

**NATO UNCLASSIFIED**  
**NATO STANDARD**

**APP-14**

**LAND COMPENDIUM**  
**OF HAND SIGNALS**

Edition B, Version 1

RATIFICATION DRAFT 1

**MONTH YEAR**



**NORTH ATLANTIC TREATY ORGANIZATION**

**ALLIED PROCEDURAL PUBLICATION**

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[Date]

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Dimitrios SIGOULAKIS  
Major General, GRC (A)  
Director, NATO Standardization Office

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<b>CHAPTER 1    HAND SIGNALS FOR VEHICLES</b>
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**1.1.    AIM**

1.    The aim of this chapter is to ensure all nations use standardized hand signals for guiding and marshalling vehicles.
2.    This chapter is intended to supplement national policies and provide for interoperability amongst member nations. It is not intended to replace any specialist hand signals developed by member nations.

**1.1.1.    Guiding and Marshalling Vehicles**

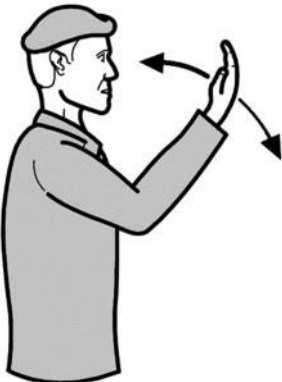
1.    General Rules:    The general rules for using hand signals to the driver of a vehicle are designed for use by the Guide/Marshaller facing the vehicle.
2.    To clarify and identify which vehicle is to be moved, the Guide/Marshaller must point both hands or a single hand with trigger finger to the vehicle/item and then proceed with the signal(s):
  - a.    Operators are to recognize only signals from the designated Guide/Marshaller. All signals must be briefed in advance, given correctly and clearly to avoid confusion. However, an operator must obey a STOP signal no matter who gives it. For operations not covered by standard hand signals, special signals shall be agreed on in advance by both the operator and the guide, and should not conflict with any standard signals.
  - b.    The signals must be given from a place, in full view of the driver of the guided vehicle with the guide facing the vehicle driver.
  - c.    If the guide has to move, the guided vehicle must be stopped beforehand; this refers specifically to the guiding of vehicles onto/off: rail flat wagons; aircraft; when being piggybacked on another vehicle/Flatrack; or onto/inside a vessel/raft in order to avoid accidents by walking backwards.
  - d.    When a vehicle is being reversed it is mandatory for a Guide/Marshaller (in future 'the guide') to assist the vehicle driver. If the reversing maneuver is towards a solid object (e.g. building, another vehicle) a second Guide may be required to assist the key Guide/Marshaller (who is standing in sight of the vehicle driver). This second Guide is to give the 'Indicating Distance' signal to the key Guide to avoid a collision. He/she must always be able to see the key Guide; be aware of the reversing

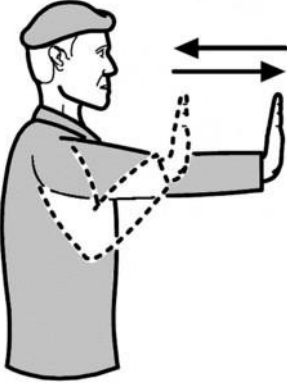

vehicle's movements; and must never go between the reversing vehicle and the solid object.



- e. Signals must be repeated as long as the guided vehicle is moving or has to move into the given direction.
- f. During the guiding/marshalling, the vehicle must move slowly and under control.
- g. Day signals may be combined, by the guide, according to circumstances and the size of the marshalling area.
- h. When the visibility is such that day signals are impracticable, the signal must be given by means of an illuminating device (torch, flash light, signal lamp, etc.) with the light pointing towards the vehicle.
- i. During darkness if the illuminating device fails to function, the guided vehicles must stop immediately.

**1.1.2. Hand Signals for Guiding and Marshalling Vehicles**



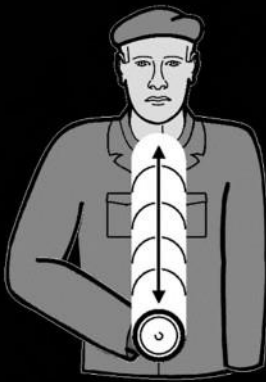
- 1. Vehicle. The term, 'Vehicle', includes all tracked or wheeled vehicles and materiel handling equipment.
- 2. Hand Signals.

