

FIXED WING HAND SIGNALS (8300)

(Revised September 2001)



CONNECT APU

When starting aircraft, an auxiliary power unit (APU) is sometimes required. To indicate APU connection, one point's hand to a raised, flat palm of the other hand until the pilot acknowledges.



DISCONNECT APU

To indicate APU disconnect at the end of the start sequence, one uses a fist with extended thumb, (hitch hiking signal) moving away from the raised flat palm of the other hand. At night, pointing the wand and held vertically will be used for each respective signal.



ALL CLEAR

The "ALL CLEAR" signal will indicate to the pilot that the area is clear. Raise the right hand and hold steady above and out from the head.



Cut Engines

Upon stopping the aircraft in the desired spot, indicate to the pilot that they may shut down the engines by “cutting one’s throat” with one hand/wand. The other hand/wand is held behind one’s back.



Insert Chocks

Indicate that the chocks are now or soon to be inserted under the wheels by moving the closed fist with thumb/wand extended pointing towards one’s hips at hip height.

Pull Chocks

Once the engines are started and taxi is to commence, the Parking Tender indicates to the pilot that the chocks are pulled by slowly moving fists with thumbs extended or wands pointed away from the body at hip height. Arms should be held straight and the motion emphasized away from the body. The pilot should acknowledge this signal with a nod or blinking light. Commence appropriate taxi signal.



Taxi or parking guidelines delineating the normal path to a spot should be painted on the ramp. This is not always possible, requiring that the Parking Tender be able to turn the aircraft with hand signals. The signal for a turn is pointing with one hand/wand to one main landing gear wheel and moving the other hand/wand, arm bending at the elbow, upper arm held horizontally to one's side, slowly in the vertical plane.





Stop

Stop is indicated by crossed hands/wands, in front of the signal person over the head.

Note that Stop and Emergency Stop are the same.



Hot Brakes

Occasionally, quick stops on the runway and/or fast taxiing to the ramp result in hot brakes. The signal for Hot Brakes is a fanning motion in front of the brakes and pointing to the brakes.



Establish Radio Contact

To establish radio contact, pat both ears with the palms of the hands.



Hot Load

The signal to Hot Load an aircraft is to make a fist with the thumb pointed towards the mouth.



Slow Down

Slowing an aircraft's speed is done by moving one's hands up and down slowly, from shoulder height to hip height with the palms held downwards until the aircraft is moving slowly enough for one to safely direct. At night point the wands towards the ground.



Move Straight Ahead

To move an aircraft forward, raise and lower both hands in the vertical plane at the same time, arms bending at the elbows, upper arms held parallel to the ground.



Signal Person's Identification

When an aircraft needs to be directed to a particular parking spot, such as a loading pit, the Parking Tender will be stationed so that he/she faces the aircraft's intended parking position. The Parking Tender will point straight up with both arms at full extension in the vertical plane.



Start Engines

The indicator to start engines is made by raising one hand above one's head at full extension and moving it in small circles slowly. The other arm is positioned behind one's back. At night, a lighted wand will be raised and moved in small circles, the second wand held behind one's back. Pilots should acknowledge by blinking the taxi light or a flashlight from the cockpit. To indicate clearance to start a particular engine, one points to an engine, and waves the other hand in small circles.



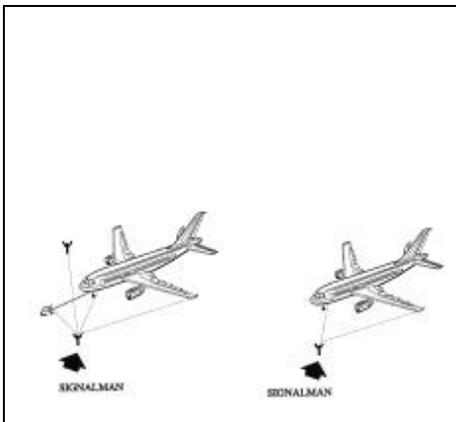
Engine Fire

In the event of an engine fire in the stacks or on the ground during start, one will indicate such by pointing with one hand/wand to the fire and wave the other hand/wand in a large, horizontal figure "8" motion in front of one's chest. Keep this motion going until the fire is out.



Fuel Flowing From Drain

During the start procedure for an engine, there is always the possibility of the pilot over-priming an engine. This is indicated by raw fuel dripping or flowing from the bottom of the engine. It can be difficult for the pilot to see this fuel dripping. The Parking Tender should report this condition to the pilot by pointing a hand/wand to the dripping fuel and holding one's nose.



Signal Person Directs Towing

Use of an additional Parking Tender to guide an aircraft to the parking spot is highly recommended when there is considerable moving traffic, a crowded ramp, the aircraft is being towed or visibility is restricted. The Signal Person should stand to the front and left of the aircraft and the additional Parking Tender should stand in a position to clearly see the right wing tip.