

## Private Pilot ASEL Initial Issue FAR 61.109

Total Time	Dual	Solo	PIC	Dual XC	Solo XC	PIC XC	Instrument	Night Dual	Night PIC	Night TO/Land PIC
40	20	10	Blank	3	5	Blank	3	3	Blank	Blank
	10 Dual T/O & Land Full stop, 3 hours last 60 days	In the areas of 61.107b1, 3 TO & Land Full Stop Towered		1 Daytime Dual XC 100 miles, One Dual XC Night 100 Miles	1 Solo XC 150 miles total, 3 stops 1 leg 50 miles		S&L, Climbs, Descents, Turns, Unusual Attitudes, Radio Comm & Navigation, Radar Service	One Dual XC Night 100 Miles, 10 T/O & Land Full stop		
Non 142 Training Device/Simulator Max Credit  2.5										

### PRETEST BRIEFING

1. Put the applicant at ease (small talk, etc.)
2. Advise applicant of available comfort facilities
3. Confirm type of practical test or retest
4. Provide casual overview of the test
5. Collect/Verify required documents
  - FAA Form 8710-1, Airman Certificate and/or Rating Application
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- Photo/signature I.D. (Note type on 8710-1 and return) \_\_\_
- Pilot Certificate (Verify vs I.D. & FAA Form 8710-1 and return)
- 
- Medical (note limitations) \_\_\_
- Knowledge test results (if appropriate) \_\_\_

### PRETEST BRIEFING (Cont'd)

- Logbook or GROUND training records (Verify that the applicant meets all requirements and appropriate endorsements) \_\_\_
  - Aircraft documents (Verify location & scheduled availability)
6. Verify that required equipment (hood, etc.) is available
  7. Verify that applicant is aware of PTS requirements and tolerances
  8. Advise the applicant that:
    - FAA Practical Test IAW the \_\_\_\_\_ PTS
    - Will be using a Plan of Action (Used to organize the Practical Test)
    - Will be taking notes for the debrief
    - Perfection is not the standard
    - Oral questioning will continue throughout the test
    - Three possible outcomes are:
      - o Temporary airman certificate
      - o Notice of disapproval of application
      - o Letter of Discontinuance
  9. Any Questions?
  10. Collect Fee \_\_\_
  11. **Announce "THE TEST HAS BEGUN!"**

### ORAL QUESTIONING

Oral questioning may continue throughout the test.

### A. Certificates and Documents

What are your privileges and limitations as a private pilot? How will you maintain currency? What must you record in your logbook? When will you need a new medical certificate? What does AR(R)OW mean? Where are these documents?

### B. Airworthiness Requirements

What equipment is required for day and night VFR? If a piece of equipment is not working, what must be done? What is an MEL? How can a plane with an inoperative tachometer be legally flown to a base where repairs can be made? Prove the plane meets all required inspection requirements.

- a. airworthiness directives.
- b. compliance records.
- c. maintenance/inspection requirements.
- d. appropriate record keeping.

### C. Weather Information

Read examples of the following:

- a. METAR, TAF, and FA.
- b. surface analysis chart.
- c. radar summary chart.
- d. winds and temperature aloft chart.
- e. significant weather prognostic charts.
- f. convective outlook chart.
- g. AWOS, ASOS, and ATIS reports.

Make a competent "go/no-go" decision based on available weather information.

### D. Cross-Country Flight Planning

On the day of the practical test, the final flight plan shall be to the first fuel stop, based on maximum allowable passengers, baggage, and/or cargo loads using real-time weather. Identify airspace, obstructions, terrain features. Selects easily identifiable en route checkpoints. Selects most favorable altitudes considering weather conditions and equipment capabilities. Frequencies, correct altitudes for direction of flight. Notams, AF/D info is included in planning. Complete navigation log and simulate filing a VFR flight plan.

**LAHSO**

**E. National Airspace System**

1. Basic VFR weather minimums—for all classes of airspace.
2. Airspace classes—their operating rules, pilot certification, and airplane equipment requirements for the following—  
A, B, C, D, E, G, Special use and other airspace areas.

**LAHSO**

**F. Performance and Limitations**

Calculates takeoff, climb, cruise and landing performance.  
Will this plane remain in wt&bal limits during the flight?  
What effect will increased altitude or temperature have on aircraft performance?