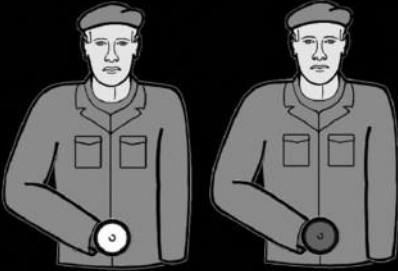


SIGNAL	DESCRIPTION	MEANING
	<ul style="list-style-type: none"> <li>a. With both hands moving backwards and forward;</li> <li>b. Palms of the hand turned to the chest;</li> <li>c. As "pulling" the vehicle.</li> </ul>	<p>"ADVANCE" or "MOVE FORWARD"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a. With both hands moving forward and backward;</p> <p>b. Palms of the hand turned to the vehicle;</p> <p>c. As "pushing away" the vehicle.</p>	<p>"REVERSE"</p>
	<p>a. Hand moving from shoulder, horizontally into the direction into which the vehicle must be turned;</p> <p>b. "Turn to the left" is given with the right arm;</p> <p>c. "Turn to the right" is given with the left arm;</p> <p>d. The speed, in which the hand is moved, indicates the speed of turning the vehicle.</p>	<p>"TURN TO THE LEFT/ RIGHT"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a. With both hands;</p> <p>b. Palms of the hand facing each other;</p> <p>c. Distance between hands indicates the distance between the guided vehicle and an obstacle to be approached.</p> <p>d. Touching hands means that the distance between the guided vehicle and the obstacle has become nil.</p>	<p>"INDICATING DISTANCE"</p>
	<p>a. Either hand (or both) raised vertically;</p> <p>b. Palm(s) of the hand turned to the vehicle.</p>	<p>"STOP"</p>



SIGNAL	DESCRIPTION	MEANING
	<p>a. Cross both arms above the head with both hands open.</p> <p>b. Palm(s) of the hand turned to the vehicle.</p>	<p>"STOP ENGINE"</p>
	<p>a. Cross the wrists in front of the chest, fists clenched.</p> <p>b. Extend the arm in the direction the neutral turn is to be made.</p> <p>c. Both hands to the side of the body or a fresh signal to end the movement.</p>	<p>"NEUTRAL TURN/ STEER TO THE LEFT/RIGHT" (for tracked vehicles)</p>
	<p>With an illuminating device moving vertically from chin to waist.</p>	<p>"ADVANCE"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>With an illuminating device (not moving the device) give an occulating (flashing) signal.</p>	<p>"REVERSE"</p>
	<p>With an illuminating device, at least chest level, rotating slowly in a circular motion (clockwise or anti-clockwise to the driver).</p>	<p>"TURN"</p> <ul style="list-style-type: none"> <li>a. Clockwise – turn right.</li> <li>b. Anti-clockwise - turn left.</li> </ul>
	<p>Switch off or cover the illuminating device.</p>	<ul style="list-style-type: none"> <li>a. "STOP"</li> <li>b. See note (1).</li> </ul>

NOTE (1): Nations may use the illuminating device of their choice (for example, flashlights, chemical lights, flashlights with wands....etc) during the guiding and marshalling of vehicles.

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<b>CHAPTER 2     HAND SIGNALS FOR MATERIEL HANDLING EQUIPMENT</b>
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**2.1. DEFINITIONS**

The following definitions are used for the purpose of this agreement:

- a. Operator – A person, operating the equipment which is carrying out the function being controlled.
- b. Guide/Marshaller/Slinger/Bankman – A person, who assists the operator, usually attaching/removing slings and giving hand signals and guidance to the operator.

