

# AIRCRAFT MARSHALLING SIGNALS



<p><b>A-1 AFFIRMATIVE (I WILL COMPLY OR I UNDERSTAND)</b> DAY: Hand raised, thumb up.</p> <p>ICAO COMPLIANT</p>	<p><b>A-2 NEGATIVE (NOT CLEAR OR I WILL NOT COMPLY)</b> DAY: Hold right arm straight out perpendicular to the ground with hand displaying the "thumb down" with left hand remaining along body pointing down.</p> <p>ICAO COMPLIANT</p>	<p><b>A-3 THIS WAY</b> DAY: Arms above head in vertical position with palms facing inward.</p> <p>ICAO COMPLIANT</p>	<p><b>A-4 PROCEED TO NEXT MARSHALLER</b> DAY: Right and left arm held vertically with hands pointing up, move and extend arms outward to sides of body and point with wands to direction of next signalman or taxi area.</p> <p>ICAO COMPLIANT</p>	<p><b>A-5 SLOW DOWN</b> DAY: Arms down with palms toward ground, then moved up and down several times.</p> <p>ICAO COMPLIANT</p>	<p><b>A-6 TURN LEFT</b> DAY: Hold both arms parallel to ground with hands extended sideways, left hand moves repeatedly up and down. The rate of hand motion indicates to the pilot the rate of aircraft turn.</p> <p>ICAO COMPLIANT</p>	<p><b>A-7 TURN RIGHT</b> DAY: Hold both arms parallel to ground with hands extended sideways, right hand moves repeatedly up and down. The rate of hand motion indicates to the pilot the rate of aircraft turn.</p> <p>ICAO COMPLIANT</p>	<p><b>A-8 MOVE STRAIGHT AHEAD</b> DAY: Extend both arms in front with palms up, move forearms up and down 90 degrees from chest height to head.</p> <p>ICAO COMPLIANT</p>	<p><b>A-9 SET BRAKES</b> DAY: Raise both arms above head with open palms forward, ensure visual contact with the flight crew then close both hands into a fist. Do not move until receipt of "thumbs up" from flight crew.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-9-A RELEASE BRAKES</b> DAY: Raise both hands above shoulder height with closed fists facing the flight crew, ensure eye contact with the flight crew then open hand with palm forward. Do not move until receipt of "thumbs up" from flight crew.</p> <p>ICAO NON-COMPLIANT</p>									
<p><b>A-10 STOP</b> DAY: Arms crossed above the head, palms facing forward.</p> <p>ICAO COMPLIANT</p>	<p><b>A-10-A EMERGENCY STOP</b> DAY: Same as A-10 but done rapidly and repeated until aircraft stops.</p> <p>ICAO COMPLIANT</p>	<p><b>A-11 MOVE BACK</b> DAY: Arms alongside body with palms facing forward, arms are swept forward and upward repeatedly to shoulder height.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-12 TURNS WHILE BACKING- TAIL TO LEFT</b> DAY: Point right arm down and left arm brought from overhead, vertical position to horizontal forward position, repeating left arm movement.</p> <p>ICAO COMPLIANT</p>	<p><b>A-13 TURNS WHILE BACKING-TAIL TO RIGHT</b> DAY: Point left arm down and right arm brought from overhead, vertical position to horizontal forward position, repeating right arm movement.</p> <p>ICAO COMPLIANT</p>	<p><b>A-14 REQUEST/CLEARANCE FOR PERSONNEL TO APPROACH AIRCRAFT</b> DAY: A beckoning motion with either hand at eye level.</p> <p>ICAO COMPLIANT</p>	<p><b>A-15 REQUEST BY MARSHALLER TO MOVE PERSONNEL TOWARD AIRCRAFT</b> DAY: Either hand raised vertically above head, palm towards aircraft. The other hand held horizontally and indicating to pilot that personnel are standing by to approach the aircraft.</p> <p>ICAO COMPLIANT</p>	<p><b>A-16 PERSONNEL APPROACH THE AIRCRAFT</b> DAY: Either hand raised vertically overhead, palms towards aircraft. The other hand points to personnel standing by and indicates where personnel are to proceed.</p> <p>ICAO COMPLIANT</p>	<p><b>A-17 INSERT CHOCKS</b> DAY: Arms down, fist closed, thumbs extended inward, swing arms from extended position inward.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-18 REMOVE CHOCKS</b> DAY: Arms down, fists closed, thumbs extended outward, swing arms outward.</p> <p>ICAO NON-COMPLIANT</p>									