**G. Operation of Systems**

Explain (3) of the following systems.

1. Primary flight controls and trim.
2. Flaps, leading edge devices, and spoilers.
4. Powerplant and propeller.
5. Landing gear.
6. Fuel, oil, and hydraulic.
7. Electrical.
8. Avionics
9. Pitot-static vacuum/pressure and associated flight instruments.
10. Environmental.
11. Deicing and anti-icing.

**B. Systems and Equipment Malfunctions**

- (3) of the following—
- a. partial or complete power loss.
  - b. engine roughness or overheat.
  - c. carburetor or induction icing.
  - d. loss of oil pressure.
  - e. fuel starvation.
  - f. electrical malfunction.
  - g. vacuum/pressure, and associated flight instruments malfunction.
  - h. pitot/static.
  - i. landing gear or flap malfunction.
  - j. inoperative trim.
  - k. inadvertent door or window opening.
  - l. structural icing.
  - m. smoke/fire/engine compartment fire.
  - n. any other emergency appropriate to the airplane.
- Follows the appropriate checklist or procedure.

**J. Aeromedical Factors**

- (3) of the following—
- a. hypoxia.
  - b. hyperventilation.
  - c. middle ear and sinus problems.
  - d. spatial disorientation.
  - e. motion sickness.
  - f. carbon monoxide poisoning.
  - g. stress and fatigue.
  - h. dehydration.

*The effects of alcohol, drugs, and over-the-counter medications.*

*The effects of excesses nitrogen during scuba dives upon a pilot or passenger in flight.*

**XI. NIGHT OPERATION**

**Night Preparation**

1. Physiological aspects of night flying as it relates to vision.
2. Lighting systems identifying airports, runways, taxiways and obstructions, and pilot controlled lighting.
3. Airplane lighting systems.
4. Personal equipment essential for night flight.
5. Night orientation, navigation, and chart reading techniques.
6. Safety precautions and emergencies unique to night flying.

**X. C. Emergency Equipment and Survival Gear**

Identifies appropriate equipment that should be aboard the airplane.

**VIII. D. Spin Awareness**

Aerodynamic factors related to spins.

Flight situations where unintentional spins may occur.

Procedures for recovery from unintentional spins.

**PREFLIGHT BRIEFING**

1. Profile of flight test
2. Pilot in Command (14 CFR § 61.47)
3. Emergencies - actual and simulated
  - Engine failure – T.O. and landing
  - Other emergencies •
- Feathering**
4. Transfer of controls (if applicable)
5. Collision avoidance (CFI applicant required to instruct)
  - Looking for reported traffic
  - Clearing the area before maneuvers
6. First preflight - weight and balance - VFR/IFR option
7. Advise that oral questioning will continue - Perfection is not the standard
8. Testing with Plan of Action will continue IAW PTS
9. Will continue taking notes
10. Continue/discontinue if task is unsatisfactory
11. Answer any questions
12. Advise applicant to return aircraft documents to the aircraft
13. Begin flight test

**FLIGHT TEST**

1. Be sure to take plan of action with you to the aircraft
  2. Conduct flight test according to the Practical Test Standards
  3. No Dual - No second chance when maneuver is unsatisfactory
  4. Continue testing if maneuver is incomplete or you need more information to make a decision
  5. Unsatisfactory performance:
    - Exceeding aircraft limitations
    - Examiner intervention
    - Inappropriate emergency procedures
    - Outcome of the maneuver being seriously in doubt
    - Poor judgment
    - Not within approved standards
    - Failure to apply aeronautical knowledge
    - Not being the master of the aircraft
    - Consistently exceeding tolerances stated in the objective
    - Failure to take prompt corrective action when tolerances are exceeded
  7. Use realistic distractions during the flight test
  8. Did the applicant meet the objective of the task?
    - P Did the applicant complete the procedure described?
    - T Did the applicant perform the maneuver within the tolerances?
    - S Did the applicant meet all safety considerations?
- If you can answer YES to each of these questions without reservation, the applicant has satisfactorily completed the task.

