XII.A. AFTER LANDING, PARKING, AND SECURING

References: Airplane Flying Handbook (FAA-H-8083-3), Risk Management Handbook (FAA-H-8083-2), POH/AFM

KNOWLEDGE

The applicant demonstrates understanding of:

1. **Aircraft Shutdown, Securing, and Postflight Inspection**
    - A. Engine Shutdown
        - i. Always use the procedures in the manufacturer's checklist for shutting down the engine and securing the aircraft
        - ii. Some of the important items include:
            - a. Set the parking brakes
            - b. Set the throttle to idle or 1000 rpm
                - If turbocharged, observe the spool down procedure
            - c. Turn the ignition switch off then on at idle to check for proper operation of switch in the off position
            - d. Set the propeller control (if equipped) to full increase
            - e. Turn electrical units and radios off
            - f. Set mixture control to idle cutoff
            - g. Turn the ignition switch to off when the engine stops
            - h. Turn the master electrical switch to off
            - i. Install the control lock
    - B. Securing
        - i. When the flying is complete for the day, the aircraft should be hangared or tied down and the flight controls secured
    - C. Postflight Inspection
        - i. After engine shutdown and passenger deplaning, the pilot should perform a postflight inspection
            - a. This includes checking the general condition of the aircraft
            - b. If departing again, the oil should be checked and fuel added, if required
            - c. If the aircraft is going to be inactive, it is a good operating practice to fill the tanks to the top to prevent water condensation from forming
2. **Documenting In-Flight/Postflight Discrepancies**
    - A. Get the issues fixed
        - i. Don't leave problems for the next pilot
        - ii. Safety is #1, if you don't report an issue, the next pilot may not be aware of the issue
            - a. Treat it as though it's your aircraft
            - b. Don't put another pilot in a dangerous situation
    - B. Documenting Issues allows others to see a history of problems the aircraft has experienced
        - i. Pilots can note trends before taking the aircraft

RISK MANAGEMENT

The applicant demonstrates the ability to identify, assess, and mitigate risks, encompassing:

1. **Activities and Distractions**
    - A. Distractions lead to ground incursions

   i. Distractions can include updating the GPS, changing navaids, phone calls/texts, etc.
B. Maintain a sterile cockpit and avoid these entirely while taxiing
C. Any activities other than those associated with taxiing, parking, and shutting down the aircraft are inappropriate and should be reserved until after all checklists are complete

2. Airport Specific Security Procedures

A. This is more of an issue now than it has ever been
   i. If you see someone who doesn't look like they should be there, tell someone, do something
   ii. Wait for gates to close behind you, don't let anyone who isn't authorized into the airport area
B. Certain airports have specific procedures, follow those procedures for everyone's safety
   i. Don't disclose gate codes, security information, etc. with those who are not authorized or required to know

3. Disembarking Passengers Safely

A. Ensure the passengers safety is of the highest importance when disembarking
   i. The aircraft should be shutdown, or configured in a manner which allows for safe movement as required, and chocked to prevent movement
B. Do not let the passengers disembark until all required checklists are completed and safety precautions are met

SKILLS

The applicant demonstrates the ability to:

1. Park in an appropriate area, considering the safety of nearby persons and property.
2. Complete the appropriate checklist(s).
3. Conduct a postflight inspection and document discrepancies and servicing requirements, if any.
4. Secure the airplane.