**2.1.1. Guiding and Marshalling Materiel Handling Equipment**

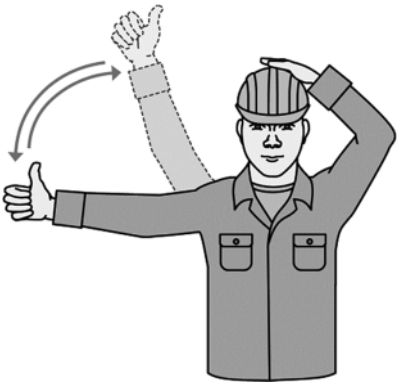
1. General Rules: The general rules for providing hand signals to materiel handling equipment are:


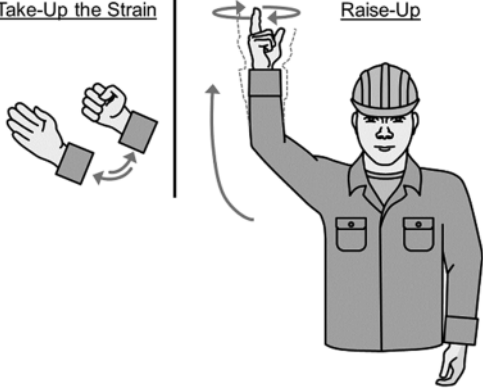

- a. Operators are to recognize only signals from the designated Guide/Marshaller. All signals must be briefed in advance, given correctly and clearly to avoid confusion. However, an operator must obey a STOP signal no matter who gives it. For operations not covered by standard hand signals, special signals shall be agreed on in advance by both the operator and the guide, and should not conflict with any standard signals.
- b. The signals must be given from a place, in full view of the driver of the guided vehicle with the guide facing the vehicle driver.
- c. If the guide has to move, the guided vehicle must be stopped beforehand; this refers specifically to the guiding of vehicles onto/off: rail flat wagons; aircraft; when being piggybacked on another vehicle/Flatrack; or onto/inside a vessel/raft in order to avoid accidents by walking backwards.
- d. When vehicles are being reversed, extra guides are recommended for safety at the rear of the reversing vehicle.
- e. Signals must be repeated as long as the guided vehicle is moving or has to move into the given direction.
- f. During the guiding/marshalling, the vehicle must move slowly and under control.
- g. Day signals may be combined, by the guide, according to circumstances and the size of the marshalling area.

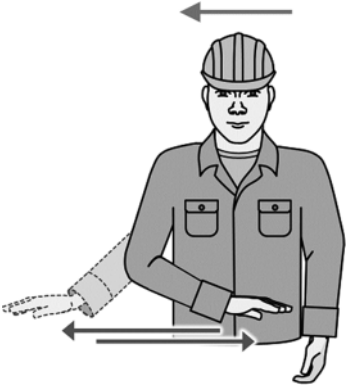
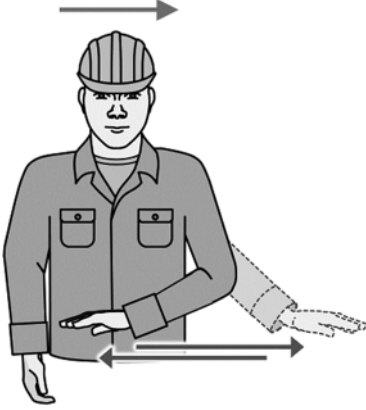

2. When executing materiel handling equipment at night or in conditions of poor visibility. Hand signals may be enhanced by:

- a. Flashlights/torches, and other items can be used provided their use is standardized and understood by the operator and guide.
- b. Use of one flashlight; however if a situation uses two flashlights: use coned flashlights red (normally in right hand) and green (normally in left hand).
- c. In addition, night vision goggles can assist during low-light or night operations. However, MHE operators are not normally trained with night vision goggles.
- d. Operator/Signaller/Banksman to agree/confirm signals prior to start of operations.