<p><b>A-19 DOWN LOCKS / UNDERCARRIAGE PINS INSTALL</b> DAY: Left arm bent vertically in front with fist clenched, right arm bent horizontally in front with fist clenched and held motionless at left elbow.</p> <p>ICAO COMPLIANT</p>	<p><b>A-20 DOWN LOCKS / UNDERCARRIAGE PINS REMOVE</b> DAY: Left arm bent vertically in front with fist clenched, right arm bent horizontally in front with fist clenched and held motionless at left elbow. Right fist moves horizontally away from left elbow.</p> <p>ICAO COMPLIANT</p>	<p><b>A-21 GROUND-ELECTRICAL POWER SUPPLY INSERT</b> DAY: Hands above head, left fist partially clenched, right hand moved in direction of left hand with first two fingers extended and inserted into circle made by fingers of the left hand.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-22 GROUND-ELECTRICAL POWER SUPPLY DISCONNECT</b> DAY: Hands above head, left fist partially clenched, right hand moved away from left hand, withdrawing first two fingers from circle made by fingers of the left hand.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-23 EXTERNAL AIR SUPPLY CONNECT</b> DAY: With hands above head, left hand cupped, right fist clenched and moved in direction of left hand and inserted into cup made by left hand.</p> <p>ICAO COMPLIANT</p>	<p><b>A-24 EXTERNAL AIR SUPPLY DISCONNECT</b> DAY: Hold both arms parallel to ground with hands extended sideways, left hand moves repeatedly up and down. The rate of hand motion indicates to the pilot the rate of aircraft turn.</p> <p>ICAO COMPLIANT</p>	<p><b>A-25 START ENGINE(S)</b> DAY: Left hand overhead with appropriate number of fingers extended to indicate the number of the engine to be started, and circular motion of right hand at head level.</p> <p>ICAO COMPLIANT</p>	<p><b>A-26 SLOW DOWN ENGINES ON INDICATED SIDE</b> DAY: Arms down, with either right or left arm moved up and down, palm facing down, indicating that left or right side engines respectively should be slowed down.</p> <p>ICAO COMPLIANT</p>	<p><b>A-27 CUT ENGINES</b> DAY: Either arm and hand level with shoulder, with hand moving across throat palm down.</p> <p>ICAO COMPLIANT</p>	<p><b>A-28 FIRE</b> DAY: Make rapid horizontal figure-of-eight motion at waist level with either hand, while other hand is pointing at source of fire.</p> <p>ICAO NON-COMPLIANT</p>									
<p><b>A-29 TAIL/NOSE WHEEL LOCK</b> DAY: Wrists together overhead, hands opened to form a V, then close suddenly.</p> <p>ICAO COMPLIANT</p>	<p><b>A-30 TAIL/NOSE WHEEL UNLOCK</b> DAY: Hands overhead, palms together then hands opened from the wrist to form a V, wrists remaining together.</p> <p>ICAO COMPLIANT</p>	<p><b>A-31 LOWER WING FLAPS</b> DAY: Hands in front, palms together horizontally then opened from the wrist to crocodile-mouth fashion.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-32 RAISE WING FLAPS</b> DAY: Hands in front, horizontally, with palms open from the wrists, then suddenly closed.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>A-33 OPEN AIR/SPEED BRAKES</b> DAY: Hands in front at waist level with palms touching each other, open hands wide from the wrists junction.