**EMPHASIS AREAS:**

1. Preflight • Aircraft manuals and documentation
  - Pilot and medical certificates
  - Weather
  - Airport area and surroundings
2. Preflight inspections • Landing gear • Engine(s)
  - Adequacy of fuel supply & ATC communications and airspace considerations
3. Clearances • Instructions
  - Operations to/from/within/near Class A, B, C, D, and E airspace
4. Proper use of the flight controls/brakes on the ground
5. Landing flare
6. Avoidance of objects in the air and on the ground
7. Maintenance of adequate flying speed
8. Operations to/from/on suitable terrain for T/O, Apch, & Ldg Config. & Proc.

9. Observance of minimum safe altitudes—congested and non congested areas

10. Use of stabilized approach/flight path procedures

11. Forced landings

## II. PREFLIGHT PROCEDURES

### □ A. Preflight Inspection

Which items must be inspected, the reasons for checking each item, and how to detect possible defects.

Inspect the airplane with an appropriate checklist.

Verifies the airplane is in condition for safe flight.

### □ B. Cockpit Management

What are the elements of cockpit management?

Ensure all loose items in the cockpit and cabin are secured.

Organize material and equipment so available.

Brief occupants on the use of safety belts, shoulder harnesses, doors, and emergency procedures.

### □ C. Engine Starting

How would the aircraft be started using an external power source.

What is “hand propping” Precautions needed if “hand propping”?

How do you start an engine when it is cold (or warm) outside?

Clears area before engine start. Checklist for starting procedure.

### □ D. Taxiing

What are safe taxi procedures?

Perform a brake check.

Flight control position for taxi.

Controls direction and speed without excessive use of brakes.

Complies with airport/taxiway markings, signals, ATC clearances, and instructions.

Taxies so as to avoid other aircraft and hazards.

### □ F. Before Takeoff Check

Reasons for checking each item and how to detect malfunctions.

Positions the airplane properly for run-up.

Accomplishes the before takeoff checklist and ensures the airplane is in safe operating condition.

Review takeoff performance airspeeds, takeoff distances, departure, and emergency procedures.

Avoids runway incursions and/or ensures no conflict with traffic prior to taxiing into takeoff position.

## III. AIRPORT OPERATIONS

### □ A. Radio Communications and ATC Light Signals

Explain various ATC Light Gun Signals. (steady green/red, flashing green/red, alternating red/green, flashing white)

Select appropriate frequencies; Uses recommended phraseology.

Acknowledge radio communications, C/W instructions.

### □ B. Traffic Patterns

Airports W/ & W/O operating control towers, prevention of runway incursions, collision avoidance, wake turbulence avoidance, wind shear.

Comply with proper traffic pattern procedures.

Maintain proper spacing from other aircraft, Ground track.

Maintains orientation with the runway in use.

Maintains traffic pattern altitude,  $\pm 100$  feet  $\pm 10$  kias.

### □ C. Airport, Runway, and Taxiway Signs, Markings, and Lighting

1. Exhibits knowledge of the elements related to airport, runway, and taxiway operations with emphasis on runway incursion avoidance.

2. Properly identifies and interprets airport, runway, and taxiway signs, markings, and lighting.

## IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

### □ A. Normal and Crosswind Takeoff and Climb

VY +10/-5 kias to a safe maneuvering altitude. Checklist.

### □ B. Normal and Crosswind Approach and Landing

+10/-5 kias, with wind gust factor applied. near stalling speed within 400 feet on centerline. Checklist.

### □ C. Soft-Field Takeoff and Climb

Taxies onto the takeoff surface at a speed consistent with safety without stopping while advancing the throttle smoothly to takeoff power.

Transfer the weight of the airplane from the wheels to the wings as rapidly as possible.

Lift off at the lowest possible airspeed and remain in ground effect while accelerating to VX or VY, as appropriate.

Establishes a pitch attitude for VX or VY, as appropriate, selected airspeed +10/-5 kias to a safe maneuvering altitude. Checklist.

### □ D. Soft-Field Approach and Landing

Maintains a stabilized approach +10/-5 kias, with wind gust factor.

Touches down softly aligned with the runway/landing path.

Maintains proper position of the flight controls and sufficient speed to taxi on the soft surface. Checklist.

### □ E. Short-Field Takeoff and Maximum Performance Climb

Taxies onto the takeoff surface using max available runway.

Hold brakes, applies full power.