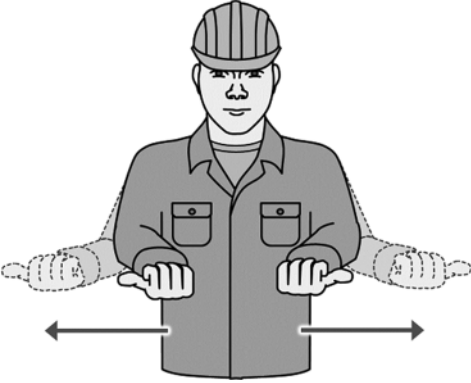

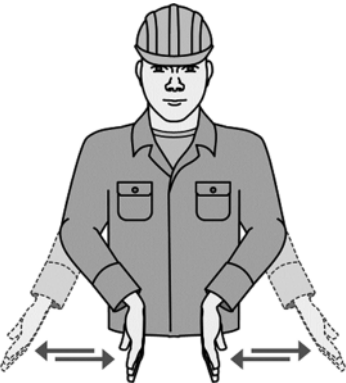
**2.1.2. Hand Signals for Materiel Handling Equipment**



SIGNAL	DESCRIPTION	MEANING
	<p>Extend the right arm to the side with fist clenched and thumb pointed upward. The left hand is close to the side with the palm flat.</p>	<p>“RAISE THE BOOM/JIB”</p>




SIGNAL	DESCRIPTION	MEANING
	<p>Extend the right arm to the side with fist clenched and thumb pointed downward. The left hand is close to the side with the palm flat.</p>	<p>“LOWER THE BOOM/JIB”</p>
	<p>Raise right arm from the shoulder. Point index finger upward. Rotate hand in a clockwise motion.</p>	<p>RAISE FORKS/HOOK UP</p>
	<p>Lower right arm from the shoulder. Point index finger downward. Rotate hand in a clockwise motion.</p>	<p>LOWER FORKS/HOOK DOWN</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a. Bend right arm at the elbow until hand is horizontal with palm facing down.</p> <p>b. Move hand horizontally sideways and repeat.</p>	<p>SIDE SHIFT FORKS/ SLEW LEFT</p>
	<p>a. Bend left arm at the elbow until hand is horizontal with palm facing down.</p> <p>b. Move hand horizontally sideways and repeat.</p>	<p>SIDE SHIFT FORKS/ SLEW RIGHT</p>
	<p>a. Clenched fists, thumbs pointing inwards.</p> <p>b. Move hands towards each other.</p>	<p>RETRACT JIB/ BOOM TROLLEY IN MAST IN</p>



SIGNAL	DESCRIPTION	MEANING
	<p>a. Clenched fists, thumbs pointing outwards.</p> <p>b. Move hands apart.</p>	<p>EXTEND JIB/BOOM TROLLEY OUT MAST OUT</p>
	<p>a. Raise hands by bending arms at elbows until palms face each other.</p> <p>b. Move hands together and apart in a sideways motion.</p>	<p>FORK SPACING - TOGETHER</p>
	<p>a. Extend all fingers downwards palms facing outwards.</p> <p>b. Move hands together and apart in a sideways motion.</p>	<p>FORK SPACING - APART</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a. Hang arms downwards at sides of body.</p> <p>b. Raise arms by bending at the elbows until horizontal.</p> <p>c. Position palms upwards.</p> <p>d. Move both hands at wrists in an upward motion.</p> <p>e. Recover hands to horizontal position and repeat action.</p>	<p>TILT FORKS UP</p>
	<p>a. Hang arms downwards at sides of body.</p> <p>b. Raise arms by bending at the elbows until horizontal.</p> <p>c. Position palms upwards.</p> <p>d. Move both hands at wrists in a downward motion.</p> <p>e. Recover hands to horizontal position and repeat action.</p>	<p>TILT FORKS DOWN</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a. Hang arms downwards at sides of body.</p> <p>b. Raise left hand by bending elbow until horizontal.</p> <p>c. Extend index finger pointed towards operator of the equipment.</p> <p>d. Rotate hand in an anticlockwise motion.</p>	<p>FORK OSCILLATION - RIGHT</p>
	<p>a. Hang arms downwards at sides of body.</p> <p>b. Raise right hand by bending elbow until horizontal.</p> <p>c. Extend index finger pointed towards operator of the equipment.</p> <p>d. Rotate hand in a clockwise motion.</p>	<p>FORK OSCILLATION - LEFT</p>
	<p>a. Either hand (or both) raised vertically;</p> <p>b. Palm(s) of the hand turned to the vehicle.</p>	<p>STOP.</p> <p>STOP ALL MOVEMENTS AND MOTIONS.</p>

NOTE (1): Nations may use Personal Protective Equipment of their choice per national standards.