</p> <p>ICAO COMPLIANT</p>	<p><b>A-34 CLOSE AIR/SPEED BRAKES</b> DAY: Hands open in front at waist level with wrists touching each other, close palms together.</p> <p>ICAO COMPLIANT</p>	<p><b>A-35 TAILHOOK UP</b> DAY: Right fist, thumb extended upward, raised suddenly to meet horizontal palm of left hand at chest level.</p> <p>ICAO COMPLIANT</p>	<p><b>A-36 TAILHOOK DOWN</b> DAY: Right fist, thumb extended downward, lowered suddenly to meet horizontal palm of left hand at waist level.</p> <p>ICAO COMPLIANT</p>	<p><b>A-37 FOLD WINGS/HELICOPTER BLADES</b> DAY: Arms straight out at sides, then swept forward and hugged around shoulders.</p> <p>ICAO COMPLIANT</p>	<p><b>A-38 SPREAD WINGS/HELICOPTER BLADES</b> DAY: Arms hugged around shoulders then swept straight out to the sides. Hold signal until wings/blades are locked, then give affirmative signal.</p> <p>ICAO NON-COMPLIANT</p>									
<p><b>A-39 OPEN WEAPON BAY(S) DOOR(S)</b> DAY: Body bent forward at the waist, hands held with fingertips touching in front of the body and elbows bent at approximately 45 degrees, then arms swing downwards and outward.</p> <p>ICAO COMPLIANT</p>	<p><b>A-40 CLOSE WEAPON BAY(S) DOOR(S)</b> DAY: Body bent forward at the waist and arms extended horizontally, then arms swing down and in until finger tips touch in front of the body with elbows bent at approximately 45 degrees.</p> <p>ICAO COMPLIANT</p>	<p><b>A-41 TAKE-OFF (FIXED WING AIRCRAFT)</b> DAY: Marshall conveys left hand and makes circular motion of right hand above head in horizontal plane ending in a throwing motion of arm towards direction of take-off.</p> <p>ICAO COMPLIANT</p>	<p><b>A-42 TILLER BAR/STEERING ARM IN PLACE</b> DAY: Point to nose with index finger, right hand moving horizontally at waist level. The affirmative signal immediately following signals means: <b>SOMEONE IS TENDING BAR.</b> A negative signal immediately following signals means: <b>NO ONE IS TENDING BAR.</b></p> <p>ICAO COMPLIANT</p>	<p><b>A-43 ENGAGE NOSEWHEEL STEERING</b> DAY: Point to nose with index finger, lateral wave with open palm of other hand at shoulder height.</p> <p>ICAO COMPLIANT</p>	<p><b>A-44 DISENGAGE NOSEWHEEL STEERING</b> DAY: Point to nose with index finger, lateral wave with open palm of other hand at shoulder height.</p> <p>ICAO COMPLIANT</p>	<p><b>A-45 ABANDON AIRCRAFT</b> DAY: Simulate unfastening seat belt and shoulder straps and throwing them up and off.</p> <p>ICAO COMPLIANT</p>	<p><b>A-46 HOT BRAKES</b> DAY: Arms extended with forearms perpendicular to the ground. Palms facing inward.</p> <p>ICAO COMPLIANT</p>	<p><b>A-47 VENTILATION</b> DAY: Circular motions of right hand in horizontal plane, fist clenched, index finger stretched down, right arm extended, with forearm perpendicular to the ground.</p> <p>ICAO COMPLIANT</p>	<p><b>A-48 TEBRIEF</b> DAY: Make a "T" signal with hands at head level.</p> <p>ICAO NON-COMPLIANT</p>									
