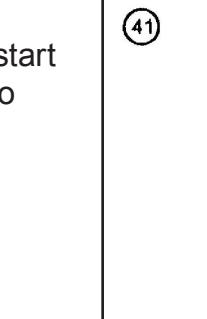
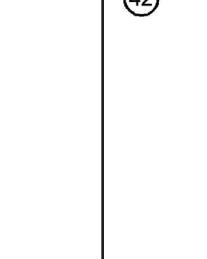
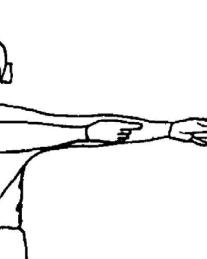
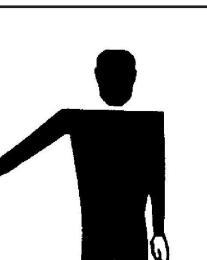
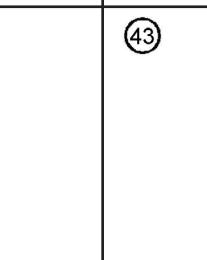
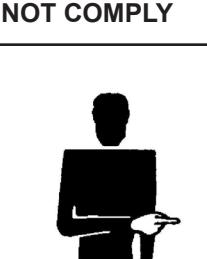
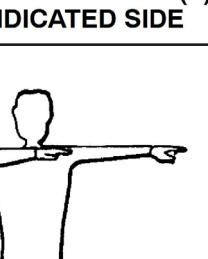
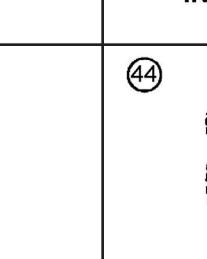
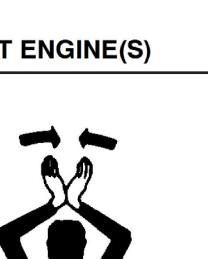
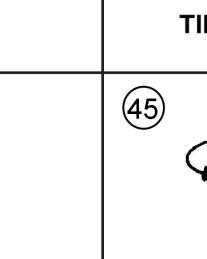
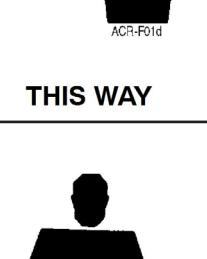
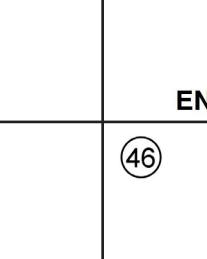
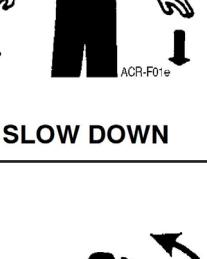
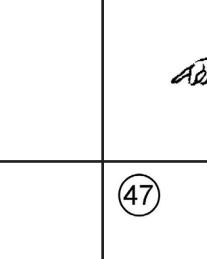
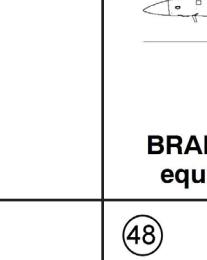
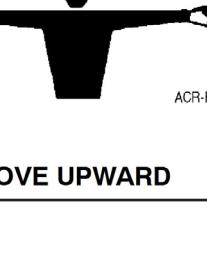
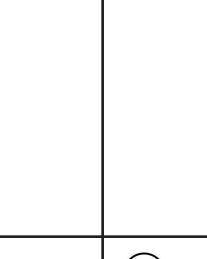
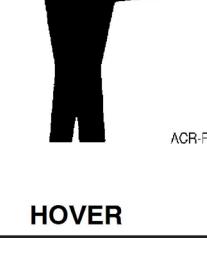
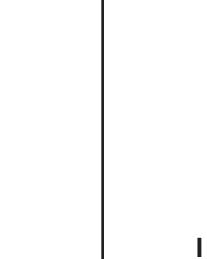
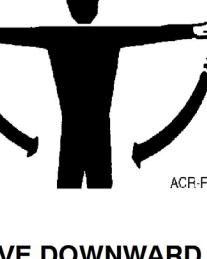
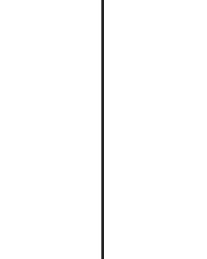
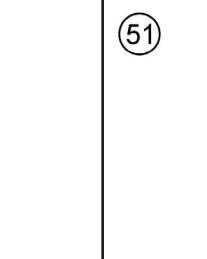
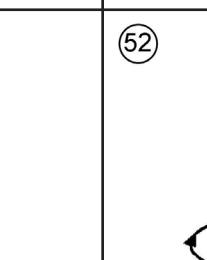


SIGNAL	DAY	NIGHT	REMARKS	SIGNAL	DAY	NIGHT	REMARKS	SIGNAL	DAY	NIGHT	REMARKS	SIGNAL	DAY	NIGHT	REMARKS			
Fixed Wing General Aircraft Handling Signals					② CONNECT GROUND ELECTRICAL POWER SUPPLY	Hands above head, left fist partially clenched, right hand moved in direction of left hand with first two fingers extended and inserted into circle made by fingers of the left hand.	Same as day signal with addition of wands.	Same signal for air start except using two fingers (day).		④ CLOSE AIR/SPEED BRAKES	Hands in front, vertically with palms open from the wrists, then suddenly closed.	Same as day signal with addition of wands.		⑥ VERTICAL TAKEOFF (VTO) (AV-8)	Arms extended horizontally sideways beckoning upwards, with palms turned up.	Same as day signal with addition of wands.		
