplementary Data Document Operational Performance Software ETOPS Guide Vol.","Airplane Flight Manual Operations Manual Quick Reference Handbook Weight and Balance Manual Dispatch Deviation Procedures Guide Flight Crew Training Manual Baggage/Cargo Loading Manual Performance Engineer's Manual Jet Transport Performance Methods FMC Supplemental Data Document Operational Performance Software 4.2. Maintenance.","Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in Note 2."],"id":"airplane-flight-manual","title":"Airplane Flight Manual"},"groups":[{"snippet":"(AFM) means the document required for type certification and approved by the Agency. The AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.","size":5,"snippetLinks":[{"key":"type-certification","type":"clause","offset":[38,56]},{"key":"by-the-agency","type":"clause","offset":[70,83]},{"key":"the-applicable","type":"clause","offset":[132,146]},{"key":"type-certificate","type":"clause","offset":[147,163]},{"key":"data-sheet","type":"clause","offset":[164,174]}],"samples":[{"hash":"jJGnTSruqaZ","uri":" 20-%20PC-24%20MMEL%20-%20Issue%20004%20Revision%2000%20-%20Approved.pdf","label":"www.pilatus-aircraft.com","score":13.3552361396,"published":false},{"hash":"9cQkJXRyM0D","uri":" ","label":"www.pilatus-aircraft.com","score":12.6858316222,"published":false},{"hash":"lYAJLqUL4qT","uri":" 20Rev.9.PDF","label":"www.easa.europa.eu","score":10.3655030801,"published":false}],"hash":"51f5e5dcc94b40ddd291bbd5e74d13d0","id":1},{"snippet":"means an operational manual specific to each Aircraft and which shall be approved by the relevant airworthiness authorities;","size":2,"snippetLinks":[{"key":"operational-manual","type":"definition","offset":[9,27]},{"key":"approved-by","type":"clause","offset":[73,84]},{"key":"the-relevant","type":"clause","offset":[85,97]},{"key":"airworthiness-authorities","type":"definition","offset":[98,123]}],"samples":[{"hash":"85Id7498faK","uri":"/contracts/85Id7498faK#airplane-flight-manual","label":"Global Maintenance Agreement (Azul Sa)","score":25.9144421629,"published":true},{"hash":"8fMd52l9CI4","uri":"/contracts/8fMd52l9CI4#airplane-flight-manual","label":"Global Maintenance Agreement (Azul Sa)","score":25.8268309377,"published":true}],"hash":"9df684f5cffefcc36ab8d1fb91814716","id":2}],"nextCurs":""}} id=pagination-first-page> An Aircraft Flight Manual (AFM) is a comprehensive document that provides essential information and instructions for the safe and efficient operation of an aircraft. It serves as a primary reference for pilots, outlining the limitations, procedures, and performance data necessary to operate the aircraft in various flight conditions. The AFM is developed by the aircraft manufacturer and approved by the aviation regulatory authority, such as the Federal Aviation Administration (FAA) in the United States or the European Union Aviation Safety Agency (EASA) in Europe. It is specific to each aircraft type and variant, containing all the relevant details and procedures necessary for the operation of that particular aircraft. Compliance with the instructions and limitations outlined in the AFM is mandatory for all pilots operating the aircraft. It ensures that pilots have access to accurate and consistent information, enabling them to make informed decisions and operate the aircraft safely. The AFM contains several sections that address various aspects of the aircraft’s operation and performance. These sections typically include: The general information section provides an overview of the aircraft, including its operating limitations, principal dimensions and capacities, and basic performance data. It may also include information about emergency procedures, weight and balance considerations, and any special equipment or systems unique to the aircraft. The normal procedures section outlines the standard operating procedures (SOPs) for various phases of flight, including checklists, pre-flight inspections, start-up procedures, takeoff and landing procedures, and in-flight procedures. These procedures are designed to ensure consistent and safe operations, and pilots are expected to adhere to them for each flight. The performance data section provides detailed information regarding the aircraft’s performance capabilities, including takeoff and landing distances, climb rates, cruise speeds, fuel consumption, and weight limitations. This data enables pilots to plan flights effectively, ensure compliance with regulatory requirements, and optimize the efficiency of the aircraft’s performance. The Aircraft Flight Manual is a crucial document for pilots as it serves multiple important purposes: The primary objective of an AFM is to promote flight safety. It provides pilots with the necessary information to understand the aircraft’s capabilities, limitations, and emergency procedures. By following the instructions outlined in the AFM, pilots can minimize risks, respond effectively to potential emergencies, and ensure the safety of the passengers, crew, and the aircraft itself. The AFM is a regulatory requirement for all aircraft types. It ensures that pilots operate aircraft in accordance with the approved procedures and limitations set by the aviation regulatory authority. Compliance with the AFM is necessary to maintain the airworthiness of the aircraft and to meet the regulatory standards and requirements. Standardization is vital in aviation to ensure consistent and safe operations across the industry. The AFM establishes a standardized set of procedures for the operation of each aircraft type. Pilots from different airlines or organizations can easily transition between aircraft of the same type by following the procedures outlined in the AFM. This promotes efficiency and reduces the likelihood of errors or misunderstandings