

RESTRICTED

PART 2: SECTION 1

CHAPTER 7

MARSHALLING OF AIRCRAFT

Introduction

1. The information required to taxi and park an aircraft can be conveyed to a pilot by means of hand signals. This practice is known as marshalling. The signals used are standard throughout the R.A.F. and are illustrated in the appendices to Air Ministry Flying Orders (A.P. 3296). The aim of the marshaller is to assist the pilot in the safe manœuvring of the aircraft on the ground.

2. The need for marshalling assistance will be governed by the pilot's familiarity with the taxi track, the number of obstructions which surround it, the size of the aircraft, and the field of view from the cockpit. At a strange airfield a pilot can ask for taxiing instructions by radio.

Marshalling Procedure—Day

3. Marshallers must identify themselves to pilots by energetic waving of the arms in circular motion. To facilitate identification they sometimes wear garments of distinctive colour; it is customary to supply the duty crew with yellow jerkins, arm bands, and marshalling bats, thus making them readily recognizable. It is desirable that all airmen acting as marshallers should be similarly equipped.

4. The type of marshalling will vary with circumstances. To park an aircraft in a particular position when the approaches to it are clear, the only information required by a pilot is an indication of where the aircraft must finally be

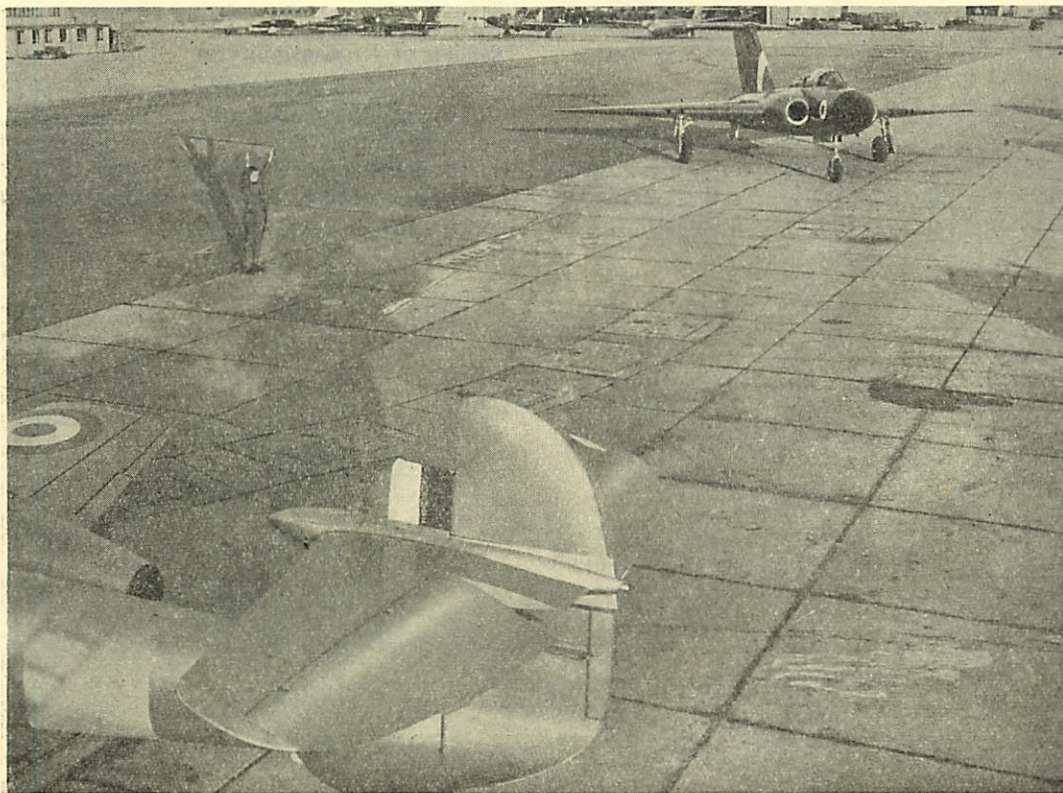


Fig. 1. Marshalling on Unobstructed Taxi Track

The pilot is taxiing the aircraft, in a path of his own choosing, towards the final parking position indicated by the marshaller.

RESTRICTED

RESTRICTED

A.P. 129, VOL. 2, PART 2, SECT. 1, CHAP. 7

stopped. This indication should be given to the pilot as soon as possible by the marshaller standing on the required spot with his arms outstretched, facing towards the final position of the aircraft. The pilot is then free to taxi his aircraft in a path of his own choosing to the position indicated (Fig. 1).

5. If obstructions exist, two additional members may be required to complete the marshalling team. They should walk on either side of the aircraft ahead of the wing tips and signal to the pilot if there is sufficient clearance for the aircraft to pass. This form of assistance is particularly necessary when marshalling large aircraft or aircraft in which the pilot cannot see his wing tips from the cockpit.

6. If a taxi path is long or tortuous it may be necessary to have a number of marshallers stationed at intervals acting as signposts to direct the pilot. Pilots must beware of marshallers attempting to direct them into a turn of such small radius that they lock the inside wheel and strain the structure of the undercarriage and tyre.

Marshalling Procedure—Night

7. While taxiing at night in congested areas, detailed marshalling directions are usually desirable although the need for this is less when taxiing lights are used. If dispersal areas are

floodlit, marshalling assistance can be reduced to that required in normal day operations.

8. The marshaller must be located by his wands or torches, and this may be difficult if there are many other lights around. Pilots should be careful to identify, positively, their own marshaller. The navigation lights should always be on and, where possible, before entering a dispersal it should be swept by a landing or aldis lamp to enable the pilot to take note of possible obstructions. However, the indiscriminate use of landing lights may dazzle the marshaller and limit the assistance he can give.

9. Marshallers must position themselves so that they can be seen by the pilot at all times. To lessen the chance of falling they should, whenever possible, avoid walking backwards when marshalling. They must ensure that they always remain at a safe distance from propellers and jet intakes and exhausts, and also that they can escape if aircraft brakes should fail. The aircraft should be stopped at once if the pilot loses sight of the marshaller.

Division of Responsibility

10. It must be clearly understood that the pilot is in command of the aircraft and is at all times responsible for its safety. If he is dissatisfied with the directions given he is not obliged to obey them ; he is at liberty to pursue what he considers to be the wisest course of action.

RESTRICTED

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

