



# Department of the Interior Lessons Learned



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**Subject: Kodiak Pilot Operating Handbook**

**Area of Concern: After Landing Procedures**

**Distribution: All Aviation Activities**

**Discussion:** When should you perform the After Landing Checklist? The obvious answer is “after landing”, but when exactly? Is it when you’re still on the active runway or when you’ve cleared the active runway and on the taxiway? Recently, a pilot inadvertently shut down the aircraft while performing the after landing checklist while still on the active runway...and in this case...the only runway. Although this incident contains some characteristics unique to the Kodiak, the lesson is applicable to all aircraft operations.

The Kodiak’s Pilot Operating Handbook (POH) after landing procedure calls for manipulating the condition lever in a direction towards the shut-off area of the quadrant. This makes it all the more easier to keep it traveling in that direction if an anomaly were to occur (i.e. hitting a bump, etc.):

## 4-17 AFTER LANDING

### AFTER LANDING

- 1. Wing Flaps.....UP
- 2. Fuel Condition Lever.....LOW IDLE
- 3. Auxiliary Fuel Pump.....OFF
- 4. Strobe Lights.....OFF
- 5. Landing and Taxi Lights ..... AS REQUIRED
- 6. Pitot Heat (L&R).....OFF

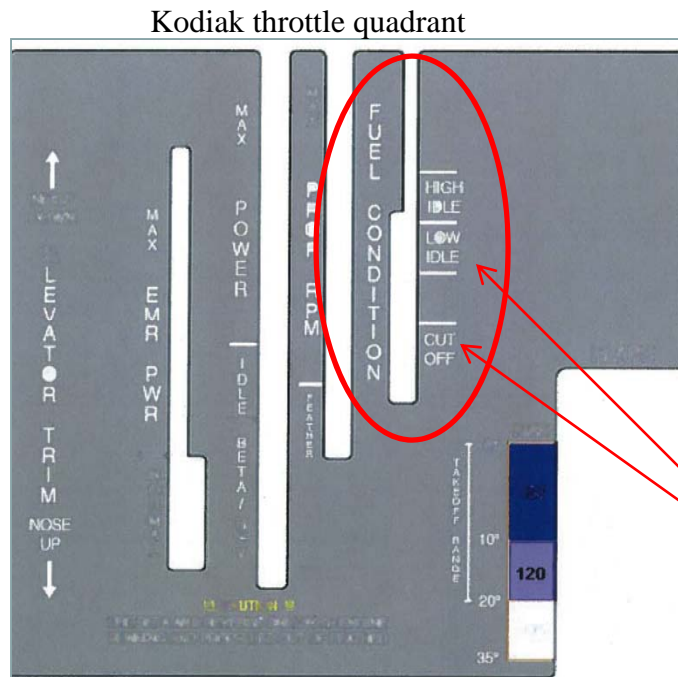
Just beneath the After Landing Checklist is the following warning:

**WARNING:** *Accidental moving of the fuel condition lever aft of the LOW IDLE position causing the Ng to fall below 52% and then moving the fuel condition lever back to LOW IDLE can result in an ITT over-temperature condition. If the engine begins to shutdown in this situation, allow the engine to complete its shutdown process. Then, perform a normal engine start using the Engine Start checklist.*



In the Amplified Procedures section of the POH, section 4-32 (Landing) states the following:

**...When the airplane is taxied clear of the runway, the fuel condition lever may be moved into the LOW IDLE position.** This will reduce the cabin and exterior noise levels as well as the braking pressure required. Landings may be accomplished on rough or unimproved surfaces in a similar manner except the nose wheel should be held off as long as practicable and lowered slowly to prevent excessive nose gear loads.



Note travel direction & distance

Performing the After Landing Checklist while on an active runway is not the best time to accomplish the action items nor is it required to be accomplished immediately after landing. Clearing the active runway with your attention focused on moving the aircraft will help ensure a safe arrival and departure path for others.

Learn from those that have gone before you.



*/s/ Keith C. Raley*

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