during operations. Furthermore, standardization allows maintenance technicians and flight instructors to refer to the AFM when performing their respective duties. For maintenance technicians, the AFM provides guidance on the proper maintenance procedures, inspections, and limitations specific to the aircraft. Flight instructors can use the AFM to teach pilots the correct techniques and procedures for operating the aircraft. An Aircraft Flight Manual is a living document that undergoes updates and revisions throughout the lifecycle of an aircraft. As new information becomes available or operational procedures change, the AFM is updated to reflect these changes. Updates to the AFM can be categorized into two main types: Temporary revisions are issued for non-permanent changes or additions to the AFM. These revisions are usually issued as supplements or bulletins and address procedural changes or temporary limitations that may be necessary for a specific period or circumstance. Pilots must comply with these temporary revisions until they are removed or incorporated into the next revision of the AFM. Permanent revisions are made to the AFM to update or clarify existing information, correct errors, or incorporate new procedures or limitations. These revisions are typically issued as complete replacement pages or sections of the AFM and are numbered sequentially to ensure proper incorporation into the manual. Pilots must ensure they have the latest revision of the AFM and make the necessary updates to their copies. Aircraft manufacturers issue AFM revisions to operators, who are responsible for distributing the updated information to their flight crews. It is imperative for pilots to stay updated with the latest revisions to ensure safe and compliant operations. The Aircraft Flight Manual is an essential document in aviation, providing pilots with the necessary information and instructions to operate an aircraft safely and efficiently. Compliance with the AFM is mandatory and crucial to ensure flight safety, regulatory compliance, and standardization within the aviation industry. By following the procedures and limitations outlined in the AFM, pilots can make informed decisions, optimize aircraft performance, and mitigate risks. Furthermore, staying updated with the latest revisions of the AFM is essential to ensure the information provided remains accurate and relevant. The aircraft industry relies on the AFM to establish standardized procedures and maintain the highest level of safety and efficiency. From takeoff to landing, the AFM is a pilot’s trusted companion, guiding them through every aspect of flight operations. FAA Aircraft Handbooks and Manuals For More: What is ATR11 in Aviation? (Air Transportable Racking) A Flight manual is a document containing the information required to safely operate an aircraft. It includes information on the aircraft's systems, limitations, performance, procedures, and emergency operations. The Flight manual is specific to each aircraft and is approved by the aviation regulatory authority. It is a legal document and must be carried on board the aircraft at all times. The Flight manual is used by pilots to plan and conduct flights, and it is an essential tool for ensuring the safety of the aircraft and its occupants. A Southwest Airlines plane flying to Denver on Sunday was struck by lightning upon its descent as storms plagued the area over Memorial Day weekend....News Source: NBC News on 2025-05-26A series of destructive storms across parts of the South and central U.S. could wash out Memorial Day plans and snarl millions of Americans’ return trek home....News Source: NBC News on 2025-05-26I booked a $50 coach seat on an Amtrak Cascades train from Vancouver, British Columbia, to Seattle, and preferred it over air travel....News Source: Business Insider on 2025-05-26Air traffic control systems at Newark's airport have failed repeatedly. Flight delays and cancellations have mounted, even as the summer travel season kicks off....News Source: MSNBC on 2025-05-26United Airlines is bringing a new cabin to its Boeing 787 Dreamliners later this year. The Polaris Studio suites are as impressive as first class....News Source: Business Insider on 2025-05-26 Go paperless. Automate tasks. Remove bottlenecks. Improve your field productivity with Fluix. Based on Full-cycle document management Control over critical operations Accurate data for actionable insights From Paper Chaos to Full-Cycle Management Transforming slow paper process into a smooth digital journey Centralize document management for data accuracy and consistency Keep your files secure and compliant with industry standards Empower your teams to work faster and more efficiently Learn More Bringing Your Critical Processes Under Control Swift approval cycles, enhanced safety and compliance, efficient training Cut down the repetitive routine to dedicate more time to high-value tasks Spot inefficiencies and troubleshoot issues before they escalate Reduce risk associated with delays in critical decision-making Learn More Converting Data into Strategic Business Advantage Data-driven insights that save time and money across your organization Get timely and accurate data from a single source of truth Make informed decisions, reducing reliance on assumptions and guesswork Use data for analysis and identify opportunities for growth and improvement Learn More Fast Onboarding Assistance with all the settings for a fast adoption Clear Pricing Flexible plans for control over your budget Quick ROI Measurable profitability achieved faster 24/7 Support Help at every step of your digital journey Easy Scalability Scaling up or down, right when you need it Unique Expertize Longtime partnerships with industry leaders How Our Customers