

XIV.A. Postflight Procedures

References: FAA-H-8083-3; FAA-H-8083-23; POH/AFM

Objectives	The student should develop knowledge of the elements related to postflight procedures and be able to perform them as required in the PTS.
Key Elements	<ol style="list-style-type: none">1. Shutdown Checklist2. Postflight Inspection3. Securing the Airplane
Elements	<ol style="list-style-type: none">1. Parking2. Engine Shutdown and Securing the Cockpit3. Deplaning passengers4. Postflight Inspection5. Securing the Aircraft6. Refueling Procedures7. Common Errors
Schedule	<ol style="list-style-type: none">1. Discuss Objectives2. Review material3. Development4. Conclusion
Equipment	<ol style="list-style-type: none">1. White board and markers2. References
IP's Actions	<ol style="list-style-type: none">1. Discuss lesson objectives2. Present Lecture3. Ask and Answer Questions4. Assign homework
SP's Actions	<ol style="list-style-type: none">1. Participate in discussion2. Take notes3. Ask and respond to questions
Completion Standards	The student can safely 'postflight' the airplane based on different situations and at different airports.

Instructors Notes:

Introduction:

Attention

Interesting fact or attention grabbing story

Have you ever forgotten to turn something off after a flight? Leaving certain things running can be dangerous or costly. Properly securing an airplane isn't important just to save on the costs though, weather and other situations can cause damage or injuries to others.

Overview

Review Objectives and Elements/Key ideas

What

Postflight procedures are completed at the end of the flight when the airplane is parked, shutdown and properly secured.

Why

The postflight is just as important as preflight in maintaining the plane and keeping it safe for the next flight.

How:

1. Parking

- A. Select a parking spot based on airport custom and be considerate of other pilots and airport personnel
- B. Often times, a lineman will give signals to tell you where to taxi/park
 - i. Hand signals should be understood
- C. Without a lineman, park so as to facilitate taxiing and parking by other planes
 - i. Often the ramps are marked to show parking
- D. Chock or tie down the airplane
- E. Unless parking in a designated area, the pilot should select a location and heading preventing the propeller or jet blast of other airplanes from striking the airplane broadside
- F. Whenever possible, park into the wind
- G. After stopping, in the spot/on desired heading, roll straight ahead to allow the nosewheel to straighten



2. Engine Shutdown and Securing the Cockpit

- A. A flight is never complete until the engine is shutdown and the airplane is secured
 - i. This should be considered an essential part of every flight
- B. Follow the procedures outlined on the manufacturer's checklist for shutting down and securing
 - i. Read each item aloud and perform the task (Read and Do)
 - ii. **CE** - Hazards resulting from failure to follow recommended procedures
 - a. Like always, it is very important to follow the manufacturer's checklist
 - b. Follow the recommended procedures to avoid creating an unsafe situation
- C. Set the parking brake to keep the plane from moving
- D. Checklist:
 - i. Throttle Idle
 - ii. Fuel Pump Off
 - iii. Avionics Master Off
 - iv. Electrical Equipment Off
 - v. Mixture Idle Cut-Off
 - vi. Magnetos Off
 - vii. Master Switch Off
- E. While the engine is running, move the ignition switch from BOTH to OFF and back to BOTH
 - i. This ensures the magnetos are properly grounded at every engine shutdown

XIV.A. Postflight Procedures

- F. Once the engine is shutdown, secure the cockpit by gathering all personal items and trash
- G. Double check that the master is off, the magnetos are off and the key has been removed, electrical equipment is off, the trim is neutral, flaps are up, and the mixture and throttle are idle

3. Deplaning Passengers

- A. Ensure that passengers remain seated with their safety belts fastened until the engine is shutdown
- B. They should gather personal belongings and deplane in a safe manner
- C. Inform them of the safe exit from the ramp area or escort them safely off the ramp

4. Postflight Inspection

- A. After shutdown and deplaning, a postflight inspection should be accomplished
 - i. Check the general condition of the aircraft
 - a. Inspect the outside for any damage that may have occurred
 - b. Note any discrepancies
 - ii. For a departure, check the oil and fuel and add more if necessary
 - a. If the aircraft is going to be inactive, fill the tanks to prevent water condensation from forming

5. Securing the Aircraft

- A. If possible put the airplane in a hangar, this is the safest place for it
- B. When outside, tie down the plane with the available ropes and the plane's eyelets, or chock the wheels
 - i. Ensure the nosewheel is straight
 - ii. When at an unfamiliar airport, do not set the brake as FBO personnel may need to move the plane
 - a. Lock the airplane and tie it down or set chocks to keep it from moving
- C. When leaving the plane tied down for an extended time/when expecting windy weather, use gust locks
 - i. This holds the controls stationary keeping the controls from violent movements in the wind
- D. Lock the airplane

6. Refueling Procedures

- A. Ensure the ramp personnel use the proper type/grade of fuel
 - i. If possible be there when the fueling takes place
- B. Always check fuel prior to the next flight to be sure the proper fuel was used and water/sediment hasn't accumulated since the last flight

7. **CE - Poor planning, improper procedure, or faulty judgment in performance of postflight procedures**

- A. Do not get rushed or practice bad habits just because it is the end of the flight
- B. This task must be approached in the same professional manner as the preflight and flying procedures
- C. Leaving the plane in an unsafe place, condition, situation can result in damage to the plane or a person

Common Errors:

- Hazards resulting from failure to follow recommended procedures
- Poor planning, improper procedure, or faulty judgment in performance of postflight procedures

Conclusion:

Brief review of the main points

When parking and shutting down the airplane it is very important, to follow the manufacturer's established guidelines to ensure everything is properly shut down and secured.

PTS Requirements:

To determine that the applicant:

1. Exhibits instructional knowledge of the elements of postflight procedures by describing:
 - a. Parking procedure (ASEL).
 - b. Engine shutdown and securing cockpit.

XIV.A. Postflight Procedures

- c. Deplaning passengers.
 - d. Securing airplane.
 - e. Postflight inspection.
 - f. Refueling.
2. Exhibits instructional knowledge of common errors related to postflight procedures by describing:
- a. Hazards resulting from failure to follow recommended procedures.
 - b. Poor planning, improper procedure, or faulty judgment in performance of postflight procedures.

XIV.A. Postflight Procedures