NOTE (2): Nations should consider using these signals only in areas of appropriate lighting.

<b>CHAPTER 3    HAND SIGNALS FOR RECOVERY OPERATION</b>
---

**3.1. DEFINITIONS**

The following definitions are used for the purpose of this agreement.

- a. Operator – A person operating a piece of recovery equipment who is reacting to the hand signals of the Recovery Task Commander.
- b. Recovery Task Commander – The person designated as being responsible for the recovery task, including the safe operation of all recovery equipment, and is the person giving the hand signals.
- c. Recovery Operation – A single activity or use of a single piece of recovery equipment.
- d. Recovery Task – The overall activity of recovering/extricating/moving an equipment. Can consist of one or more sequential or simultaneous recovery operations.

**3.1.2. Recovery Task Commander Responsibilities**

1. A recovery task remains a hazardous activity. The overriding principle remains that the person nominated as the Recovery Task Commander of the recovery task must ensure that the operator, or operators, of recovery equipment understand the hand signals to be used. For operations not covered by standard hand signals, special signals may be agreed. All signals to be used must be confirmed by the operator or operators and the Recovery Task Commander, before commencing the recovery task. If multiple operators are to be used the Recovery Task Commander must point both hands, or a single hand with trigger finger, to the operator that is now to follow his hand signals.


2. Operators are to recognize only signals from the designated Recovery Task Commander. All signals must be given correctly and clearly to avoid confusion. However, an operator must obey a STOP signal no matter who gives it.




- a. The Recovery Task Commander must be in full view of the operator and where possible a safe distance from the recovery equipment. Where the task requires the Recovery Task Commander to be within the danger area he must be the only person within it. Where possible, and safe for the Recovery Task Commander, the signals must be in full view of the operator of the recovery equipment.
- b. If the Recovery Task Commander has to move, the recovery operation must be stopped beforehand and not recommence until the Recovery Task Commander is settled into the new location.




- c. Signals must be repeated as long as the recovery operation is needed. If the Recovery Task Commander stops giving a hand signal then the operator must immediately stop the recovery operation.
- d. Signals may be combined, by the Recovery Task Commander, so directing two operators simultaneously, only if it is safe to do so and only if it is absolutely necessary for the successful completion of the recovery task.

3. Recovery operations should occur in daylight or artificially lit areas whenever possible. However when the visibility is such that hand signals are impracticable, signals may be given by means of an illuminating device (torch, flash light, signal lamp, etc.) with the light pointing towards the operator. All signals to be used must be confirmed by the operator or operators and the Recovery Task Commander, before commencing the recovery task. If the illuminating device fails to function, the operator must stop the recovery operation immediately. The use of night vision goggles can assist the operator to see the Recovery Task Commander. When the use of light signals is not possible vehicle intercoms systems or radios may be used. Once again any verbal commands must be clear and agreed between the operator or operators and the Recovery Task Commander, before commencing the recovery task.




**3.1.3. Hand Signals for Recovery Operations**




SIGNAL	DESCRIPTION	MEANING
	<ul style="list-style-type: none"> <li>a. Clench &amp; Unclench hand, to signal take the strain.</li> <li>b. Raise right arm from the shoulder.</li> <li>c. Point index finger upward.</li> <li>d. Rotate hand in a clockwise motion.</li> <li>e. Note: Same signal as crane hook up.</li> </ul>	<p>"WINCH IN"</p>




