



# OPERATING DEPARTMENT

## OPERATING DEPARTMENT BULLETIN

DATE: 9/12/11

BULLETIN NUMBER 18

This revision rescinds and supercedes the original Bulletin #18, Red Zone Hand Signal Communication.

During our 2010 crew training sessions, it became apparent that we do not currently have a consistent method for communicating Red Zones via hand signals. Due to the nature of the Red Zone, it is imperative that we have a standard method for communicating when a Red Zone is being requested and releasing the Red Zone when clear.

The signal that was agreed on for requesting a Red Zone is to use both arms fully extended, thumbs up. The movement continues around in a circular motion, moving the hands inward with the thumbs rotating to a downward facing position above the head. This signal will be acknowledged by the engineer with a thumbs down out the window when the reverser has been centered and the independent brake set (the generator field switch may also be turned off as an additional precaution).

If the Red Zone was called by radio, a "Red Zone Clear" is to be called on the radio by the person originally calling the Red Zone. If the Red Zone was called by hand signal, clearance of the Red Zone can be achieved by verbal confirmation of clearance to the engineer. The engineer should acknowledge the verbal confirmation.

The Red Zone signal is not a relayable signal. Only the person requesting the Red Zone should signal the engineer.

Should there be any questions on the operations or this bulletin, please contact the Superintendent of Operations.

A handwritten signature in cursive script, appearing to read "William Parker".

William Parker  
Superintendent of Operations

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