
ATA Safety Guidelines SG 900

Aircraft Marshalling Signals

Revision 2010.1



AIR TRANSPORT ASSOCIATION

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Highlights

Release History

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Revision 2006.1: March 2006

Original Issue: March 2005

Revision 2010.1

Location	Description of Change
2-7	Revised figure
2-16	Revised figure and text
2-17	Revised figure
3-6	Deleted

Revision 2006.1

Location	Description of Change
1.2	Clarification: air carrier personnel should consult local airport operations directives for special requirements pertaining to Marshalls
1-2	Specificity: identifies ANSI Class II vest as preferred item
2-10	Clarification: flight crew response

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Chapter 1. Introduction

1-1. Purpose

This document describes practices that can minimize the likelihood of personal injury and property damage associated with aircraft surface movement operations. It also provides users with industry-standard visual signals -- even when direct voice communication with the aircraft is being used.

1-1-1. Operating Environment

There are several reasons why aircraft surface operations require continuous monitoring and clear understanding among all participants, including:

- The limited visibility available to flight crew members;
- The confined area within which many aircraft movements should be accomplished when arriving at and departing from a gate;
- The amount of noise present on a typical ramp (which precludes most audible warnings or signals); and
- The possibility of confusion caused by visual illusions and misperceptions that typically result from how swept-wing, tricycle-gear aircraft move when turning.

1-1-2. Design of Industry Information Models

This document should be supplemented locally as needed to provide for special signals required in the vicinity of regional jet, turboprop and propeller-driven aircraft operations.

1-2. General Instructions to Marshallers

No person should attempt to marshal or guide an aircraft unless trained, qualified and approved to carry out such functions as may be established and approved by the local Airport Authority. Marshallers will be responsible for providing standard marshalling signals, in a clear and precise manner, to arriving and departing aircraft.

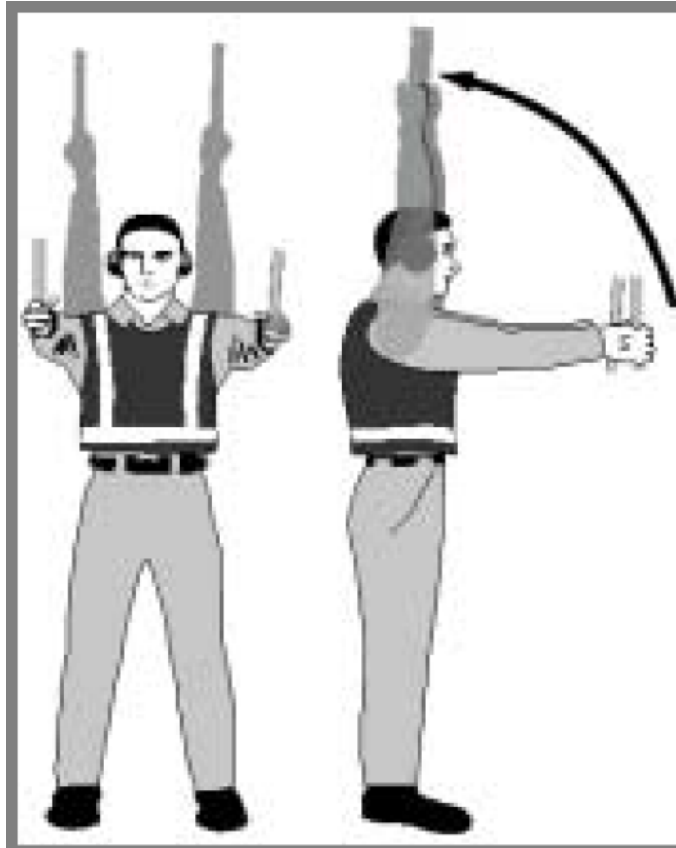
Caution:	In every case where there is actual or suspected misunderstanding between a marshaller and a flight crew, all aircraft movement should be halted until the confusion is fully resolved.
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Marshallers should wear a distinctive Identification Vest (preferably ANSI, Class II) to identify to the Flight Crew that they are the person in charge of the marshalling operation. "Day-Glo"® wands, table tennis bats or gloves should be used for ALL signaling by ALL participating Ground Crew personnel during daylight hours. Illuminated wands should be used at night or in low visibility.

Note:	Throughout this document, any reference to wands may also be understood to refer to either table tennis bats or high-visibility gloves (daylight hours only).
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Chapter 2. Aircraft Marshalling Signals

2-1. Identify Gate



Raise fully extended arms straight above head with wands pointing up, move hands fore and aft to keep from blending into background.