Lift off at recommended speed, establishes a pitch attitude that will maintain the recommended obstacle clearance airspeed, or VX,+10/-5 knots, until the obstacle is cleared, or until the airplane is 50 feet agl, then VY +10/-5 kias.

Retracts Landing gear and flaps after obstacle, maintain VY to safe altitude.

Directional control and wind drift throughout. Checklist.

### □ F. Short-Field Approach and Landing

Maintains a stabilized approach +10/-5 kias, with gust factor.

Touches at minimum control speed within 200 feet aligned with the runway/landing path no float, directional control.

Brakes and elevator shortest distance w/safety. Checklist.

### □ K. Forward Slip to a Landing

Establishes the slipping attitude at the point from which a landing can be made using the recommended approach and landing configuration and airspeed which results in minimum float during the roundout.

Correct control application during the recovery from the slip, the roundout, and the touchdown at or within 400 feet beyond a specified point aligned with and over the runway. Checklist.

### □ L. Go-Around/Rejected Landing

Applies takeoff power immediately and transitions to climb pitch attitude for VY, and maintains VY+10/-5 kias. Sidestep.

Maintains takeoff power VY +10/-5 to a safe maneuvering altitude.

Checklist.

## VII. NAVIGATION

### □ A. Pilotage and Dead Reckoning

Follows the preplanned course by reference to landmarks.

Identifies landmarks by relating surface features to chart symbols.

Navigates by means of precomputed headings, groundspeeds, and elapsed time.

Corrects for & records the differences between preflight groundspeed & heading calculations & those determined en route.

Verifies the airplane's position within 3 nm of the flight-planned route.

Arrives at the en route checkpoints within 5 minutes of the initial or revised ETA, provides a destination estimate.

Maintains the appropriate altitude,  $\pm 200$  feet and headings,  $\pm 15^\circ$ .

### □ B. Navigation Systems and Radar Services

Demonstrates the ability to use an airborne electronic navigation system.

Locates the airplane's position using the navigation system.

Intercepts and tracks a given course, radial or bearing, as appropriate.

Describe the indication of station passage.

Recognizes signal loss and takes appropriate action.

Uses proper communication procedures when utilizing radar services.

Altitude,  $\pm 200$  feet and headings  $\pm 15^\circ$ .

**C. Diversion**

Makes an accurate estimate of heading, groundspeed, arrival time, and fuel consumption to the alternate airport.

Maintains the appropriate altitude,  $\pm 200$  feet, heading,  $\pm 15^\circ$ .

**D. Lost Procedures**

Selects an appropriate course of action.

Maintains an appropriate heading and climbs, if necessary.

Identifies prominent landmarks.

Uses navigation systems/facilities and/or contacts an ATC facility for assistance, as appropriate.

**IX. BASIC INSTRUMENT MANEUVERS**

**A. Straight-and-Level Flight**

Maintains straight-and-level flight solely by reference to instruments using proper instrument cross-check and interpretation, and coordinated control application.

Maintains altitude,  $\pm 200$  feet heading,  $\pm 20^\circ$ ; and airspeed,  $\pm 10$  kias.

**B. Constant Airspeed Climbs**

Establishes the climb configuration specified by the examiner.

Transitions to the climb pitch attitude and power setting on an assigned heading using proper instrument cross-check and interpretation, and coordinated control application.

Demonstrates climbs solely by reference to instruments at a constant airspeed to specific altitudes in straight flight and turns.

5. Levels off at the assigned altitude and maintains that altitude,  $\pm 200$  feet maintains heading,  $\pm 20^\circ$ ; maintains airspeed,  $\pm 10$  kias.

**C. Constant Airspeed Descents**

Establishes the descent configuration. Transitions to the descent pitch attitude and power setting on an assigned heading using proper instrument cross-check and interpretation, and coordinated control application.

Demonstrates descents solely by reference to instruments at a constant airspeed to specific altitudes in straight flight and turns.

Levels off at the assigned altitude and maintains that altitude,  $\pm 200$  feet; maintains heading,  $\pm 20^\circ$ ; maintains airspeed,  $\pm 10$  kias.

**D. Turns to Headings**

Transitions to the level-turn attitude using proper instrument crosscheck and interpretation, and coordinated control application.

