

**PARKING - MAINTENANCE PRACTICES****1. General**

- A. The procedures that follow are instructions to park the airplane.
- B. The airplane must be moored if high winds are possible or anytime the airplane remains outside for extended periods of time. Refer to Mooring - Maintenance Practices, and refer to Storage - Maintenance Practices for detailed instructions for short term or long term storage.

**2. Parking Instructions**

- A. Hard Surface and Sod.

**CAUTION:** Any time the airplane has a heavy load, the wheel print pressure (pressure of the airplane wheels upon the contact surface of the parking area or runway) will be extremely high, and surfaces such as hot asphalt or damp sod may not correctly support the weight of the airplane. Caution must be taken to avoid the parking or moving the airplane on those surfaces.

- (1) Set the airplane on a level surface facing into the wind.
- (2) Set the brake to park and chock the main gear wheels.

**CAUTION:** Do not set the brake in park during cold weather when moisture can freeze brakes, or when brakes are overheated.

- (3) Install the control column lock.
- (4) Set the rudder gust lock. Refer to the Pilot's Operating Handbook and the FAA Approved Airplane Flight Manual for instructions.

**3. Cold Weather Parking Instructions**

- A. Maintenance practices cover procedures used to park the airplane during low ambient air temperatures to -40°F (-40°C).

**NOTE:** Engine starting is possible at temperatures of -31°F (-35°C) and above. Hangar use is recommended at temperatures below this.

- B. Hangar use is recommended when ice, snow or heavy frost is possible. The use of a hangar is more economical and environmentally better than the use of a deicing service. If no hangar is available, be alert for snow, ice or frost on the wings and fuselage.
- C. Be alert for ice formation when you move the airplane from a warm hangar to snow conditions. When falling snow melts on the warm airplane skin, it may freeze, requiring deicing of the airplane.
- D. When you park the airplane for extended periods of time, make sure all water and galley liquids are removed.

**CAUTION:** Possible fuel expansion and overflow can result when the airplane fuel tanks are filled in cold temperatures, then the airplane is moved to a warm hangar. A fire hazard can result.

**CAUTION:** Do not set the brake in park during cold weather. Moisture can freeze the brakes.

- E. Set the airplane on a level surface facing into the wind or inside the hangar.

**CAUTION:** When wheel chocks are used on the ice, the ice may cause them to move. Make sure the chocks are firmly set in position and tied together.

- F. Chock the main gear wheels.
- G. Install covers for the engine, pitot and windshield.
- H. Remove the oxygen masks and personal gear.
- I. Measure the tire pressure with a tire gage. Make sure the inflation of the tires is correct.

**NOTE:** The tires will have a lower pressure in cold weather.

- J. Remove the battery from the airplane.

**NOTE:** If the battery is left in the airplane, regular maintenance will be required to prevent any discharge from the battery. If the battery is removed from the airplane, measure the battery charge.

- K. Install the control column lock.
- L. Set the rudder gust lock in position. Refer to the Pilot's Operating Handbook and the FAA Approved Airplane Flight Manual for instructions.