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Flying Operations

AIRCRAFT TAXI



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The purpose of this 89th Airlift Wing (AW) instruction is to establish procedures for taxiing 89 AW aircraft by 89th Maintenance Group (MXG) personnel. It establishes prerequisites, training criteria and procedures for actual taxi operations. It implements procedures in AFI 11-218, Aircraft Operations and Movement on the Ground. Only the 89 MXG/CC may authorize deviations from this instruction.

1. Prerequisites. The number of taxi qualified maintenance technicians will be kept at a level to ensure maximum productivity and proficiency. Certain standards must be maintained for safety considerations. Individuals selected for aircraft taxi certification must have the following minimum qualifications:

- 1.1. Fully qualified AFSC C2A571 C-32A/C-40B flying crew chief (FCC).
- 1.2. Engine run qualified technician on the same aircraft.
- 1.3. Minimum of 12 months time-on station at Andrews AFB.
- 1.4. Demonstrates a high degree of technical knowledge and ability in the view of his/her supervisor.
- 1.5. Recommended by the 89 MXG Maintenance Superintendent (MXM).
- 1.6. Approved by the 89 MXG/CC.

2. Training:

2.1. The aircraft maintenance flight crew chief or FCC program manager (MXMA) will forward a letter of request to 89 MXG/MXM for approval to initiate taxi training for select personnel who meet all prerequisites. Technicians are authorized to begin training upon approval of the 89 MXG/CC. The approved letter of request will be maintained in 89 MXG program manager until taxi certification is completed and a new special certification roster (SCR) is published and approved by the 89 MXG/CC.

2.2. Each trainee will:

2.2.1. Receive classroom academic instruction from a designated maintenance taxi instructor and pass a written examination on taxi-related procedures to include; taxi checklist, aircraft setup,

braking systems, throttles, aircraft controls, radio procedures, egress, fire extinguishing systems, aircraft marshalling, anti-hijacking procedures, control tower light signals, airport markings, lights and signs.

2.2.2. Receive hands-on taxi training from an instructor pilot or simulator training with a designated maintenance instructor.

2.2.3. Be certified annually by an evaluator pilot with a hands-on evaluation of taxi operations. The practical evaluation must be conducted within 30 days of the written examination.

2.2.4. Be immediately decertified on taxi qualification if engine run qualification is revoked or more than 30 days overdue.

3. Procedures. IAW AFI 11-218 paragraph 1.19; both seats must be occupied by taxi qualified individuals.

3.1. The taxi supervisor will personally ensure engine run and taxi clearance/approval is granted through communication with the maintenance operations center (MOC) through DynCorp production supervisor (SAM 4) prior to starting engines. Under no circumstances will aircraft engines be started without confirmed approval from the MOC.

3.2. Contact Andrews ground control prior to engine start and repositioning.

3.3. Ensure radio contact between the control tower and aircraft maintained during the taxi operation.

3.4. Contact Andrews ground control after the taxi operation is completed.

3.5. Aircraft will not be taxied within 25 feet of an obstruction unless a marshaller is used. If clearance is questionable or the necessary clearance can not be obtained and verified by a marshaller/wing walker, the aircraft will be shut down and towed.

3.6. Aircraft will not be taxied within 10 feet of any obstruction.

3.7. The aircraft will only be taxied by the person in the left seat.

3.8. In addition to aircraft anti-collision and position lights, landing or taxi lights will be used during night taxi operations or when visibility is reduced due to snow, rain, or fog.

3.9. 89 MXG personnel are authorized to taxi aircraft only at Andrews AFB. Any requirement to taxi an aircraft away from Andrews AFB must be approved on a case-by-case basis by the 89 MXG/CC and the 89 OG/CC.

3.10. Maintenance personnel will not taxi aircraft after being on duty for 12 hours.

3.11. Maintenance personnel will not taxi aircraft during periods of adverse weather (i.e. visibility less than $\frac{1}{4}$ mile or when taxiways are snow or ice covered). When such conditions exist, the aircraft will be towed.

3.12. Maintenance personnel designated taxi qualified are required to taxi at least once each quarter to maintain proficiency. 89 MXG program manager will maintain a log to show this requirement is being met.

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Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-218, *Aircraft Operations and Movement on the Ground*

Abbreviations and Acronyms

AW—Airlift Wing

FCC—Flying Crew Chief

MOC—Maintenance Operations Center

MXG—Maintenance Group

MXM—Maintenance Superintendent

SCR—Special Certification Roster