



Australian Government

DEFCM007B Marshal aircraft (Defence)

Release 2

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Modification History

Release	TP Version	Comments
2	DEF12V2	Layout adjusted. No changes to content.
1	DEF12V1	Primary release.

Unit Descriptor

This unit covers the competency required to marshal aircraft during start/shutdown phases, and to direct aircraft movements as ground personnel using standard aircraft marshalling signals.

Marshalling is carried out under minimal supervision within organisational guidelines.

Application of the Unit

As agreed in the creation of this Training Package, applications for units transferred from the PUA00 Public Safety Training Package will be developed as part of continuous improvement plans, and taking into account the change in Unit of Competency format as detailed in templates for Streamlined Training Packages.

Licensing/Regulatory Information

Not applicable.

Pre-Requisites

Not applicable.

Employability Skills Information

This unit contains employability skills.

Elements and Performance Criteria Pre-Content

Elements describe the essential outcomes of a Unit of Competency.

Performance Criteria describe the required performance needed to demonstrate achievement of the element. Where ***bold italicised*** text is used, further information is detailed in the Required Skills and Knowledge and/or the Range Statement. Assessment of performance is to be consistent with the Evidence Guide.

Elements and Performance Criteria

ELEMENT	PERFORMANCE CRITERIA
1. Prepare for marshalling	1.1 Arrival/departure information is received and processed in accordance with organisational procedures. 1.2 Marshalling requirements for different aircraft type are determined and requirements are clarified where required. 1.3 Aircraft documentation is checked to verify serviceability status. 1.4 Personal protective equipment is selected and fitted. 1.5 Occupational health and safety/Work health and safety (OH&SWHS) requirements and recognised safety precautions are applied throughout the operation. 1.6 Allocated aircraft parking position is confirmed. 1.7 Marshalling, aircraft parking and ancillary support equipment is selected and checked for serviceability. 1.8 Relevant documentation is completed in accordance with organisational procedures.
2. Establish/disestablish aircraft parking position	2.1 Marshalling, aircraft parking, and ancillary support equipment is positioned and used in accordance with manufacturers' and organisational procedures. 2.2 Movement on tarmac is conducted in a safe manner in accordance with standard procedures. 2.3 Environmental factors are monitored to ensure safety is maintained.
3. Marshal aircraft during start and shut-down procedures of aircraft systems	3.1 Special circumstances/procedures during aircraft start and shut-down are allowed for. 3.2 Standard marshalling signals and/or communications are employed. 3.3 Visual contact with the pilot, other aircrew and/or ground staff is maintained. 3.4 Safety of self and other personnel within vicinity of propellers, engine intakes/exhausts during start and shut down is maintained. 3.5 Personnel are directed to and from aircraft within prescribed entry and exit arcs. 3.6 Emergency drills are completed in the event of an aircraft fire or other emergency, in accordance with standard procedures. 3.7 Aircraft is secured/unsecured in accordance with

standard procedures.

4. Marshal aircraft during taxiing

4.1 *Special circumstances/procedures during aircraft taxiing* are allowed for.

4.2 Standard marshalling signals and/or communications are employed.

4.3 Visual contact with the pilot, other aircrew or ground staff is maintained.

4.4 Safety distances between aircraft and ground personnel/obstructions are identified and maintained.

Required Skills and Knowledge

This describes the essential skills and knowledge and their level, required for this unit.

Required Skills

- allocate and prioritise aircraft parking
- basic first aid
- basic firefighting
- conduct briefings/debriefings
- implement aircraft security, access and ordnance procedures
- use marshalling signals
- work in a team

Required Knowledge

- aircraft danger zones
- day and night marshalling signals
- effects of wind on aircraft
- marshalling, support and aircraft equipment selection and serviceability
- procedures in the event of an aircraft fire/accident and emergency
- restrictions imposed on aircraft in confined areas
- security, access and ordnance requirements
- tasking information

Evidence Guide

Critical aspects for assessment and evidence required to demonstrate competency in this unit

Assessment must confirm the ability to clearly and promptly use and execute correct marshalling signals in a safe manner; to ensure the safety of ground personnel and aircrew; and to implement the correct procedures in the event of an aircraft emergency or accident.

Assessment must also confirm the ability to marshal aircraft by day and night.

Consistency in performance

Competency should be demonstrated over time to allow the individual to be assessed in a number of realistic operational scenarios.

Context of and specific resources for assessment

Context of assessment

Competency must be assessed in the context of using live aircraft and should replicate an operational flight line environment.

The marshaller should be exposed to the extremes of the operational environment where a person is under the stress of marshalling a live aircraft while other aircraft are operating in close proximity.

Assessment must be conducted in an operational environment or simulated operational environment by day and night.

Specific resources for assessment

Access to aircraft with engines running and propellers/rotors engaged, tarmac, personal protective equipment, marshalling equipment, aircraft parking equipment and ancillary support equipment.

Range Statement

The Range Statement relates to the Unit of Competency as a whole. It allows for different work environments and situations that may affect performance. Bold italicised wording in the Performance Criteria is detailed below.

<i>Arrival and departure information</i> may include:	- formalised tasking information - informal tasking information for action in accordance with localised procedures - informal information received via other means e.g. hand signals, phone, fax or radio communications regarding aircraft safety (for example hot brakes, fuel leak, security)
<i>Marshalling requirements for different aircraft type</i> may include:	- access - security - ordnance
<i>Aircraft</i> may include:	- fixed wing - rotary wing - other airborne vehicles
<i>Personal protective equipment</i> may include:	- eye goggles - head protection - hearing protection - hi visibility clothing - protective boots - protective overalls - respiratory protection
<i>Marshalling equipment</i> may include:	signalling devices (day/night)
<i>Aircraft parking equipment</i> may include:	- covers and intake inserts (bungs) - earthing leads - flags - magnetic pins - mechanical locking devices - tie-down devices - wheel chocks
<i>Ancillary support equipment</i> may include:	- access/egress equipment - external aircraft power facilities - fire extinguisher - first aid kit - parking markers and barriers
<i>Standard procedures</i> may	- defence instructions - policy

include:	• routine orders • standing operating procedures • standing orders • written and verbal orders
<i>Special circumstances/ procedures during aircraft start</i> may include:	• negative rotation • power sources • safety requirements, for example fire bottle attendants
<i>Special circumstances/ procedures during aircraft shut-down</i> may include:	• aircraft with droop stops • aircraft with no prop/rotor brake • installation of locking, protection or security devices
<i>Standard marshalling signals</i> must include	• the standard Australian Defence Force (ADF) marshalling signals
<i>Emergency drills</i> may include:	• basic fire fighting • basic first aid • crowd control • notifying emergency service/s
<i>Special circumstances/ procedures during aircraft taxiing</i> may include:	• undercarriage lock pins • safety pin requirements for aircraft carrying ordnance

Unit Sector(s)

Not applicable.

Corequisite Unit/s

Not applicable.