<p><b>A-49 LASHINGS (TIE-DOWNS) ON</b> DAY: Hands in front at waist level, rotate in circular motion.</p> <p>ICAO COMPLIANT</p>	<p><b>A-49A LASHINGS (TIE-DOWNS) IN PLACE</b> DAY: Same signal as "lashings on" (Signal A-49), followed by thumbs up.</p> <p>ICAO COMPLIANT</p>	<p><b>A-49B LASHINGS (TIE-DOWNS) OFF</b> DAY: Hold left arm straight down along body. Bring right hand to left shoulder and sweep down to other hand. Repeat on the other side.</p> <p>ICAO COMPLIANT</p>	<p><b>A-50 FUEL SPILL</b> DAY: Hold right hand repeatedly drawn across the forehead with palm facing forward, move left hand up and down with palm facing down toward body.</p> <p>ICAO COMPLIANT</p>	<p><b>A-51 WINGWALKER/GUIDE</b> DAY: Raise right hand above head level with fingers pointing up, move left hand up and down with palm facing down toward body.</p> <p>ICAO COMPLIANT</p>	<p><b>A-52 HOLD POSITION/STAND BY</b> DAY: Fully extend arms downwards at a 45-degree angle to sides with palms facing inward. Hold position until aircraft is clear for next maneuver.</p> <p>ICAO COMPLIANT</p>	<p><b>A-53 DISPATCH AIRCRAFT</b> DAY: Perform a standard salute with right hand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi.</p> <p>ICAO COMPLIANT</p>	<p><b>A-54 DO NOT TOUCH CONTROLS</b> DAY: Extend right arm above head with a closed fist. Left arm remains steady at side along body.</p> <p>ICAO COMPLIANT</p>	<p><b>A-55 OPEN/CLOSE STAIRS</b> DAY: With right arm at side of body and left arm raised above head at a 45-degree angle, move right arm in a sweeping motion towards top left shoulder.</p> <p>ICAO COMPLIANT</p>	<p><b>B-1 TAKE OFF</b> DAY: Arms extended horizontally sideways beckoning upwards.</p> <p>ICAO COMPLIANT</p>	<p><b>B-2 HOVER</b> DAY: Arms extended horizontally sideways, palms downwards.</p> <p>ICAO COMPLIANT</p>	<p><b>B-3 MOVE UPWARDS</b> DAY: Arms above head in vertical position with palms facing inward.</p> <p>ICAO COMPLIANT</p>	<p><b>B-4 MOVE TO LEFT</b> DAY: Both arms extended horizontally, left arm is raised vertically in a repeating movement.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>B-5 MOVE TO RIGHT</b> DAY: Both arms extended horizontally, right arm is raised vertically in a repeating movement.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>B-6 CLEAR</b> DAY: Both arms extended on same side above shoulder level in direction clear to fly off.</p> <p>ICAO COMPLIANT</p>	<p><b>B-7 LOWER WHEELS</b> DAY: When aircraft approaches with landing gear retracted, marshaller gives signal by side view of a cranking circular motion of the hands.</p> <p>ICAO COMPLIANT</p>	<p><b>B-8 WAVE OFF</b> DAY: Waving of arms over the head.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>B-9 LANDING DIRECTION</b> DAY: Marshaller stands with arms raised vertically above head and facing towards the point where the aircraft is to land. The arms are lowered repeatedly from a vertical to a horizontal position, stopping finally in the horizontal position.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>B-10 MOVE DOWNWARDS</b> DAY: Arms extended horizontally sideways beckoning downwards with palms turned down. Speed of movement indicates rate of descent.</p> <p>ICAO COMPLIANT</p>
<p><b>B-11 LAND</b> DAY: Arms crossed and extended downwards in front of the body.</p> <p>ICAO COMPLIANT</p>	<p><b>B-12 DROOP STOPS OUT</b> DAY: When rotor starts to run down, marshaller stands with both hands raised above head, fists closed, thumbs pointing out.</p> <p>ICAO COMPLIANT</p>	<p><b>B-13 DROOP STOPS IN</b> DAY: When droop stops go in, marshaller turns thumbs inward.</p> <p>ICAO COMPLIANT</p>	<p><b>B-14 REMOVE BLADE TIE-DOWNS</b> DAY: Left hand above head, right hand pointing to individual boots for removal.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>B-15 ENGAGE ROTOR(S)</b> DAY: Circular motion in horizontal plane with right hand above head.</p> <p>ICAO NON-COMPLIANT</p>	<p><b>B-16 HOOK UP LOAD</b> DAY: Rope climbing motion with hands.