Demonstrates turns to headings solely by reference to instruments; maintains altitude,  $\pm 200$  feet; maintains a standard rate turn and rolls out on the assigned heading,  $\pm 10^\circ$ ; maintains airspeed,  $\pm 10$  kias.

**E. Recovery from Unusual Flight Attitudes**

Recognizes unusual flight attitudes solely by reference to instruments; recovers promptly to a stabilized level flight attitude using proper instrument cross-check and interpretation and smooth, coordinated control application in the correct sequence.

**F. Radio Communications, Navigation Systems/Facilities, and Radar Services**

Selects the proper frequency and identifies the appropriate facility.

Follows verbal instructions and/or navigation systems/facilities for guidance.

Determines the minimum safe altitude.

Maintains altitude,  $\pm 200$  feet; maintains heading,  $\pm 20^\circ$ ; maintains airspeed,  $\pm 10$  kias.

**V. PERFORMANCE MANEUVER**

**Steep Turns**

Safe airspeed not to exceed VA.

Rolls into a coordinated  $360^\circ$  turn; maintains a  $45^\circ$  bank.

Performs the task in the opposite direction, as specified by the examiner.  $\pm 100$  feet,  $\pm 10$  kias, bank  $\pm 5^\circ$ ; heading,  $\pm 10^\circ$ .

**VIII. SLOW FLIGHT AND STALLS**

**A. Maneuvering During Slow Flight (MCA)**

No lower than 1,500 feet AGL.

Establishes and maintains an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in an immediate stall.

Straight-and-level flight, turns, climbs, and descents with landing gear and flap configurations specified by the examiner.

Altitude,  $\pm 100$  , heading,  $\pm 10^\circ$ ; airspeed,  $+10/\square 0$  kias; and bank,  $\pm 10^\circ$ .

**B. Power-Off Stalls**

No lower than 1,500 feet AGL.

Establishes a stabilized descent in the approach or landing configuration, as specified by the examiner.

Maintains a specified heading,  $\pm 10^\circ$ , in straight flight; maintains a specified angle of bank not to exceed  $20^\circ$ ,  $\pm 10^\circ$ ; in turning flight, while inducing the stall.

Recognizes & recovers promptly after the stall occurs by simultaneously reducing the angle of attack, increasing power to maximum allowable, & leveling the wings to return to s&l flight attitude with a minimum loss of altitude appropriate for the airplane.

Accelerates to VX or VY speed before the final flap retraction; returns to the altitude, heading, and airspeed specified by the examiner.

**C. Power-On Stalls**

No lower than 1,500 feet AGL.

Establishes the takeoff or departure configuration. Sets power to no less than 65 percent available power.

Transitions smoothly from the takeoff or departure attitude to the pitch attitude that will induce a stall.

Maintain specified heading,  $\pm 10^\circ$ , in straight flight; maintains specified angle of bank not to exceed  $20^\circ$ ,  $\pm 10^\circ$ , in turning flight, while inducing the stall.

Recognizes and recovers promptly after the stall occurs by simultaneously reducing the angle of attack, increasing power as appropriate, and leveling the wings to return to a straight-and-level flight attitude with a minimum loss of altitude.

Accelerates to VX or VY speed before the final flap retraction; returns to the altitude, heading, and airspeed specified.

**VI. GROUND REFERENCE MANEUVERS**

ONE OF THE FOLLOWING:

**A. Rectangular Course**

Enter a left or right pattern, 600 to 1,000 feet AGL at an appropriate distance from the selected reference area,  $45^\circ$  to the downwind leg.

Maintain a constant ground track.

Maintains altitude,  $\pm 100$  , maintains airspeed,  $\pm 10$  kias.

**B. S-Turns**

Enter at 600 to 1,000 ft AGL, perpendicular to the reference line. Constant radius turn on each side of the selected reference line.

Reverses the direction of turn directly over the selected reference line.

Maintains altitude,  $\pm 100$  feet; maintains airspeed,  $\pm 10$  kias.

**C. Turns Around a Point**

Enter left or right at 600 to 1,000 feet AGL, at an appropriate distance from the point.

Applies adequate wind-drift correction to track a constant radius turn around the reference point.

Altitude,  $\pm 100$  feet ; maintains airspeed,  $\pm 10$  kias.