①  AFFIRMATIVE/ALL CLEAR/WILL COMPLY	Hand raised, thumb up.	Same as day signal with addition of wands.	Conforms to ICAO signal.		③ START ENGINE(S)	Left hand over head with appropriate number of fingers extended. Right hand will be flashed to indicate the engine to be started, and circular motion of right hand at head level.	Similar to day signal except that the wands will be flashed to indicate the engine to be started.	Conforms to ICAO signals.		⑧ REMOVE TIEDOWNS (director)	To-land crew, Makes wiping motion down left arm with right hand.	Same as day except with wands.		⑩ PASS CONTROL	With both arms shoulder height, point in direction of person receiving control.	Same as day except point amber wand.	Used by U.S. Navy personnel. Not a NATO signal.	
②  NEGATIVE/NOT CLEAR/WILL NOT COMPLY	Arm held out, hand below waist level, thumb turned downwards.	Same as day signal with addition of wands.			⑨ SLOW DOWN ENGINE(S) ON INDICATED SIDE	Arms down with palms toward ground, either both palms up or down indicating that left or right side engines respectively should be slowed down.	Same as day signal with addition of wands.	Conforms to ICAO signals.		⑩ INSTALL TIEDOWNS (director)	To-land crew, Rotates hands in a circle perpendicular to and in front of his body.	Same as day except with wands.		⑪ CUT RAMP: OPEN/CLOSE	One hand held in hold, the other finger pointing up but not touching; then bring fingers and thumb together several times. Pilot will respond with same signal.	Two wands used in same manner.	Ramp shall not come down until deck crew acknowledges pilot signal.	
③  PROCEED TO NEXT DIRECTOR	Right or left arm down, other arm moved across the body and extended to indicate direction to next director.	Same as day signal with addition of wands.	Conforms to ICAO signals.		⑫ CUT ENGINE(S)	Either arm and hand level with shoulder, hand moving across the throat, palm down. Hand moved sideways, arm remaining bent. Other arm pointing to engine.	Same as day signal with addition of wands.			⑬ TIEDOWNS IN PLACE (director)	Same signal as "install tiedown," followed by thumbs up.	Same as day except with wands.		⑭ ROTATE NACELLES UP/DN	Arms extended from body and held horizontal to shoulders with hands above in a 45° angle and above eye level. Execute a beckoning arm motion angled backward.	Same as day signal with addition of wands.		
④  THIS WAY	Arms above head in vertical position with palms facing inward.	Same as day signal with addition of wands.	Conforms to ICAO signal.		⑮ LOCK TAILWHEEL	Hands together overhead, opened from the wrists in a V, then closed suddenly.	Same as day signal with addition of wands.			⑯ ENGINE RUNUP (pilot)	Moves forefinger in a circular motion in view of director to indicate that he is ready to run up engines.	Makes circular motion with hand held light.	Director responds with same signal (wand at night) to indicate "clear to run up."	Helicopter and Vertical Take-Off (VTO) Aircraft Handling Signals				
⑤  SLOW DOWN	Arms down with palms towards ground, then moved up and down several times.	Same as day signal with addition of wands.	Conforms to ICAO signal.		⑰ UNLOCK TAILWHEEL	Hands overhead, palms together, then hands opened from the wrists to form a V, wrists remaining together.	Same as day signal with addition of wands.			⑱ HOT BRAKES	Makes rapid fanning motion with one hand in front of face and points to wheel with other hand.	Same as day except with wands.		⑲ LANDING DIRECTION	LSE stands with arms raised vertically above head and facing toward the point where the aircraft is to land. Hand repeated from a vertical to a horizontal position, stopping finally in the horizontal position.	Same as day signal with addition of wands.	Conforms to ICAO signal.	
⑥  TURN TO LEFT	Extend right arm horizontally, left arm is repeatedly moved upward. Speed of arm movement indicating rate of turn.	Same as day signal with addition of wands.	1. Clench first (day), or down-turned wand (night), means for pilot to lock indicated brake. 2. Also used for spot turns for hovering aircraft. Conforms to ICAO signal.		⑯ FOLD WINGS/HELICOPTER BLADES	Arms straight out at sides, then swept forward and hugged around shoulders.	Same as day signal with addition of wands.			⑳ BRAKE FAILURE (tailhook equipped aircraft) (pilot)	Pilot drops tailhook and turns on external lights as an emergency signal to the director and deck crew.	Same as day.	Pilot also informs tower via radio.		㉑ MOVE UPWARD	Same as day signal with addition of wands.	Conforms to ICAO signal.	