SIGNAL	DESCRIPTION	MEANING
	<p>a. Extend index finger of right hand downwards.</p> <p>b. Rotate hand in an anticlockwise motion.</p> <p>c. Note: Same signal as crane hook down.</p>	<p>"WINCH OUT"</p>
	<p>a. One or both hands raised vertically;</p> <p>b. Palms (or Palm) of the hands turned to the vehicle.</p> <p>c. Note: Universal STOP signal.</p>	<p>"STOP WINCHING"</p> <p><b>OR</b></p> <p>"EMERGENCY STOP"</p>
	<p>a. Forward rotating motion of forearms in front of chest.</p>	<p>"FREE SPOOL"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a) Raise right arm with open hand and palm facing operator.</p> <p>b) The recovery task commander gives this signal to all operators. The operators will return the same signal when they are ready to execute the task.</p>	<p>“I AM READY”</p>
	<p>a) Raise both arms over head</p> <p>b) The right hand will slightly grasp the left fist in a clenching motion.</p> <p>c) The operators will return the same signal confirming the brakes are on.</p>	<p>“BRAKES ON”</p>
	<p>a) Raise both arms over head with hands in the *brakes on* position-</p> <p>b) Then separate hands outward and hold.</p> <p>c) The operators will return the same signal confirming the brakes are off.</p>	<p>“BRAKES OFF”</p>



SIGNAL	DESCRIPTION	MEANING
	<p>a. With an illuminating device at chest level, rotating slowly in a circular motion (clockwise or anticlockwise).</p>	<p>"WINCH IN"</p>
	<p>a. With an illuminating device moving vertically from chin to waist.</p> <p>b. Note: Same as vehicle advance signal.</p>	<p>"WINCH OUT"</p>
	<p>a. Switch off or cover the illuminating device.</p> <p>b. Note: Same as vehicle STOP signal.</p>	<p>"STOP WINCHING"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>a. With an illuminating device moving the device horizontally left to right at waist level and repeat.</p>	<p>“FREE SPOOL”</p>
	<p>a) Raise both arms with illuminating devices in hand</p> <p>b) The left arm and with an illuminating device will intersect with the illumination device in the right arm.</p> <p>c) The operators will return the same signal confirming the brakes are on.</p>	<p>“BRAKES ON”</p>
	<p>a) Raise both arms with illuminating devices in hand in the *brakes on* position</p> <p>b) Then separate the arms with the illuminating devices outward and hold.</p> <p>c) The operators will return the same signal confirming the brakes are off.</p>	<p>“BRAKES OFF”</p>

SIGNAL	DESCRIPTION	MEANING
	<p>First point at the spade or outrigger with the index finger of the left hand. Then extend the right arm with fist clenched and thumb pointed upward.</p>	<p>“RAISE SPADE / OUTRIGGER”</p>
	<p>First point at the spade or outrigger with the index finger of the left hand. Then extend the right arm with fist clenched and thumb pointed downward.</p>	<p>“LOWER SPADE / OUTRIGGER”</p>
	<p>a. Bend both arms at the elbow, with hands at waist height, palms facing down.</p> <p>b. Move both hands horizontally sideways and repeat.</p>	<p>“FLOAT EARTH ANCHOR OR BLADE”</p>

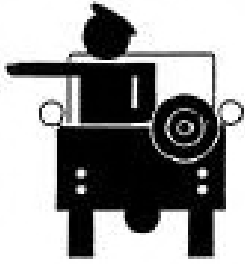
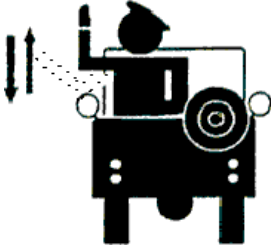
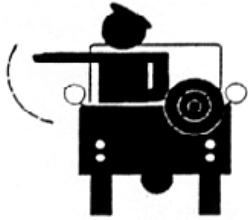
NOTE (1): Nations may use Personal Protective Equipment of their choice per national standards.



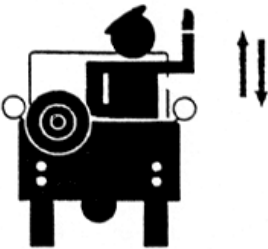
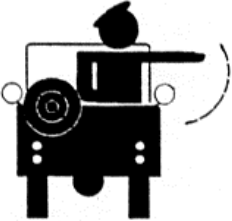
NOTE (2): Nations may use the illuminating device of their choice (for example, flashlights, chemical lights, flashlights with wands....etc) during recovery operations.