## X. EMERGENCY OPERATIONS

### □ A. Emergency Approach and Landing (Simulated)

NOT LESS THAN 500 AGL BEFORE RECOVERY

Analyzes the situation and selects an appropriate course of action.

Establishes and maintains the recommended best-glide airspeed,  $\pm 10$  kias.

Selects a suitable landing area.

Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.

Prepares for landing, or go-around, as specified by the examiner. Checklist.

## XII. POSTFLIGHT PROCEDURES

### □ A. After Landing, Parking, and Securing

Maintains directional control after touchdown while decelerating to an appropriate speed.

Observes runway hold lines and other surface control markings and lighting.

Parks in an appropriate area, considering the safety of nearby persons and property.

Follows the appropriate procedure for engine shutdown.

Completes the appropriate checklist.

Conducts an appropriate postflight inspection and secures the aircraft.

## POST - FLIGHT

### 1. General

- Reaffirm outcome
- Allow applicant some time to self

- Prepare temporary cert./disapproval notice/letter of discontinuance
- Offer to sign applicant's logbook

### 2. Temporary Airman Certificate

- Establish a positive atmosphere
- Highlight above average performance
- Debrief using the plan of action
- Have applicant review and sign temporary airman certificate
- Examiner signs and issues temporary airman certificate
- Advise of duration - 120 days
- Ensure applicant has proper documents
- Verify that you have the proper documents
- Brief flight instructor of applicant's performance

### 3. Disapproval Notice

- Establish a positive atmosphere
- Highlight above average performance as well as deficient tasks
- Debrief using the plan of action
- Use PTS to explain reasons for disapproval
- Do not criticize the flight instructor
- Be alert for Denial, Anger, Bargaining, or Depression
- Issue disapproval notice
- Advise re-test credit for satisfactorily completed items is 60 days
- Ensure applicant has proper documents
- Verify that you have the proper documents
- Brief flight instructor of applicant's performance

## PTS AREAS and TASKS

## I. PREFLIGHT PREPARATION

- A. Certificates and Documents
- B. Airworthiness Requirements
- C. Weather Information
- D. Cross-Country Flight Planning
- E. National Airspace System
- F. Performance and Limitations
- G. Operation of Systems
- J. Aeromedical Factors

## II. PREFLIGHT PROCEDURES

- A. Preflight Inspection
- B. Cockpit Management
- C. Engine Starting
- D. Taxiing
- F. Before Takeoff Check

## III. AIRPORT AND SEAPLANE BASE OPERATIONS

- A. Radio Communications and ATC Light Signals
- B. Traffic Patterns
- C. Airport/Seaplane Base, Runway, and Taxiway Signs, Markings, and Lighting

## IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- A. Normal and Crosswind Takeoff and Climb
  - B. Normal and Crosswind Approach and Landing
  - C. Soft-Field Takeoff and Climb
  - D. Soft-Field Approach and Landing
  - E. Short-Field (Confined Area—ASES) Takeoff and Maximum Performance Climb
  - F. Short-Field Approach and Landing
  - K. Forward Slip to a Landing
  - L. Go-Around/Rejected Landing
- ## V. PERFORMANCE MANEUVER

Steep Turns

## VI. GROUND REFERENCE MANEUVERS

- A. Rectangular Course
- B. S-Turns
- C. Turns Around a Point

## VII. NAVIGATION

- A. Pilotage and Dead Reckoning
- B. Navigation Systems and Radar Services
- C. Diversion
- D. Lost Procedures

## VIII. SLOW FLIGHT AND STALLS

- A. Maneuvering During Slow Flight
- B. Power-Off Stalls
- C. Power-On Stalls
- D. Spin Awareness

## IX. BASIC INSTRUMENT MANEUVERS

- A. Straight-and-Level Flight
- B. Constant Airspeed Climbs
- C. Constant Airspeed Descents
- D. Turns to Headings
- E. Recovery from Unusual Flight Attitudes
- F. Radio Communications, Navigation Systems/Facilities, and Radar Services

## X. EMERGENCY OPERATIONS

- A. Emergency Approach and Landing (Simulated)
- B. Systems and Equipment Malfunctions
- C. Emergency Equipment and Survival Gear

## XI. NIGHT OPERATION

Night Preparation

## XII. POSTFLIGHT PROCEDURES

- A. After Landing, Parking, and Securing