

**Airplane Owner/Information Manual.** 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.

**Airport/Facility Directory.** A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, and certain special notices and procedures. This publication is issued in seven volumes according to geographic area.

**Airworthiness.** A condition in which the aircraft conforms to its type certificated design including supplemental type certificates, and field approved alterations. The aircraft must also be in a condition for safe flight as determined by annual, 100 hour, preflight and any other required inspections.

**Airworthiness Certificate.** A certificate issued by the FAA to all aircraft that have been proven to meet the minimum standards set down by the Code of Federal Regulations.

**Airworthiness Directive.** A regulatory notice sent out by the FAA to the registered owner of an aircraft informing the owner of a condition that prevents the aircraft from continuing to meet its conditions for airworthiness. Airworthiness Directives (AD notes) must be complied with within the required time limit, and the fact of compliance, the date of compliance, and the method of compliance must be recorded in the aircraft's maintenance records.

**Alpha mode of operation.** The operation of a turboprop engine that includes all of the flight operations, from takeoff to landing. Alpha operation is typically between 95 percent to 100 percent of the engine operating speed.

**Alternate air.** A device which opens, either automatically or manually, to allow induction airflow to continue should the primary induction air opening become blocked.

**Alternate static source.** A manual port that when opened allows the pitot static instruments to sense static pressure from an alternate location should the primary static port become blocked.

**Alternator/generator.** A device that uses engine power to generate electrical power.

**Altimeter.** A flight instrument that indicates altitude by sensing pressure changes.

**Altitude (AGL).** The actual height above ground level (AGL) at which the aircraft is flying.

**Altitude (MSL).** The actual height above mean sea level (MSL) at which the aircraft is flying.

**Altitude chamber.** A device that simulates high altitude conditions by reducing the interior pressure. The occupants will suffer from the same physiological conditions as flight at high altitude in an unpressurized aircraft.

**Altitude engine.** A reciprocating aircraft engine having a rated takeoff power that is producible from sea level to an established higher altitude.

**Angle of attack.** The acute angle between the chord line of the airfoil and the direction of the relative wind.

**Angle of incidence.** The angle formed by the chord line of the wing and a line parallel to the longitudinal axis of the airplane.

**Annual inspection.** A complete inspection of an aircraft and engine, required by the Code of Federal Regulations, to be accomplished every 12 calendar months on all certificated aircraft. Only an A&P technician holding an Inspection Authorization can conduct an annual inspection.

**Anti-icing.** The prevention of the formation of ice on a surface. Ice may be prevented by using heat or by covering the surface with a chemical that prevents water from reaching the surface. Anti-icing should not be confused with deicing, which is the removal of ice after it has formed on the surface.

**Attitude indicator.** An instrument which uses an artificial horizon and miniature airplane to depict the position of the airplane in relation to the true horizon. The attitude indicator senses roll as well as pitch, which is the up and down movement of the airplane's nose.

**Attitude.** The position of an aircraft as determined by the relationship of its axes and a reference, usually the earth's horizon.

**Autokinesis.** This is caused by staring at a single point of light against a dark background for more than a few seconds. After a few moments, the light appears to move on its own.

**Autopilot.** An automatic flight control system which keeps an aircraft in level flight or on a set course. Automatic pilots can be directed by the pilot, or they may be coupled to a radio navigation signal.