**ANNEX A      ADDITIONAL HAND SIGNALS**

**A.1.    HAND SIGNALS FOR DRIVERS OF MILITARY VEHICLES**

The following hand signals are recorded for historical purposes. They are for use by drivers of right and left hand drive military vehicles.

<b>SIGNAL</b>	<b>DESCRIPTION</b>	<b>MEANING</b>
	<p>a. Left arm extended horizontally.</p> <p>b. See notes (1) and (2)</p>	<p>"I am going to turn to my LEFT"</p>
	<p>a. Left arm extended forearm raised vertically and then moved slowly down and up several times.</p> <p>b. Same signal when vehicle is moving.</p>	<p>"I am MOVING OFF"</p> <p>"I am ACCELERATING"</p>
	<p>a. Left arm extended horizontally and then moved slowly down and up several times in the vertical plane.</p> <p>b. The arm is then stopped at the lowest position.</p>	<p>"I am SLOWING DOWN ..."</p> <p>"I am STOPPING"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>The palm of the hand is placed on, or in the normal position of the windscreen.</p>	<p>"I am going STRAIGHT ON" (Normally a signal given to Traffic Control personnel)</p>
	<p>a. Right arm extended horizontally. b. See notes (1) and (3)</p>	<p>"I am going to turn to my RIGHT"</p>
	<p>a. Left arm extended forearm raised vertically and then moved slowly down and up several times. b. Same signal when vehicle is moving.</p>	<p>"I am MOVING OFF"  "I am ACCELERATING"</p>
	<p>a. Left arm extended horizontally and then moved slowly down and up several times in the vertical plane. b. The arm is then stopped at the lowest position.</p>	<p>"I am SLOWING DOWN ..."  "I am STOPPING"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>The palm of the hand is placed on, or in the normal position of the windscreen.</p>	<p>"I am going STRAIGHT ON"  (Normally a signal given to Traffic Control personnel)</p>


NOTE (1): Use only when illuminated direction indicators cannot be used.

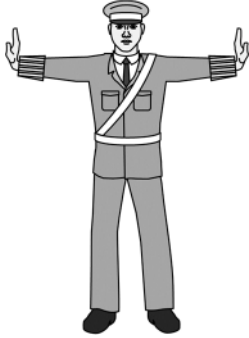
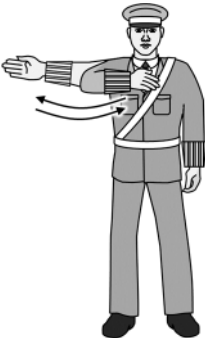

NOTE (2): An arm signal "I am going to turn right" has not been established because it is not clear enough

NOTE (3): An arm signal "I am going to turn left" has not been established because it is not clear enough

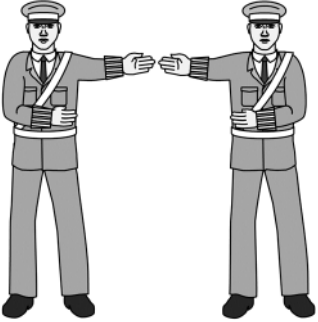

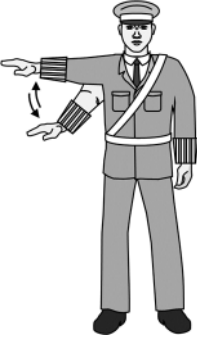
#### A.2. HAND SIGNALS FOR MILITARY TRAFFIC CONTROL PERSONNEL


The following hand signals are recorded for historical purposes. They are for use by military traffic personnel during periods of good visibility.

