

## Marshall fixed and rotary aircraft

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### Overview

This standard is about marshalling fixed and rotary aircraft. You must be able to use and interpret hand signals to communicate with the flight deck crew, and safely marshal aircraft. You must know and understand your organisation's and the airport/airfield's low visibility, adverse weather and emergency procedures.

This standard is for those working in an airport/airfield who are responsible for marshalling aircraft.

When you have completed this standard, you will be able to demonstrate your knowledge of and ability to:

- Marshall fixed and rotary aircraft

## Performance criteria

### *You must be able to:*

1. Confirm stand capabilities and prepare the aircraft stand/ramp area in line with organisational and airport/airfield procedures
2. Prepare and use the required personal protective equipment (PPE) and marshalling equipment in line with organisational and airport/airfield procedures and relevant legal requirements
3. Confirm that the stand area is clear of foreign object debris (FOD)
4. Remain aware of adjacent stand activity
5. Recognise when a wing walker is required in line with organisational and airport/airfield procedures
6. Confirm the route of the aircraft that is to be marshalled
7. Marshall the aircraft in line with organisational and airport/airline procedures and relevant legal requirements
8. Interpret signals from the flight deck crew of the aircraft
9. Use the required signals to allow the flight deck crew to position the aircraft
10. Coordinate the actions of additional marshallers as required in line with organisational and airport/airfield procedures
11. Maintain your own, colleagues', passengers', and visitors' health, safety and welfare when marshalling aircraft
12. Provide the flight deck crew with guidance to safely position the aircraft
13. Complete the required documentation for marshalling aircraft in line with organisational and airport/airfield procedures and relevant legal requirements

## Knowledge and understanding

### *You need to know and understand:*

1. Your organisation's and the airport/airfield's procedures and relevant legal requirements for marshalling aircraft and the importance of adhering to them at all times
2. How to confirm stand capabilities and prepare the aircraft stand/ramp area
3. The personal protective equipment (PPE) required for marshalling aircraft
4. The types of health and safety risks to yourself, colleagues', passengers', and visitors' when preparing to marshal aircraft
5. The importance of being aware of adjacent stands activity when marshalling aircraft
6. How to confirm the route the aircraft is to be marshalled
7. Your organisation's and the airport/airfield's procedures and relevant legal requirements for using marshalling equipment
8. Your organisation's and the airport/airfield's procedures for coordinating with additional marshallers
9. The dimensional and turning characteristics of the aircraft you are marshalling
10. How to interpret standard signals from the flight deck crew of an aircraft
11. How to use and interpret standard marshalling signals
12. How to marshal the aircraft during daytime and night time operations
13. Your organisation's and the airport/airfield's low visibility and adverse weather procedures
14. How to maintain your own, colleagues', passengers', and visitors' health, safety and welfare when marshalling aircraft
15. When and how to activate your organisation's and the airport/airfield's emergency stop procedures
16. Your organisation's and the airport/airfield's procedures and relevant legal requirements for completing documentation for marshalling aircraft

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## Scope/range

### **Signals from the flight deck crew of an aircraft include:**

- a) Brakes engaged
- b) Brakes released
- c) Insert chocks
- d) Remove chocks
- e) Ready to start engines
- f) Disconnect ground power
- g) Insert ground power unit (GPU)
- h) Insert air start unit (ASU)

### **Marshalling signals include:**

- a) Emergency stop
- b) Proceed under guidance of another marshal
- c) Move ahead
- d) Open up starboard engine or turn to port
- e) Open up port engine or turn to starboard
- f) Stop
- g) Start engines
- h) Chocks inserted
- i) Chocks away
- j) Cut engines

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- k) Slow down
- l) Slow down engines on indicated side
- m) This bay
- n) All clear
- o) Marshalling finished
- p) Hover
- q) Land
- r) Move upwards
- s) Move downwards
- t) Move horizontally
- u) Move back
- v) Release load
- w) Release brakes
- x) Engage breaks
- y) Start engine(s)
- z) Attach or detach the ground power unit (GPU), air start unit (ASU)
- aa) Start/stop rotors
- bb) Fire

## Glossary

### **Your Organisation**

This is the company you work for or are contracted to

### **Organisation's Procedures**

These are the procedures your organisation has in place to ensure compliance with relevant rules, regulations, instructions, policies, procedures, legislation and laws relevant to the activity

### **PPE**

Personal protective equipment

### **FOD**

Foreign object debris

### **Aviation terms, phrases and hand signals**

have been standardised to improve communication and safety across the global aviation industry. The International Air Transport Association (IATA) set out the standard for nonverbal communication and guidance signals in the IATA Standards in the Airport Handling Manual (AHM) and IATA Ground Handling Manual (IGOM). The International Civil Aviation Organisation (ICAO) set out the common language used for verbal communication including radiotelephony, the phonetic alphabet and phraseology to be used.

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**Developed by** People 1st

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**Version Number** 2

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**Date Approved** 30 Jun 2021

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**Indicative Review Date** 30 Jun 2026

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**Validity** Current

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**Status** Original

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**Originating Organisation** GoSkills

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**Original URN** GSKAOG48

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**Relevant Occupations** Transport Drivers and Operatives, Transport Operations and Maintenance

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**Suite** Aviation Operations on the Ground

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**Keywords** marshall, aircraft, hand signals

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