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NATO STANDARD

AATMP-17

SIGNALS USED BY AIR TRAFFIC SERVICE UNITS FOR CONTROL OF PEDESTRIAN AND VEHICULAR TRAFFIC IN THE MANOEUVRING AREA OF AIRFIELDS

Edition A Version 1
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NORTH ATLANTIC TREATY ORGANIZATION
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NORTH ATLANTIC TREATY ORGANIZATION (NATO)

NATO STANDARDIZATION OFFICE (NSO)

NATO LETTER OF PROMULGATION

14 June 2018

1. The enclosed Allied Air Traffic Management Publication AATMP-17, Edition A, Version 1, SIGNALS USED BY AIR TRAFFIC SERVICE UNITS FOR CONTROL OF PEDESTRIAN AND VEHICULAR TRAFFIC IN THE MANOEUVRING AREA OF AIRFIELDS, which has been approved by the nations in the AIR TRAFFIC MANAGEMENT – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE ADVISORY GROUP, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 3758.
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Director, NATO Standardization Office

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RECORD OF RESERVATIONS

CHAPTER	RECORD OF RESERVATION BY NATIONS

Note: *The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Document Database for the complete list of existing reservations.*

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**SIGNALS USED BY AIR TRAFFIC SERVICE UNITS FOR CONTROL
OF PEDESTRIAN AND VEHICULAR TRAFFIC IN THE
MANOEUVRING AREA OF AIRFIELDS**

1. Introduction

1.1 The purpose of AATMP-17 is to standardize the signals used by air traffic service units for control of pedestrian and vehicular traffic in the manoeuvring area of airfields.

1.2. Participating nations agree to use the visual light signals outlined in ICAO Doc 4444 Articles 7.6.3.2.3.2 and Article 7.6.3.2.3.3 to control pedestrian and vehicular traffic in the manoeuvring area of airfields.

1.3. Signals for the control of aircraft with visual signals are outlined in ICAO Annex 2 Rules of the Air, Appendix 1-3.

1.4. Local air traffic service providers will be responsible for establishing procedures for the control of ground movements in the maneuvering area of airfields and for briefings to personnel when necessary

2. Safety Annex

2.1. Safety considerations in implementing STANAG 3758 are contained in Annex A.

3. Visual Signals Annex

3.1. Signals used by Air Traffic Service Units for control of pedestrian and vehicular traffic in the manoeuvring area of airfields are contained in Annex B.

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Annex A: Safety Considerations in Implementing

<p>Introduction: This Annex is intended for NATO Led Service Providers in implementing this STANAG at existing or planned airfields as well as during deployed operations.</p> <p>It includes general considerations such as the suitability of the STANAG/AATMP for the required operations, currency with regard to edition number and amendments, applicability of related documents, nations ratifying and reservations.</p> <p>Specific safety considerations are identified by the custodian of the STANAG/AATMP and national SMEs along with consequences and possible mitigations.</p> <p>Custodian POC. For users to provide any comments and lessons learned: Capt Scott Anningson (Canada) scott.anningson@forces.gc.ca</p>	
<p>General: In the implementation of any STANAG/AATMP, the NATO Led Service Provider should verify the items listed below using the NATO Standardization Office (NSO) pass word protected Website nsohttps://nso.nato.int/nso/</p>	
<p>A. Suitability</p>	<p>Review STANAG 7210 (AEP-68) <i>Guidance in the Selection of STANAGs for Deployed Operations</i>, to determine if the STANAG/AATMP is suitable for the type of operation required.</p>
<p>B. Currency</p>	<p>Ensure that STANAG/AATMP Edition and any Amendments are the most current as shown on the NSO website.</p>
<p>C. Related Documents</p>	<p>Obtain related documents cited in the STANAG/AATMP and, in particular, review those documents where criteria as been adopted. STANAGs are available on the NSO Website whereas civilian documents, such as ICAO, may be available from your Aviation or Engineering Commands.</p>
<p>D. Implementation Status</p>	<p>Review the ratification status along with any reservations to the STANAG/AATMP on the NSO Website and, in particularly, the status for those for nations taking part in the operation.</p>
<p>E. Compliance</p>	<p>For existing airfield facilities and procedures, determine if they are in compliance with the criteria and standards specified in the STANAG/AAMTP.</p>
<p>Specific: The safety considerations, consequences and possible mitigations listed below by the STANAG/AATMP Custodian assisted by Subject Matter Experts are by no means exhaustive or fully applicable to all environments or situations.</p> <p>Full safety surveys in accordance with STANAG 4720 <i>NATO Standard for Air Traffic Management (ATM) Safety Management System (SMS)</i>, shall still be carried out.</p>	

Safety Considerations	Consequences	Possible Mitigations
Visual signals may cause adverse sources when using night vision goggle (NVG) equipment.	Flight crews using NVG equipment may be blinded by visual signals to pedestrians/ vehicles.	Ensure procedures are in place governing NVG operations.
Aerodrome lights may not be visible to ensure compliance in response to the signal if the light is obscured by snow /ice accumulation.	Personnel may not be given adequate warning to vacate runway, resulting in the possibility of collisions with aircraft.	Confirm the visibility of runway/ taxiway lights in cold weather conditions and ensure they are not obscured by ice/ snow.
Areas of the aerodrome may not be within the line of sight of the control facility making visual signals impossible.	Personnel may not see visual signals from the ground control facility resulting in the possibility of collisions with aircraft.	Create a map of the manouevring area identifying blind spots where visual signals are perhaps not possible.
Safety of personnel	Injury or death of personnel due to collisions with aircraft.	Ensure personnel are trained and familiar with visual signals and their meaning.

**Annex B: Signals used by Air Traffic Service Units for Control of Pedestrian
and Vehicular Traffic in the Manoeuvring Area of Airfields**

VISUAL SIGNALS

ICAO 4444 Article 7.6.3.2.3.2. When communications by a system of visual signals is deemed to be adequate, or in the case of radio-communication failure, the signals given hereunder shall have the meaning indicated therein:

*Light signal from
Aerodrome control*

Meaning

Green flashes

Permission to cross landing area or
to move onto taxiway

Steady red

Stop

Red flashes

Move off the landing area or taxiway
and watch out for aircraft

White flashes

Vacate manoeuvring area in accordance with local
instructions

ICAO 4444 Article 7.6.3.2.3.3. In emergency conditions or if the signals in 7.5.3.2.3.2 are not observed, the signal given hereunder shall be used for runways or taxiways equipped with a lighting system and shall have the meaning indicated therein.

Light signal

Meaning

Flashing runway or
taxiway lights

Vacate the runway and observe the
tower for light signal

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