⑦  TURN TO RIGHT	Extend left arm horizontally, left arm is repeatedly moved upward. Speed of arm movement indicating rate of turn.	Same as day signal with addition of wands.	1. Clench fist (day), or down-turned wand (night), means for pilot to lock indicated brake. 2. Also used for spot turns for hovering aircraft. Conforms to ICAO signal.		㉒ SPREAD WINGS/HELICOPTER BLADES	Arms hugged around shoulders, then swept straight out to the sides.	Same as day signal with addition of wands.			㉓ LIGHTS	Points to eyes with two fingers to signal "lights on."	Flashing wands.	When lights are already on, same signal is used to signal "lights off."		㉔ HOVER	Arms extended horizontally sideways, palms downward.	Same as day signal with addition of wands.	Conforms to ICAO signal.
⑧  MOVE AHEAD	Arms extended from body and held horizontal to shoulders with hands up near eye level, palms facing backwards. Execute beckoning arm motion angled backward. Rapidly indicates speed desired	Same as day signal with addition of wands.	Conforms to ICAO signal.		㉕ LOCK WINGS/HELICOPTER BLADES	Hit right elbow with palm of left hand.	Same as day signal with addition of wands.			㉖ I HAVE CONTROL	Hold one hand open, motionless and high above head, with palm forward.	Same as day except with wand.		㉗ MOVE DOWNWARD	Arms extended horizontally sideways beckoning downwards, with palms turned down. Speed of movement indicates rate of descent.	Same as day signal with addition of wands.	Conforms to ICAO signal.	
⑨  STOP	Arms crossed above the head, palms facing forward.	Same as day signal with addition of wands.	Conforms to ICAO signal.		㉘ OPEN WEAPON BAY(S) DOOR(S)	Body bent forward at the waist, hands held with fingertips touching in front of body and elbows bent at approximately 45°, then arms swing downward and outward.	Same as day signal with addition of wands.			㉙ OPEN COWL FLAPS	Hold hands against side of head; then open hands by moving thumbs forward and outward.	Same as day except with wands.		㉚ MOVE LEFT	Right arm extended horizontally sideways in direction of movement and other arms swing over the head in same direction, in a repeating movement.	Same as day signal with addition of wands.	Conforms to ICAO signal.	
⑩  BRAKES	ON — Arms above head, open palms and fingers raised with palms toward aircraft, then fists closed. OFF — Crossed wands, then uncrossed.	Conforms to ICAO signal.			㉛ CLOSE WEAPON BAY(S) DOOR(S)	Body bent forward at the waist and arms extended horizontally, then arms swing downward and in until fingertips touch in front of the body with elbows bent at approximately 45°.	Same as day signal with addition of wands.			㉜ CONNECT/DISCONNECT AIR STARTING UNIT	Same as "connect/disconnect ground electrical power supply" except using one finger (day). (See signals 20 and 21.)		㉝ MOVE TO RIGHT	Left arm extended horizontally sideways in direction of movement and other arm swing over the head in the same direction, in a repeating movement.	Same as day signal with addition of wands.	Conforms to ICAO signal.		
⑪  MOVE BACK (ALSO USED TO PULL BACK AIRCRAFT UTILIZING ARRESTING WIRE)	Arms by sides, palms facing forward, swept forward and upward repeatedly to shoulder height.	Same as day signal with addition of wands.	Conforms to ICAO signal.		㉗ TAKE OFF	Director conceals left/right hand and makes circular motion of left/right hand over head in horizontal plane ending in a throwing motion of arm towards direction of takeoff.	Same as day signal with addition of wands.			㉙ START AIRCRAFT AUXILIARY POWER UNIT	Points to power unit exhaust with left hand index finger; moves right hand in horizontal circle, index and middle finger pointing downward.	Same as day except with wands.		㉚ MOVE UPWARD	When aircraft approaches gear retracted, LSE gives signal by side view of a cranking circular motion of the hands.	Same as day signal with addition of wands.	Conforms to ICAO signal.	
⑫  TURNS WHILE BACKING (TAIL TO LEFT)	Point right arm down and left arm brought from overhead, vertical position repeating left arm movement.	Same as day signal with addition of wands.	Conforms to ICAO signal.		㉛ NIGHT	Describes large figure eight with one hand and adds up the number of fingers for the associated engine/APU with the other hand.	Signal is meant for information only. Pilot should be given a cut engine or continuous turnup signal, as appropriate.			㉕ STOP AIRCRAFT AUXILIARY POWER UNIT	Makes "fined cutting" action with left hand; moves right hand in horizontal circle, index and middle fingers pointing downward.	Same as day except with wands.		㉖ WAVE OFF	Waving of arms over the head.	Same as day signal with addition of wands.	Signal is mandatory. Conforms to ICAO signal.	
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