SIGNAL	DESCRIPTION	MEANING
	<p>a. Arm raised vertically, palm of the hand forward, body facing the traffic to be stopped.</p> <p>b. Red light used similarly</p>	<p>a. "STOP" (to traffic coming from all directions faced).</p> <p>b. Traffic at crossing and junctions will wait for the next signal before crossing.</p>

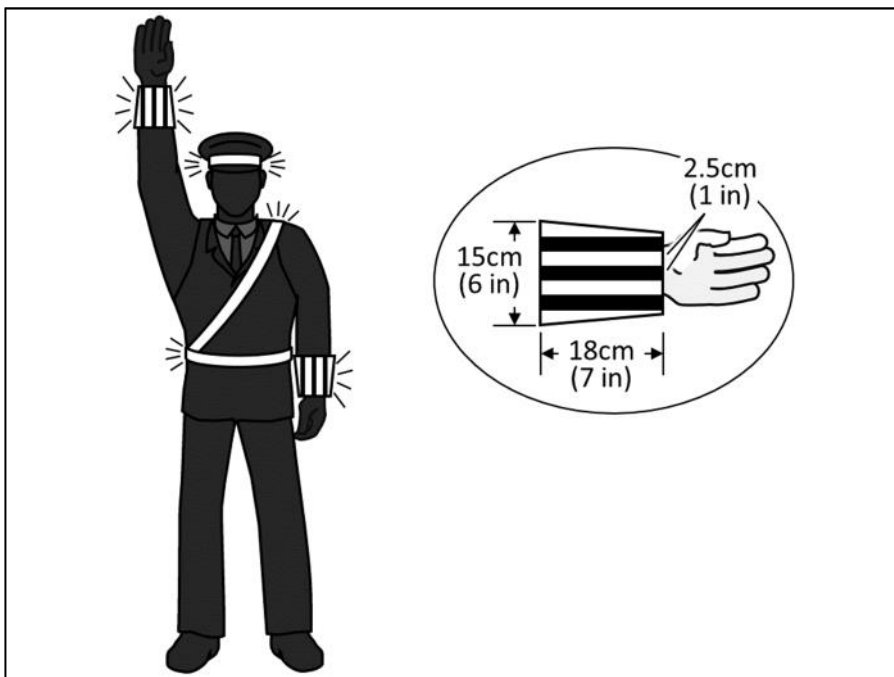
SIGNAL	DESCRIPTION	MEANING
	<p>Both arms raised horizontally, body facing one of the lines of traffic to be stopped</p> <p>(Use only during good visibility).</p>	<p>a. "STOP" (to traffic approaching in front and behind).</p> <p>b. Transverse traffic is given free way.</p> <p>c. Traffic given free way may only turn off taking the provisions for turning into account.</p>
	<p>ALTERNATIVE SIGNAL (1)</p> <p>Body facing one line of traffic and waves one arm towards body and away.</p>	<p>SAME AS ABOVE</p>
	<p>ALTERNATIVE SIGNAL (2)</p> <p>One arm horizontal other forearm held vertically, body facing one of the lines of traffic to be stopped.</p> <p>(Used only during good visibility).</p>	<p>SAME AS ABOVE</p>



SIGNAL	DESCRIPTION	MEANING
	<p>The left (right) arm extended horizontally, the right (left) arm folded across the body to the left (right).</p> <p>(A green light may be used with this signal).</p>	<p>"FORK" or "TURN TO YOUR RIGHT" (LEFT)</p> <p>(to traffic approaching from the direction faced).</p>
	<p>The hand and the arm are first extended horizontally with fingers pointed towards the stream for which the signal is intended. The forearm then describes an arc in the vertical plane and stops, fingers pointed towards the direction to be taken by the vehicle(s).</p> <p>(A green light may be used with this signal).</p>	<p>"GO"</p> <p>Signal to either a stopped or moving vehicle to proceed.</p>
	<p>The arm extended horizontally and then moved slowly up and down.</p> <p>(A red light may be held in the moving hand).</p>	<p>"SLOW DOWN"</p>

SIGNAL	DESCRIPTION	MEANING
	<p>The fist raised and lowered quickly, above the right shoulder.</p> <p>(A green light may be held in the moving hand).</p>	<p>"SPEED UP"</p>

Example of Distinguishing Cuffs



NOTE: The cuff may be approximately the following dimensions, the stripes being parallel with the arm:

- (a) width of widest part- 15 cm (6 inches)
- (b) length- 18 cm (7 inches)
- (c) width of stripes- 2.5 cm (1 inch)

Examples of Movement and Traffic Control Personnel with Arm Bands and Brassards



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