</p> <p>ICAO COMPLIANT</p>	<p><b>B-17 RELEASE LOAD</b> DAY: Left arm extended forward horizontally, fist clenched, right hand making vertical pendulous movement with first clenched.</p> <p>ICAO COMPLIANT</p>	<p><b>B-18 TROUBLE WITH LOAD</b> DAY: Extend both arms in front with palms up, move forearms up and down 90 degrees from chest height to head.</p> <p>ICAO COMPLIANT</p>	<p><b>B-19 WINCH UP</b> DAY: Left arm horizontally stretched in front of body at shoulder height, fist clenched. Right arm, with palm turned upwards, making upward motion.</p> <p>ICAO COMPLIANT</p>	<p><b>B-20 WINCH DOWN</b> DAY: Left arm horizontally stretched in front of body, fist clenched. Right arm, with palm turned downwards making downward motion.</p> <p>ICAO COMPLIANT</p>									
<p><b>B-21 CUT CABLE</b> DAY: Right arm extended forward horizontally, fist clenched, left arm making horizontal slicing movements below the right fist, palm downward.</p> <p>ICAO COMPLIANT</p>	<p><b>B-22 DROOP PYLON</b> DAY: Bend elbow across chest, palm downward. Extend arm outward to horizontal position, keeping palm open and facing down.</p> <p>ICAO COMPLIANT</p>	<p><b>B-23 FOLD PYLON</b> DAY: Extend right arm horizontally, palm downward. Bend arm cross chest, keeping palm down.</p> <p>ICAO COMPLIANT</p>	<p><b>B-24 I DESIRE HFR</b> DAY: Helo crewmember brings thumb to mouth as if drinking from a glass.</p> <p>ICAO COMPLIANT</p>	<p><b>B-25 COMMENCE FUELLING</b> DAY: Helo crewmember makes circular motion with right hand.</p> <p>ICAO COMPLIANT</p>	<p><b>B-26 FUELLING COMPLETE</b> DAY: Helo crewmember/ground crew member makes vertical motion of hand.</p> <p>ICAO COMPLIANT</p>	<p><b>B-27 CEASE FUELLING</b> DAY: Helo crewmember/ground crew member makes horizontal motion with palm of right hand across body at shoulder height.</p> <p>ICAO COMPLIANT</p>	<p><b>B-28 HARPOON UP</b> DAY: Right hand moving up and across the body from left thigh (as if drawing a sword).</p> <p>ICAO COMPLIANT</p>	<p><b>B-29 HARPOON DOWN</b> DAY: Right hand moving down towards right thigh (as if sheathing a sword).</p> <p>ICAO COMPLIANT</p>	<p><b>B-30 RAISE SAFETY STANCHION</b> DAY: Raise both index fingers, extended upward, chest level, close together, near body.</p> <p>ICAO COMPLIANT</p>									
<p><b>B-31 LOWER SAFETY STANCHION</b> DAY: Lower both index fingers, extended downward, chest level, close together, and near body.</p> <p>ICAO COMPLIANT</p>	<p><b>B-32 RAISE ELEVATOR/LIFT</b> DAY: Fully extend both arms with index fingers pointing upward (may also be thumb extended upward).</p> <p>ICAO COMPLIANT</p>	<p><b>B-33 LOWER ELEVATOR/LIFT</b> DAY: Fully extend both arms with index fingers pointing downward (may also be thumb extended downward).</p> <p>ICAO COMPLIANT</p>	<p><b>B-34 MOVING NACELLE (V-22 PILOT)</b> DAY: Arms apart and held vertical to shoulders with flat hands, palms held facing each other above eye level. Execute a chopping arm motion. (Note: Given by pilot only after aircraft is chocked/chaired) Used by V-22s to move nacelle exhaust for thermal mitigation and prevent flight deck/runway damage.</p> <p>ICAO COMPLIANT</p>															

- NOTES:**
- The A series of signals is applicable to all aircraft.
  - The B series of signals is applicable to hovering aircraft.
  - The night signals, except where noted, are the same as the day signals with wands pointing in the same direction as the thumbs.
  - Annotated signals are compliant or non-compliant with ICAO signals as noted. Otherwise, signals only exist for NATO.