

**BY ORDER OF THE COMMANDER  
AIR EDUCATION AND TRAINING  
COMMAND**



**AIR FORCE INSTRUCTION 11-218**

**AIR EDUCATION AND TRAINING COMMAND**

**Supplement 1**

**28 OCTOBER 2002**

**Flying Operations**

**AIRCRAFT OPERATION AND MOVEMENT ON  
THE GROUND**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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**AFI 11-218, 1 August 2002, is supplemented as follows:**

Recommendations for change, improvement, or waivers to this supplement should be annotated on AETC Form 1236, **Request for Improving/Changing AETC Maintenance Regulations/Instructions**. Requests must be approved by the appropriate group commander (or squadron commander, if not assigned to a group) prior to forwarding to HQ AETC/LGM, 555 E Street East, Randolph AFB TX 78150-4440, for action by HQ AETC/LGMMP.

This supplement does not apply to AETC-gained Air Force Reserve Command (AFRC) or Air National Guard (ANG) units. Maintain and dispose of records created as a result of processes prescribed in this publication in accordance with AFMAN 37-139, *Records Disposition Schedule*.

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.**

Removes engine run requirements and high speed taxi check information now included in AFI 21-101, *Aerospace Equipment Maintenance Management*.

1.5.2. Develop local procedures and contingency plans to provide adequate fire protection while the tower or ground control is off the air. Include notifying the fire department before conducting an aircraft engine run and again when ground operations are complete.

1.9. **Use of Simulators.** Refer to AFI 21-101 for additional guidance when simulators are not available.

1.12. **Towing.** Unique towing procedures and duties are listed in AFI 21-101, AFOSH Standard 91-100, *Aircraft Flight Line – Ground Operations and Activities*, and applicable aircraft technical orders (TO).

1.13.1. Marshalling testing will consist of a locally devised written test using material extracted from the basic AFI, this supplement, International Civil Aviation Organization signal charts and placards, and a practical evaluation conducted by the individual's supervisor.

1.22.4. (Added) When the restriction not to taxi aircraft closer than 10 feet of an obstacle is waived (see paragraph 1.22.3), the following additional conditions apply:

1.22.4.1. (Added) No turns will be made while any part of the aircraft is within 10 feet of an obstacle.

1.22.4.2. (Added) During times of darkness or reduced visibility, obstacles will be lighted during taxi operations.

1.22.4.3. (Added) Civil Air Patrol-USAF aircraft operating out of Maxwell AFB must have a minimum 6-foot wingtip clearance to any obstacle. When taxiing closer than 10 feet, a marshaler or wing walker will be used and be clearly visible to the pilot. Except to avoid a collision, turns of more than 30 degrees within 10 feet of an obstacle are prohibited while taxiing. (These clearances only apply to taxi operations during daylight conditions.) Parking spots will be spaced to allow a minimum wingtip clearance of 6 feet, and taxi routes will be clearly designated.

2.3. **Aircraft Marshalers.** When Air Force ground marshalers are not available, the pilot on cargo- or transport-type aircraft will use crewmembers or crew chiefs as marshalers if the crewmembers can deplane safely with engines running and are familiar with the basic marshalling signals.

2.4.1.1. (Added) Before moving any flight control surface, personnel operating T-38 aircraft will form an upright "T" by extending one hand open horizontally over one hand open vertically. When all personnel and equipment are clear, the ground crewmember will repeat the "T" signal, which signals the operator that trim and control surface response may be checked. Once safe operation of primary flight control surfaces have been briefed, the ground crewmember will signal the operator to lower the flaps, using the "clear to lower flaps" hand signal. After the operator lowers the flaps full down and has repositioned them to the 60 percent mark, the ground crew will verify the proper horizontal tail trim position by repeating the "T" signal again, followed by a thumbs up or affirmative signal.

2.4.1.2. (Added) The T-37 gear pins will be stowed in the cockpit side pocket. The T-38 gear pins and pitot cover will be stowed in the single-point refueling check valve compartment, and the angle of attack vane lock will be stowed in the cockpit. The pilot must display egress safety pins before requesting removal of chocks. If the pilot fails to show egress pins, the ground crewmember holds up two fingers of the left hand and touches each finger to the thumb as if holding pins. After having been shown seat pins, ground crewmember gives the affirmative signal.

2.4.3.12. (Added) **T-38 Landing Gear Door Open.** The pilot cups both hands in front, fingertips touching and palms separated, and then rapidly opens both hands from the wrist and straightens fingers.

2.4.3.13. (Added) **T-38 Landing Gear Door Closed.** The pilot holds both hands separated with fingers straight down and then swings both hands together and cups them to touch fingers in front of body.

2.4.3.14. (Added) **Rotating Lights Check.** The pilot or ground crewmember holds the left hand horizontally with palm down and makes a circular motion with the right index finger (finger below extended palm). The ground crewmember gives the affirmative signal if lights are operational or a negative signal (thumbs down) if lights are inoperative. The ground crewmember indicates the condition of individual lights by pointing to the location and giving the appropriate signal for affirmative or negative.

2.4.3.15. (Added) **Hands Clear.** This special signal is used when ground crewmember wants the pilot to clear both hands to prevent inadvertent switch or lever activation. The ground crewmember extends both arms with hands straight out and 30 degrees above horizon. After completing the task, he or she repeats the signal and drops both arms rapidly to the side.

2.4.3.16. (Added) **Diverter Valve.** To signal diverter valve changeover on a T-38 launch, position the left hand horizontally in front of the body with the palm down and fingers extended. Clasp the right hand into a fist, position it vertically under the left palm, and rotate the fist with the thumb going inward and right.

2.4.3.17. (Added) **Rudder Movement.** To signal rudder movement, extend the right hand forward horizontally from the elbow (palm vertical) and move the hand left or right in conjunction with movement of the rudder.

2.4.3.18. (Added) **Aileron Movement.** To signal aileron movement, extend both hands forward horizontally from the elbow (palms down) and move hands up and down in conjunction with the movement of the ailerons.

2.4.3.19. (Added) **Horizontal Stabilizer.** To signal horizontal stabilizer or elevator movement, extend both hands forward horizontally from the elbow (palms down) and move hands up and down in conjunction with the horizontal stabilizer or elevator control surface movement.

2.5.2. For AETC flying operations where the parking plan requires an immediate left or right turn out of parking, the marshaller may move to a corresponding position on the appropriate (left or right) side of the aircraft just prior to taxiing.

3.24. (Added) **Form Adopted.** AETC Form 1236.

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

AFMAN 37-139, *Records Disposition Schedule*

AFOOSH Standard 91-100, *Aircraft Flight Line – Ground Operations and Activities*

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