



Fort Meade Flying Activity

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Pilot Information File

PIF #: 2010-16

PIF Date: 13-Dec-2010

Subject: Ramp Procedures

PIF 2010-16 Ramp Procedures

1. Pilots are required to lock all doors, including baggage door, on N780FM, N781FM and N782FM whenever and wherever parked. We have lost GPS data cards to thieves, and GNS430 cards are primary targets. At best you will be left with an out-of-date data card, at worst you may be flying home with no data card.
2. Ensure wing root vents are closed when securing the aircraft to prevent rain from entering the cabin.
3. On T41 and C172 aircraft, ensure the fuel selector is placed in the LEFT or RIGHT position to prevent fuel loss.
4. Gust locks and throttle locks must be installed (C152, C172, T41) or yoke secured with the seat belt (Arrow).
5. Fasten seat belts across front seats, but do not cinch tightly. Seat covers and padding have been ruined by tightly cinched belts.
6. Aircraft with spinners must have the propeller parked in the vertical position when there is any chance of freezing temperatures. Liquid precipitation can drain from the spinner openings to avoid ice build-up inside the spinner.
7. If an aircraft is temporarily left unattended on the ramp, ensure gust locks are installed, doors are shut, and the aircraft is chocked. Push back into parking spot and chock. Also, airport and TSA personnel may be inspecting the airport environs. Please do not give them cause to complain about unsecured aircraft.
8. During bird nesting season (spring) be especially alert for nest-building in the cowls and empennages. Remove all nesting materials before flight.
9. Use tow bars to maneuver aircraft in the parking areas. Do not push down on the empennage to align the aircraft with the tie-downs. This can bend ribs, loosen the skin, and cause serious damage. Any damage will be paid for by the pilot causing it such damage is considered negligence and will not be covered by insurance.
10. All pilots are responsible for the general cleanliness of the aircraft. Remove trash, bottles, cans,

empty oil containers, papers, and other personal items during post-flight inspection.