Drive Impact When we have a last minute charter, our Flight Operations department can upload important airfield briefs into Fluix, so pilots receive critical safety information immediately. Andrew Taggart, Line Training Captain With automated workflows for remote teams, our quality documentation is being received instantly and overall quality and consistency has risen dramatically. Lachlan Jamieson, Project Manager We are proud to have Fluix as a partner, as it allowed us to automate our mobile processes without the need to write apps ourselves. Timo Göbel, Head of IT Department Fluix allowed us to reduce the training time and made it easier for technicians to upskill on multiple projects. Susanne Svenningsen, Training Program Manager We use Fluix to create safety documents. This way, auditors can look at the records in one system which are vital to cultivating and maintaining a proactive safety culture. Leanne Lawrence, Administration Manager Read Their Success Stories Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Airport Lounge List is a platform dedicated to helping you get the most value out of your credit card and travel points. We provide tools and resources to convert your points effectively and efficiently. Home » notebook » publications and references » airplane flight manual The Airplane Flight Manual (AFM) is the handbook designed for utilization as an operating guide, much like a car manual, for the pilot The handbook is not designed to be a substitute for adequate and competent flight instruction, knowledge of current Airworthiness Directives (ADs), and applicable FARs or Advisory Circulars (AC) The AFM, or its equivalent, is required to satisfy the requirements of FAR 21.5 Airplane Flight Manual Regulations Standardized in 1975, AFMs are now required in aircraft built and flown after March 1, 1979 No person may operate a civil aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft Flight Manual (if applicable), markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry No person may operate a U.S.-registered civil aircraft unless that aircraft is identified in accordance with part 45 of the Federal Aviation Regulations Any person taking off or landing a helicopter certificated under part 29 of this chapter at a heliport constructed over water may take such momentary flight as is necessary for takeoff or landing through the prohibited range of the limiting height-speed envelope established for the helicopter if that flight through the prohibited range takes place over water on which a safe ditching can be accomplished and if the helicopter is amphibious or is equipped with floats or other emergency flotation gear adequate to accomplish a safe emergency ditching on open water Airplane Flight Manual (AFM): The AFM is a document developed by the airplane manufacturer and approved by the Federal Aviation Administration (FAA) It is specific to a particular make and model airplane by serial number and it contains operating procedures and limitations which meet the requirements of FAR 21.5 Pilot Operating Handbook (POH): The POH is a document developed by the airplane manufacturer and contains the FAA approved Airplane Flight Manual (AFM) information The term "POH" came into existence in the mid-1970s as a result of AOPA's and GAMA's efforts to standardize and expand information contained in the owner's manuals or information manuals of the day Airplane Owner/Pilot Information Manual (PIM): The PIM is a document developed by the airplane manufacturer containing general information about the make and model of an airplane The airplane owner's manual is not FAA-approved and is not specific to a particular serial numbered airplane This manual is not kept current, and therefore cannot be substituted for the AFM/POH It is often used as a way to learn and review aircraft information without removing legal information from the aircraft Pilot Information Manuals for a variety of aircraft can be purchased on Amazon Airplane Flight Manual Chapters Provides overall information about the aircraft which includes such things as an overview of the engine and propeller, type of fuel it can carry, max weights and standard dimensions Provides the FAA approved operating limitations, instrument markings, color coding and basic placards necessary for the safe operation of the airplane its system Section provides the recommended procedures for coping with various emergency or critical situations This section is divided into two parts: The first part provides an emergency procedure checklist These supply immediate action sequence to be followed during critical situations with little emphasis on the operation systems) The second part of this section provides the amplified emergency procedures corresponding to the emergency procedures checklist items These contain additional information to provide the pilot with a more complete description of the procedures so they could be more easily understood All normal operating procedures for that aircraft Two parts similar to the emergency procedures section All of the required and complementary performance information applicable to this aircraft Examples can be found on our performance calculations page Necessary tables and calculations to determine aircraft stability A weight and balance explanation can be found here A general overview of the systems that can and mostly are installed on the aircraft Meant to provide a guideline for handling, servicing, and maintenance for the aircraft This section provides information in the form of supplements which are necessary for efficient operation of the airplane when equipped with one or more of the various operational systems and equipment not approved with the standard alone Provide particular tips to that aircraft The AFM is