



**AIRCRAFT OPERATION AND MOVEMENT ON
THE GROUND**

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AFI 11-218, 19 May 2004, is supplemented as follows: (This supplement governs operation of all aircraft assigned to AMC flying organizations; it also applies to all AMC-gained Air National Guard (ANG) and United States Air Force Reserve (AFRC) units.)

SUMMARY OF REVISIONS

Grants OG/CCs operating C-20 & C-37 aircraft authority to qualify Flight Engineers in engine run and taxi operations (paragraphs **1.14.3.** and **1.17.3.**). All AMC maintenance personnel are prohibited from being certified in taxi operations (paragraph **1.11.2.**). Aircraft marshallers are authorized use of high visibility marshalling sticks/wands during daylight operations (paragraph **2.3.1.3.**). **A bar (|) indicates a revision from the previous edition.**

1.8.1. Document flight engineer engine run and taxi qualifications on AF IMT 8 **Certificate of Aircrew Qualification** as a ground phase item.

1.10.3. Flight engineers will receive instructions from qualified flight examiner and instructor pilots, flight engineers or approved contractor training. Aircrew will document training on the appropriate aircrew qualification training record. Demonstrate qualification to a flight examiner (pilot or engineer). Engine run qualification expiration dates may be aligned with periodic evaluations.

| 1.11.2. AMC maintenance personnel will not be trained/certified in taxi operations.

1.11.3. Taxi qualification expiration dates may be aligned with periodic evaluations.

1.13.1. Pilots, navigators, flight engineers, loadmasters, boom operators, and crewmembers delegated ground control (marshaller) duties will test. Tests for these personnel will cover only signals applicable to their respective aircraft. Marshalling examinations and tests for aircrew will consist of a minimum of 20

open book questions, with a passing score of 85 percent corrected to 100 percent. If the score is below 85 percent, failed examinations or tests will be retaken only after retraining.

1.14.3. Operations group commanders may authorize mission qualified flight engineers to conduct engine run operations. Flight Engineers will be trained and qualified as specified in paragraphs 1.10.1. and 1.10.3.

1.15.5. (Added) When required, the pilot and flight engineer positions in the engine run checklist will be filled by qualified and certified engine run personnel for each maintenance run requirement. As a minimum, personnel occupying the copilot's position will be qualified brake and communications operators. Personnel filling other required positions (i.e. scanners) need only be qualified in the specific responsibilities of the position being filled. **EXCEPTION:** Not applicable to C-12 and C-21 aircraft maintained by civilian contractor technicians. For all H-1 engine runs, the minimum crew requirement will be that specified as "minimum crew required to operate the helicopter" in accordance with the flight manual.

1.16.2. Rotor brake system must be operational and used during ground idle engine runs. Preflight check will be accomplished using the pilot's abbreviated flight crew checklist prior to accomplishing the ground crew APU/APP and engine start checklist.

1.17. **Authorized Personnel.** Maintain radio contact with ground control or tower prior to and while taxiing. Notify them when taxiing operations are completed.

1.17.3. Operations group commanders may authorize mission qualified C-37 and C-20 flight engineers to perform taxi operations. Flight engineers will be trained and qualified as specified in paragraphs 1.11.1. and 1.11.3.

1.17.4. AMC maintenance personnel are prohibited from taxiing aircraft.

1.18. **Taxiing of Rotary-Winged Aircraft.** Minimum crew requirement will be that specified as "minimum crew required to operate the helicopter" according to the applicable flight manual.

1.19. **Manning Requirements.** The flight engineer (FE) position will be occupied by a qualified FE for all taxi operations. **EXCEPTION:** The FE/Observer position on C-37 and C-20 aircraft may be unoccupied.

1.22.3. AMC aircraft will not be taxied within 10 feet of an obstruction. Scanners (if required by the applicable flight publications), taxi signal personnel, and wing walkers will render a stop signal in lieu of a turn signal when in their judgment an immediate turn is required to provide the necessary 10-foot clearance. Any time the pilot doubts that adequate clearance exists, aircrew members, if applicable, will deplane to verify obstruction clearance. C-12 and C-21 aircraft do not require a signal person at the wingtip if the marshaller is in a position at the nose of the aircraft which allows clear visibility of the wingtip and obstruction. When Air Force signal personnel are not otherwise available, the pilot will use crewmembers not required for taxi operations, including qualified maintenance personnel, as signal personnel. All crewmembers and maintenance personnel used as signal personnel will be thoroughly briefed on deplaning and signaling procedures. This paragraph applies only when aircraft have the capability to safely deplane crewmembers with engines running.

1.22.3.3. Support equipment will be placed no closer than 10 feet from wing tips.

1.23. (Added) **Rules for Personnel Engaged in Towing Operations.** When primary crewmembers are required to occupy cockpit positions during towing operations by non-AMC personnel at non-AMC Air Force installations, the aircraft commander will coordinate with the senior maintenance officer or super-

intendent to ensure the towing supervisor and crew are fully qualified in accordance with AFOSHSTD 91-100, *Aircraft Flight Line-Ground Operations And Activities*. At non-Air Force installations, the aircraft commander must have approval from the airfield operations officer or manager prior to towing. The aircraft commander will personally ensure that the tow team supervisor briefs all personnel on their duties, responsibilities, and hazards involved during the towing operation, i.e. "wing tip growth" phenomenon, backing, etc., and that proper checklists are used. If any doubt exists as to the qualification of tow team personnel or the safety of the operation, make no attempt to tow aircraft until qualified Air Force personnel can be located. **(Not applicable to contractor-maintained aircraft.)**

1.24. (Added) **Aircraft Recovery.** Aircrews will not attempt to recover an AMC fixed-wing aircraft from unprepared surface areas that have been entered inadvertently. Normally, aircraft recovery will be accomplished by ground crews using appropriate equipment. Recovery may be accomplished by aircrews when it can be determined that the unprepared surface will support the aircraft; however, this procedure may be used only after obtaining prior approval from HQ AMC Stan/Eval.

2.3.1.3. AMC marshallers may use either high visibility paddles or high visibility marshalling sticks/wands during daylight hours.

3.24. (Added) **IMTs Adopted.** AF IMT 8 Certificate of Aircrew Qualification.

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