

**AA-5 SERIES
MAINTENANCE MANUAL**

CHAPTER 10
PARKING AND MOORING
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PARKING

1. General

This section provides the procedures recommended to park the aircraft so that the likelihood of ground damage is minimized. Parking is defined as leaving the aircraft unattended for a short period of time.

2. Parking Precautions

- A. Do not park the aircraft in an area subject to prop or jet wash.
- B. Do not park the aircraft if moderate to high winds or storms are anticipated. Moor the aircraft as described in Section 10-1-1.
- C. If heavy braking was applied during landing, allow the brakes to cool before setting the parking brake.
- D. Do not set the parking brake when the ambient temperature is near or below freezing. Accumulated moisture may freeze in the brakes, preventing them from releasing.

CAUTION: WHEN CHOCKING WHEELS, ENSURE THAT THE CHOCKS USED ARE NOT LARGE ENOUGH TO COME IN CONTACT WITH THE WHEEL FAIRINGS. USE OF CHOCKS THAT ARE TOO LARGE MAY DAMAGE FAIRINGS.

3. Parking Procedures

- A. Choose an area free from prop or jet wash.
- B. Head aircraft into wind and set parking brake.
- C. Install control lock.

MOORING

1. General

This section provides the procedures recommended for a normal tie-down of the aircraft, and special precautions that may be taken to minimize the likelihood of damage during severe weather.

2. Normal Tie-Down

Proper tie-down procedure is the best precaution against damage to the parked aircraft by gusty or strong winds. To tie-down the aircraft securely, proceed as follows:

- A. Chock all wheels and install the control wheel lock.

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USE OF CHOCKS THAT ARE TOO LARGE MAY DAMAGE FAIRINGS.

- B. Tie sufficiently strong ropes or chains to the wing and tail tie-down fittings and secure each rope to a ramp tie-down.

- C. Ensure that the canopy is closed and latched.

3. Severe Weather Precautions

When it is necessary to moor the aircraft during periods when severe weather is anticipated, the following precautions (in addition to the steps in Section 2) may be employed:

- A. Ensure that the aircraft is positioned so that it is headed directly into the wind.

- B. When manila rope is used for mooring ensure that the rope has sufficient slack to compensate for shrinkage when the rope gets wet, and subsequently dries.