the "O" in the acronym "ARROW," which helps us remember the documents required for flight Note that amplifying procedures which may include prohibitions or cautions that are in addition to the "limitations" section can sometimes be found at the end of normal and emergency procedures checklists Note that while commerical AFMs may be convinenent, has issued Safety Alerts for Operators regarding their accuracy and use Still looking for something? Continue searching: If your aircraft was issued with a Certificate of Airworthiness prior to 28th September 2003 (before EASA took on responsibility for design approvals and changes), it would have been certified to the relevant UK standard. Between September 2003 and the UK withdrawal from the European Union, the aircraft owner may have elected to certify the aircraft to the EASA standard. After 31 December 2020, new aircraft to the UK register must be certified to the UK approved Type Design. If certified to a UK standard it is possible that there is a Flight Manual specifically for UK standard or that there is a UK Supplement to the appropriate design approval holder produced Flight Manual. These Manuals and Supplements are still the applicable documents for aircraft registered prior to 28th September 2003 unless the aircraft has been modified, rendering the previously approved supplement obsolete. It is possible to upgrade your Flight Manual to the latest Type Design Standard. To upgrade the Manual may require a re-certification of the aircraft. It is possible, for example, that the pre-EASA UK standard required different placards or instrument markings and these would need to be addressed. At the very least a detailed comparison would need to be made and a justification provided for a change of manual. This may require a Modification. The Civil Aviation Authority (CAA) has published a list of UK specific Flight Manuals and Supplements for Piper and Cessna aircraft, but there may be other aircraft types for which UK specific documents are applicable. You will need to refer to the original Certification records for the aircraft to determine the applicable Manual. Supplements and Change Sheets published directly by the CAA are still applicable and are available from the CAA website or by contacting the CAA Shared Services at apply@caa.co.uk. Aircraft operators must keep track of many complex and technical procedures and instructions that are necessary to operate aircraft safely and correctly. The aircraft operating manual is a collection of documentation that is critical for successful operations. The flight operations manual is a collection of documents that contains all of the information that aircraft operators need to fly their aircraft and run their operations. All operators should maintain an up-to-date and accurate operations manual. Commercial operators are required to get their manuals approved by air authorities before they can get their operator’s license. Different National Aviation Authorities, manufacturers and users may refer to operations manuals by different names. The Aircraft Operating Manual may be referred to by one of several names: Aircraft Flight Manual Airplane Flight Manual Aeroplane Flight Manual There are also several commonly used terms for the Flight Crew Operating Manual: Aircraft Operating Manual Aircraft Operating Instructions Pilot’s Manual The purpose of the operations manual is to ensure that all personnel have detailed, easy-to-follow instructions for the jobs they must complete. These instructions ensure that the job is done correctly every time and in a way that does not break any applicable regulations. The flight crew uses the aircraft operating manuals as the primary source of information about operating aircraft under normal, abnormal and emergency conditions. The operations manual contains the information personnel need to operate aircraft: Flight planning Ground operations Passenger handling Health precautions Security procedures Flight time limitations It also includes information about the organization, such as the specific duties and responsibilities of personnel, the corporate structure, safety policies, compliance monitoring and emergency response procedures. While the manual should be comprehensive, it should not contain any information that isn’t relevant to the specific operator. Most operations manuals are divided into multiple sections that may have pared-down versions that only contain the specific information needed by individual personnel. Air transport regulations require four primary sections, labeled A, B, C and D, to be included. Operators typically include several other additional sections. This section is for information that isn’t specific to a particular type of aircraft, such as information about the organization. This section may include some information about flying aircraft that is generally applicable. This section is for detailed operating procedures for each type of aircraft the operator owns. There should be a separate OM-B section for each aircraft. The minimum equipment list is technically part of this section, but most operators choose to publish it as a separate volume. Aircraft manufacturers create an Aircraft Flight Manual for each aircraft they make. This manual includes information about the capabilities of the aircraft, procedures for operating the aircraft and operating limitations. Section B of the operations manual must be compatible with this documentation. Since aircraft flight manuals are not written for everyday use, some manufacturers choose to create additional documentation with instructions for operating the aircraft. If the aircraft operator wants personnel to follow these instructions, they must be incorporated into section B. The operator must update the manual