

Elmendorf Aero Club

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PIF 09 - 09

Winter Operations 2009

Aircraft Parking

In Front Of Hangar 7

24 Nov 2009

The diagram that accompanies this cover sheet is the directive as to how aircraft are to be park and placed in front of the hangar prior to flight and in between flights during winter operations (1 Oct – 15 May).

This parking procedure is to assist in the preparation for taxi of aircraft toward the fuel pumps, as well as taxi to the run up area for departure. Aircraft are to be parked facing out from the centerline of the hangar entry taxi line.

As a rule of thumb, the nose gear or cabin windows should be past the man doors of the hangar when secured. In this way, the necessary clearance for the main hangar door operation will be assured. With snow and ice coating the ramp and the yellow hash marks unreadable, the aircraft must be at least a wing span distance from the doors or front of the hangar to assure that when the doors are operated they will not strike the aircraft.

The winter operation of the hangar should be looked at as a benefit that comes with responsibility.

On the benefit side, aviators can come into a warn area and preflight their aircraft in the comfort of a build that is large enough to allow them to walk around the aircraft and make a thorough inspection before they fly. The benefit of not having to pre-heat the aircraft or sweep snow off the wings is something that other aviators would love to be able to do.

On the responsibility side, all the members of the Elmendorf Aero Club need to follow the safety procedures and operational processes that exist. When moving the aircraft into and out of the hangar there should be at least two people, ask for help if need be. If you arrive home after hours and you are alone, ere on the side of safety, carefully move the aircraft inside and park it in the center of the floor, make sure all aircraft are chocked and grounded.

This PIF is to be OBSOLETE as of 15 May 2010

WINTER OPS OUTSIDE PARKING PLAN

