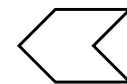


Postflight Procedures

THE BACKSEAT PILOT



1

Overview

- **What**
 - Procedures completed at the end of the flight when the airplane is parked, shutdown, and properly secured
- **Why**
 - The postflight is just as important as the preflight in maintaining the aircraft, and keeping it in a safe condition for the next flight

Content

- **Parking**
- **Engine Shutdown**
- **Deplaning Passengers**
- **Postflight Inspection**
- **Securing the Aircraft**
- **Common Errors**

Parking

- Be aware of other aircraft, people, hangars, and equipment
 - Especially propeller / jet blast (yours and others)
- When possible, park into the wind
 - Pre-marked parking spaces and tie downs may not allow this
- Be familiar with hand signals
- After stopping, roll slightly forward to straighten the nosewheel



Engine Shutdown

- Set the parking brake to prevent movement while performing checklists
- Follow the manufacturer's procedures
 - Read and do
 - Generally, includes turning off all equipment (such as pumps, mags, electrical), followed by the engine(s)
 - Ensure magnetos are properly grounded
 - Move Ignition from Both to Off and back to Both
- **Before leaving, at a minimum, verify:**
 - Master off, Mags off, Key removed, Electrical equipment off, Trim neutral, Flaps up, Mixture / Throttle idle

Deplaning Passengers

- **Ensure understanding of safe exiting procedures**
 - When it's safe to unbuckle, get up, and open the door(s)
 - What doors they should and should not use
 - Where to go
 - Where not to go
- **Be aware of hazards**
 - Other aircraft
 - Trucks
 - Equipment
 - Any other hazards



Postflight Inspection

- **Check the general condition of the aircraft**
 - Postflight walkaround
 - Similar to the preflight walkaround
 - Look for damage; leaks, streaks, stains; check fluids and replenish as necessary
 - Oil level should be checked on a cold engine
 - Follow the manufacturer's checklist, if available
- **Note any discrepancies**
 - Very important potential issues are recorded and taken care of
 - Do not leave the problem for the next pilot, they may not notice it
- **Fuel, as required**
 - Add fuel based on the immediate / next use of the airplane
 - Otherwise, fill the tanks to prevent water condensation from forming
 - Ensure ramp personnel use the proper type and grade of fuel



Securing the Aircraft

- Hangar, and / or tie down or chock the aircraft
 - Ensure space for the airplane in relation to other aircraft, vehicles, equipment
 - Tie downs may vary (chains, ropes, tie down position, etc.)
 - If not available, follow local procedures (chocks, parking brake, etc.)
- Secure the flight controls
- Gather all belongings
- Lock doors and windows
- Cover the airplane, as required
 - Airframe, propeller, window shades, cowling inlet covers, etc.



Common Errors

- **Poor planning**
 - Plan ahead, ensure the airport can meet your needs and requirements
 - Be aware of the parking areas available (ramps, FBO, etc.)
 - Contact the FBO, or airport, if necessary
- **Improper Procedures**
 - Read and do the checklists
 - Ensure the airplane is left in a safe condition for the next flight
- **Faulty Judgement**
 - If unsure about something, ask
 - Always pass along potential issues found in the postflight inspection
 - Don't assume that "it will probably be OK"
 - Verify with the POH, flight instructor, Chief Pilot, maintenance, etc.
 - Safety first



Questions?

