

In many aircraft accidents, the NTSB determined that the pilot failed to comply with a procedure outlined in the POH.

### What is a POH?

- **AFM: Airplane Flight Manual**
  - Document that contains info required to safely operate an aircraft
  - Manufacturers are required to provide an AFM for aircraft built after March 1, 1979
  - Before that, info could be conveyed in “any combination of manuals, markings, and placards”
  - FAA requires minimum AFM content but doesn’t require a standard format
- **POH: Pilot Operating Handbook**
  - An “enhanced” version of the AFM
  - Developed by aircraft manufacturer
  - There’s a standard format, specified by GAMA (General Aircraft Manufacturer’s Association”
  - Includes AFM and other material specified by manufacturer
  - Is revised to keep current
  - Is **specific** to an aircraft serial number
- **PIM: Pilot Information Manual**
  - Like POH, but not FAA approved
  - Not specific to aircraft
  - Not kept current
  - Cannot be used as a substitute for an AFM
  - For study and familiarization only
- **Owner’s Manual**
  - It’s really a PIM

POH may be downloadable online - depends on manufacturer

### POH Regulations

- Manufacturer is required to **provide** you with an AFM, POH, or equivalent manuals, markings, and placards
- You are required to **carry** it.
- You are required to **comply** with it.

## **What's in a POH?**

- Content of every POH is standardized by GAMA (General Aviation Manufacturer's Association)
- Aircraft Systems (Section 7)
  - Tells you how your airplane works
  - You should understand the major components
    - Engine
    - Fuel
    - Electrical
    - Controls
    - Landing gear
    - etc.
- Limitations (Section 2)
  - Contains operating limitations
  - Some required by regulation
  - Some necessary for safe operation of aircraft, power plant, systems, and equipment
  - Thorough study of limitations should be part of any aircraft checkout
- Normal Procedures (Section 4)
  - Procedures for normal operations
  - Usually in the form of checklists
  - Includes amplified procedures with more detail
- Emergency Procedures (Section 3)
  - Procedures for an emergency
  - Checklist or amplified procedures
- Performance (Section 5)
  - Provides info about aircraft performance, such as:
    - Cruise performance
    - Takeoff/landing distances
    - etc.
- Weight and Balance (Section 6)
  - Info for safe aircraft loading
  - Includes equipment list and sample loading problem
  - Caution: Your airplane's empty weight and CG may have been changed by adding or removing equipment - be sure to check mx logs for latest info

- Supplements (Section 9)
  - If equipment added and has an AFM supplement, for ex
  - Each supplement may have its own procedures and limitations

### **How to Use Your POH?**

1. General knowledge and study
  - Read through the entire POH
  - Study and understand the major systems and their backups
    - Engine
    - Electrical
    - Fuel
    - Flight controls
    - Landing gear
    - Avionics
    - etc.
2. Preflight planning
  - Do as much as you can ahead of time so there's less to do in airplane
  - Weight and balance
  - Takeoff and landing performance
  - Cruise performance
3. Cockpit placards and markings
  - Obey all limitations, placards and markings
  - Add placards if necessary
  - Don't try to memorize everything
4. Everyday checklists and procedures
  - Always use checklists in your everyday flying
  - Always following the procedures in the POH or owner's manual
5. Readily available emergency checklists
  - Always have an emergency checklist readily available
  - Review the emergency procedures regularly so you are familiar with them!
  - Don't rely on digging out the POH in emergency situations

## Writing Your Own Checklists

- There is no requirement that Part 91 operators use FAA-approved checklists BUT accidents have been caused by inadequate or incomplete checklists.
- FAA guidance says you should ***meticulously compare*** your checklist to the manufacturer's checklist and placards
  - Safety Alert for Operations 17006 (Date 4/10/17)
- Make sure your checklist is as good as or better than manufacturer's checklist
- Your aircraft might have AFM supplements that require checklist items not on manufacturer's - be sure to include them
  - Examples: autopilots, electronic flight displays

## Summary

- You should be familiar with the contents of the entire POH before you fly
- You are required to have POH with you when you fly
- You should do preflight planning - W&B and performance
- You should comply with the limitations
- You should follow the procedures in your POH
- You may purchase or develop your own POH, but make sure they are as good as or better than manufacturer's