

Summary Report for Individual Task
011-15Q-0015
Control Aircraft, Vehicles, and Personnel by ATC Light Signals
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the USAACE/Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: As an Air Traffic Controller assigned to an ATC Tower, given a situation which requires control instructions to be given using an approved light gun signaling device and access to FAAO JO 7110.65 and other facility publications/documents as required. Some iterations of this task should be performed in MOPP 4.

Standard: Control aircraft, vehicles, and personnel using ATC light signals, in flight and on the airport surface, which are appropriate for each control situation, without error, IAW FAAO JO 7110.65.

Special Condition: None

Safety Risk: Low

MOPP 4: Sometimes

Task Statements

Cue: You are working in the tower when you lose radio communications with an aircraft, vehicle, equipment, or personnel and must communicate using ATC light signals.

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: FAAO JO 7110.65 is a non-APD linked reference; this publication can be found on the Federal Aviation Administration (FAA) website under "Air Traffic Plans and Publications" or by going to the following address: http://www.faa.gov/air_traffic/publications/.

Performance Steps

1. Use ATC light signals when radio communications cannot be employed.
 - a. Control aircraft in flight using the appropriate signal.
 - b. Control aircraft on the movement area using the appropriate signal.
 - c. Control the movement of vehicles, equipment, and personnel on the movement area using the appropriate signal.

2. Employ a general warning signal, alternating red and green, to aircraft or vehicle operators, as appropriate.
 - a. Use a general warning signal when aircraft are converging and a collision hazard exists.
 - b. Use a general warning signal when mechanical trouble exists of which the pilot might not be aware.
 - c. Use a general warning signal when other hazardous conditions are present which call for intensified pilot or operator alertness. These conditions may include obstructions, soft field, ice on the runway, etc.

3. Obtain acknowledgment from an aircraft equipped with receiver only, as appropriate.
 - a. Request fixed-wing aircraft do the following:
 - (1) Between sunrise and sunset: Move ailerons or rudders while on the ground, or rock wings while in flight.
 - (2) Between sunset and sunrise: Flash navigation or landing lights.
 - b. Request helicopters do the following:
 - (1) Between sunrise and sunset: Flash the landing light or rock the tip path plane.
 - (2) Between sunset and sunrise: Flash landing light or search light.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance measures are passed (P). Score the Soldier NO GO if any performance measure is failed (F). If the Soldier scores NO GO, show the Soldier what was done wrong and how to do it correctly.

Evaluation Preparation: Setup: Test this task in conjunction with other air traffic control tower related tasks. Brief Soldier: Tell the Soldier to control aircraft, vehicles, and personnel, as necessary, using ATC light signals.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Used ATC light signals when radio communications cannot be employed.			
2. Employed a general warning signal, alternating red and green, to aircraft or vehicle operators, as appropriate.			
3. Obtained acknowledgment from an aircraft equipped with receiver only, as appropriate.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FAAO JO 7110.65	Air Traffic Control (Use Current Version)	Yes	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. It is the responsibility of all Soldiers and DA civilians to protect the environment, and to participate in the Army's Environmental Management System (EMS) at the installation where they are assigned. The key points of an EMS are:

- a. We are committed to the prevention of pollution.
- b. We are committed to meeting all applicable legal and regulatory requirements.
- c. We will strive for continual improvement in environmental management.

A sustainable installation will use resources wisely to support the current mission, without compromising the ability to accomplish future missions.

Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment and reduce waste during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. Everyone is responsible for safety. A thorough risk assessment must be completed prior to every mission or operation.

Leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC).

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None