whenever the manufacturer makes any changes to this documentation. This section contains route and airfield information, including airfield categorizations. Pilots use this section to get specific operating procedures for different airports, routes and areas. In the past, airlines collected and published this information themselves, but today most airlines utilize electronic flight guides that pilots can access through their electronic flight bags. However, the aircraft operator is still responsible for ensuring the information is accurate and up to date. The manual should include procedures for verifying this information. This section contains training information for the flight crew, cabin crew and other personnel. This section is primarily used by instructors. Operators can include safety information in the OM-A section, but most choose to create a separate SMS manual. This section includes safety risk management procedures and policies, safety promotion information, safety performance measurement and the emergency response plan. This section includes the program of internal audits and inspections the operator employs to ensure operations are compliant with regulations and the procedures necessary to complete that program. This information can be included in other sections but is usually contained in a separate manual. Some operators use an organization management manual that combines the SMS manual with the compliance monitoring manual. This manual may also include information about the organization from the OM-A section. Digital logs Electronic flight bag Centralised manuals Integration with your MRO Operating manuals must instruct users on what to do and when to do it. To accomplish this, manuals must be context and goal-oriented. The information must describe how to operate systems and use controls in the context where they will be used. Though operating manuals are often written by people who are not pilots, they must be written for pilots, using the pilot’s perspective and terminology. The manual should take the complex information needed to operate modern aircraft and present it in simple terms with supporting illustrations. The manual must answer several questions: How is the system designed? Why was the system designed that way? How do pilots interface and communicate with the system? How should pilots operate the system in normal and abnormal situations? Manuals should use specific and concise language that doesn’t leave the reader with questions. When the manual presents users with alternative options, it should be clear what the use of each option is. To avoid overwhelming users with unnecessary information, manuals should be written in an operational-need-to-know format. To achieve this, involved parties from operations, flight operations, engineering, training and fleet management should agree on what the crew needs to know to apply published procedures, exercise informed decision-making and adhere to best practices in normal, abnormal and emergency conditions. A well-written manual provides fast access to information, reduces the risk of interpretation errors and promotes information capture and retention. The National Business Aviation Association provides a light business airplane flight operations manual template to make it easier for LBA operators to create high-quality operations manuals. All personnel must have access to the sections of the operations manual that are relevant to their jobs. Each crew member should have a personal copy of the operations manual. The easiest way to accomplish this is to use specialized software, such as Fluix, for electronic distribution. Electronic documentation has the advantage of being able to be presented in a format that is contextualized for specific scenarios and can be automatically presented to the crew when those scenarios occur. Operations manuals need to be regularly updated to reflect regulatory changes, changes to manufacturer’s procedures and internal changes. The operations manual must include a section that describes the process for updating the manual. Changes need to be made quickly, so the process should allow for temporary amendments to be made by publishing a notice that personnel can check for whenever they go on duty. Establish a regular schedule, such as every six months, to make amendments to the operations manual. These amendments should incorporate all notices that were issued after the most recent previous amendment. Commercial air transport operators must submit all amendments to air authorities for review. Even though air authorities must review commercial aircraft operators’ operations manuals, this does not guarantee that the information in the manual is compliant with regulations. Additionally, manuals can rapidly become non-compliant as regulations change. To stay compliant, organizations must appoint one or more people to monitor regulatory changes and decide whether the manual must be updated to stay compliant with new regulations. Fluix makes it possible to provide pilots and crew members with personalized access to the operations manuals they need in a format that is always updated with the latest version. Your documents are traceable to guarantee compliance with regulations. It is easy to create specific versions of manuals that only contain the information needed for individuals’ different roles and assign those documents to only the personnel who need access to them. Offline mode ensures that even when your crew is operating without Wi-Fi access, they still have access to operations manuals and can complete any necessary paperwork required for their jobs. Once your crew returns to an area with Wi-Fi, the app automatically detects this and sends any queued updates to the home office or reporting authorities.