

PRIVATE PILOT

XII. AREA OF OPERATION: POST-FLIGHT PROCEDURES

A. TASK: AFTER LANDING, PARKING, AND SECURING

OBJECTIVE

To determine that the applicant:

1. Exhibits knowledge of the elements related to after landing, parking and securing procedures.
2. Maintains directional control after touchdown while decelerating to an appropriate speed.
3. Observes runway hold lines and other surface control markings and lighting.
4. Parks in an appropriate area, considering the safety of nearby persons and property.
5. Follows the appropriate procedure for engine shutdown.
6. Completes the appropriate checklist.
7. Conducts an appropriate post-flight inspection and secures the aircraft.

ELEMENTS

1. After landing:
 - a. During the after-landing roll, the airplane should be gradually slowed to normal taxi speed before turning off the landing runway to reduce the chance of ground-looping.
 - b. Give full attention to controlling the airplane during the landing roll. The after-landing checks should be performed only after the airplane is brought to a complete stop clear of the active runway.
2. Clear of runway. Use the manufacturers checklist, which should include:
 - a. Flaps – identify and retract.
 - b. Cowl flaps – open.
 - c. Propeller control – full increase.
 - d. Trim tabs – set.
3. Parking and shutdown. Use the manufacturers checklist, which should include:
 - a. Lean the engine to clean spark plugs.
 - b. Check for ELT transmission on 121.5.
 - c. Turn radios OFF.
 - d. Check magneto “p-lead” wires for grounding by turning the ignition from BOTH to OFF, then back to BOTH when magnetos stop firing.
 - e. Set the mixture to IDLE CUT-OFF.
 - f. Set the ignition switch to OFF (put the key on the dash).
 - g. Switch the master switch (battery and alternator) OFF.
 - h. Set the fuel switch as appropriate.
 - i. Install the control lock.
 - j. Install the Pitot tube cover.
 - k. Tie down the airplane.
 - l. Place propeller at 3 o'clock and 9 o'clock as a signal to the fuel truck.

COMMON ERRORS

- a. Hazards resulting from failure to follow recommended procedures.
- b. Poor planning, improper procedure, or faulty judgment in performance of post-flight procedures.

REFERENCES

1. FAA-H-8083-3A, Airplane Flying Handbook, Chapter 2.
2. FAA-S-8081-12, Commercial Pilot - Practical Test Standards for Airplane.
3. FAA-S-8081-14, Private Pilot - Practical Test Standards for Airplane.
4. POH / AFM, Pilot Operating Handbook / FAA-Approved Airplane Flight Manual.