

faa-h-8083-16b Instrument Flight Handbook

The primary source of information for performance calculations for all operators, including Part 91, is the approved Aircraft Flight Manual (AFM) or Pilot's Operating Handbook (POH) for the make and model of aircraft that is being operated. It is required to contain the manufacturer determined performance capabilities of the aircraft at each weight, altitude, and ambient temperature that are within the airplane's listed limitations

(This line is included only to show that when the FAA means 'FAA Approved AFM' then that is what they write. An 'Approved AFM' for EAB would be approved by the builder): Most commercial operators dictate standard procedures for conducting instrument approaches in their FAA-approved manuals.

Aircraft can fly this (LPV) minima line with a statement in the AFM that the installed equipment supports LPV approaches.

Like any other authorization given to air carriers and Part 91 operators, the authorization to use VNAV on a conventional non-precision approach, RNAV approaches, or LNAV/VNAV approaches is found in that operator's OpSpecs, AFM, or other FAA-approved documents.

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d. Flight Manual. It is imperative that a flight manual describing the anticipated performance of the aircraft be written by the aircraft builder/kit manufacturer. The manual will be revised several times during the flight-test phase until it accurately reports the aircraft's performance, as well as limitations, normal and emergency procedures, and descriptions of those systems installed.

FARS:

FAR Part 23 when dealing with normal certifications requires a flight manual as part of certification.

Far 91.223 Terrain Awareness and Warning System

Airplane Flight Manual. The Airplane Flight Manual shall contain appropriate procedures for

(1) The use of the terrain awareness and warning system; and

(2) Proper flight crew reaction in response to the terrain awareness and warning system audio and visual warnings.

91.103 Preflight action.

Each [pilot in command](#) shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include -

(a) For a flight under [IFR](#) or a flight not in the vicinity of an [airport](#), weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the [pilot in command](#) has been advised by [ATC](#);

(b) For any flight, runway lengths at [airports](#) of intended use, and the following takeoff and landing distance information:

(1) For [civil aircraft](#) for which an approved [Airplane](#) or [Rotorcraft Flight Manual](#) containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

(2) For [civil aircraft](#) other than those specified in [paragraph \(b\)\(1\)](#) of this section, other reliable information appropriate to the [aircraft](#), relating to [aircraft](#) performance under expected values of [airport](#) elevation and runway slope, [aircraft](#) gross weight, and wind and temperature.

91.9 [Civil aircraft](#) flight manual, marking, and placard requirements.

(a) Except as provided in [paragraph \(d\)](#) of this section, no [person](#) may operate a [civil aircraft](#) without complying with the operating limitations specified in the approved [Airplane](#) or [Rotorcraft Flight Manual](#), markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry.

(b) No [person](#) may operate a U.S.-registered [civil aircraft](#) -

(1) For which an [Airplane](#) or [Rotorcraft Flight Manual](#) is required by [§ 21.5](#) of this chapter unless there is available in the [aircraft](#) a current, approved [Airplane](#) or [Rotorcraft Flight Manual](#) or the manual provided for in [§ 121.141\(b\)](#); and

(2) For which an [Airplane](#) or [Rotorcraft Flight Manual](#) is not required by [§ 21.5](#) of this chapter, unless there is available in the [aircraft](#) a current approved [Airplane](#) or [Rotorcraft Flight Manual](#), approved manual material, markings, and placards, or any combination thereof.

(c) No [person](#) may operate a U.S.-registered [civil aircraft](#) unless that [aircraft](#) is identified in accordance with [part 45](#) of this chapter.

(d) Any [person](#) taking off or landing a [helicopter](#) certificated under [part 29](#) of this chapter at a [heliport](#) constructed over water may make 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.

FAA Handbook for ramp inspections:

fsims.faa.gov/WDocs/8700.1%20GA%20Ops%20Insp%20Handbk/Volume%202/2_056_00.htm

Replaced by FSIMS?

17. AIRCRAFT DOCUMENTS. Following are considerations when examining aircraft documents, including registration and airworthiness certificates and approved flight manuals. Discrepancies found concerning the airworthiness or registration certificates shall be brought to the attention of the operator, documented, and given to the airworthiness unit for action.

A. N-Numbers. The N-number on the registration certificate must match the N-number on the airworthiness certificate.

B. Registration Certificate. If the registered owner has changed you may see a temporary registration (Pink Slip) which is good for 120 days. If the ownership has changed without a Pink Slip or the N-numbers do not match, the registration is not valid.

C. Radio Station License. An aircraft FCC radio license is required although the FAA does not regulate the requirement. The license may be for that particular N-number or a fleet license. The expiration date of the license is in the upper right hand corner. Any discrepancy concerning the radio license should be brought to the attention of the operator only.

D. Flight Manual. An Aircraft Flight Manual is required to be on board the aircraft (FAR § [91.9](#) {91.31}) along with the appropriate markings and placards.

E. Weight and Balance Information. Weight and balance documents, including a list of equipment, must be on board the aircraft. Some multiengine operators have Minimum Equipment Lists (MEL's) with a letter of authorization issued by a district office. These constitute a supplemental type certificate for the aircraft and must be on board. The inspector should compare inoperative equipment to the MEL to assure compliance. (Refer to Related Task #58, Approve a Minimum Equipment List.)

F. Airworthiness Certificate. The certificate most often seen by an inspector is a standard airworthiness certificate, which is issued for normal, utility, acrobatic, and transport category aircraft. A restricted, limited, or experimental certificate must be accompanied by a list of limitations and conditions (FAR § [21.183](#) -191) necessary for safe operation. A Special Flight Permit (Ferry Permit) is issued to aircraft that may not be airworthy but are capable of safe flight under certain conditions which are listed and issued with the permit (FAR §§ [21.197](#) , [91.203](#) {91.27}, and 91.213 {91.30}). Review the list of limitations and conditions to assure a valid airworthiness certificate. The N-number on the certificate must match the N-number on the fuselage to be valid.