Autorotation: The action of turning a rotor system by airflow (produced by movement through the air) and not by engine power, used to land a helicopter in the event of a mechanical failure.

Climb: The after takeoff phase is completed and climb to altitude is established.

Contour Flight: Flight at low altitude conforming generally, and in close proximity to the contours of the earth, characterized by a constant airspeed and a varying altitude as vegetation and obstacles dictate.

Cruise Flight: Enroute flight other than terrain flight.

Emergency Autorotation: Autorotation performed when the personnel involved sense a need to take appropriate measures to reduce the effects of or prevent injury, property damage or further materiel failure.

Hover: In Ground Effect (IGE) and Out of Ground Effect (OGE): The temporary gain in lift at very low altitudes because of the compression of the air between the wings or rotor of an aircraft and the surface. Hovering IGE requires less power than hovering OGE.

Low Level Flight: Constant altitude and airspeed, dictated by threat avoidance.

Nap-of-the-Earth (NOE) Flight: Flight at varying airspeeds as close to the earth's surface as vegetation, obstacles and ambient light will permit.

Power Recovery: The process of returning the aircraft to power; flight from an engine-out configuration.

Preflight Activity: Any activity prior to the flight that caused or contributed to the accident; e.g., mission planning, crew assignment, training, loading UAS on launcher, preflight, etc.

Terrain Flight: Low-level, contour or NOE flight.