General Aviation Joint Steering Committee

**Outreach Guidance Document  
 2019/02-01-144(I)PP**

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month: April 2019**

**Topic: Angle of Attack Awareness**

**Background:** The General Aviation Steering Committee (GAJSC) work group contends that a lack of awareness with respect to Angle of Attack (AoA) has resulted in the loss of aircraft control and contributed to fatal GA accidents. The GAJSC also feel that increasing a pilot’s awareness of the aerodynamic effects of AoA will reduce the likelihood of inadvertent loss of control. Also, that the use of advisory aircraft systems known as AoA Indicators can greatly increase the pilots awareness and attention to the airplane’s flight characteristics near or at Critical AoA.

While it’s true that most GA aircraft don’t have AoA indicators installed, the best resource for identifying the Critical AoA is the pilot manipulating the controls. The resources in this Topic of the Month highlight a review of the aerodynamic considerations of AoA in various flight maneuvers and phases of flight.

1. A PowerPoint (PPT) presentation can be used as a standalone resource for a review of the aerodynamic principles involved. If the presentation is made with the PPT only it will take approximately 30 minutes.
2. A video that can be downloaded as an MP4 or use via a link to YouTube. The video alone takes just over 19 minutes to present.
3. The video is embedded in the PPT if you want to use both resources together for a presentation that will last about 45 minutes.

We want to use this resource to promote good training exercises that highlight Critical AoA in various flight maneuvers and configurations of the airplane. We also want to emphasize that it is **exceeding Critical AoA** that causes the airplane to stall.

**Teaching Points:**

* Discuss the hazards associated with not understanding AoA
* Discuss the hazards of continuing an approach to landing by skidding the airplane to try to get on course.
* Encourage pilots be aware of AoA and its effects during practice and training so they will always be aware in real life flying.
* Acquaint pilots with the availability AoA indicator devices that may be installed in their aircraft.

**References:**

* ***Angle of Attack Awareness Power Point – available on AFS-850 KSN and Rep Collaboration Sites.***
* ***Angle of Attack Awareness Video– available on AFS-850 KSN and Rep Collaboration Sites.***

**IMPORTANT** – Once you have completed outreach on this topic, please help us track the outreach you have done by entering a PTRS record.

