

10 Aircraft Marshalling Moves for Beginners -
10 Minute Daily Routine!

Performance & lecture script
by Alvin Luong, 2016



Belgium Postage Stamp Dedicated to ICAO and UN, 1958

10 Aircraft Marshalling Moves for Beginners - 10 Minute Daily Routine!

This is a written version of a performance and lecture that originally took place at Blackwood Gallery at the University of Toronto Mississauga on 17 September 2016. The performance was held as a part of Blackwood Gallery's art forum, *Running With Concepts: The Choreographic Edition*.

The performance and lecture was conducted in conjunction to a video with the same title, '10 Aircraft Marshalling Moves for Beginners - 10 Minute Daily Routine!'.

This lecture is intended to give a brief understanding of aircraft marshalling and its history as it relates to global politics. The lecture concludes that aircraft marshalling is a manifestation of contemporary neocolonial and neoliberal politics that is enacted upon the body through a choreography.



STOP!

Hi!

Alvin Luong here with < alvinluong.com > .

I always tell my air marshalling students to get out there in nature! Like a mountain, a forest, an ocean, or a river.

For those of you who can't do that right now, who are training air marshalling at home, I thought I'd bring you this lesson in one of the most beautiful places in the the world; the Erindale Park!

Now stand confidently like I am, and remember to bend those knees.

Now let's train some air marshalling together!



*Air Marshalling
Movement #1*

Start Engine(s)

The video begins with movement #1 'start engines movement.'

I want you to imagine an aircraft.

I want you to find its place in your imagination.

Now, with your left arm, point towards one of its engines.

Raise your right arm above your head, point upwards.

Now rotate it in a circular motion.

This is the 'start engines movement', it tells an aircraft to start its engines.

Aircraft marshalling as we know it today had its start in 1944, just before the end of the Second World War.

The Allied and neutral states convened upon Chicago to discuss the possibilities of cooperating on aviation.

The next set of meetings would be known as the Chicago Convention; which would lay the grounds for today's International Civil Aviation Organization, or ICAO, a UN Specialized Agency.



Air Marshalling

Movement #2

Move Back

The video transitions to movement #2 'move back'.

Place your arms in front of your body,

Just above the waist.

LIke this.

This movement is known as, 'move back.'

It tells an aircraft to move back, away from you.

All 52 participating states at the Chicago Convention agreed not to move back to aviation conventions prior to the world wars.

There was widespread fear that commercial aviation could easily become a mask for military aviation.

It was understood that to secure international peace meant securing international aviation.

And so the Chicago Convention began with a utopian internationalist dream, for an unprecedented level of international cooperation beyond the interests of capital or empire.



Air Marshalling
Movement #3
Stop

The video transitions to movement #3 'Stop'.

Now fully extend your arms out to the sides of your body.

Move your arms above your head until they cross.

This movement is known as, 'stop'.

The speed of your arms dictate the rate of deceleration before an aircraft comes to a full stop.

Moving your arms quickly signals an aircraft to perform an 'emergency stop'.

Negotiations at the Chicago Convention would soon come to a full stop as the dream for cooperation beyond empire and capital would crumble between the rivalry of Britain and America.

This rivalry had to do with the shift of power from the British to the Americans that was greatly accelerated due to the World Wars.

And to some extent, a rivalry between the countries in the Global North; between New World and Old World; and the countries touched and untouched by the Wars.



*Air Marshalling
Movement #4*

Proceed to next signalman

The video transitions to movement #4, 'proceed to next signal man'.

Point your arms upwards above your head.

Now direct your arms towards a fellow aircraft marshalling student.

This movement is known as, 'proceed to next signalman'.

It tells an aircraft to move away from you and follow the orders of another aircraft marshaller.

At the Chicago Convention it was clear that whoever controlled or had access to the most aircraft and airports around the world would be the next dominant power after the War.

The British had vast influence with its colonies and the Commonwealth, but little industrial capabilities because of the War.

In order to preserve their power after the War, The British called for an international organization that would have regulatory powers over nation states. Including the ability to control the amount of aircraft that could enter and exit borders, and even an internationally owned airline.



*Air Marshalling
Movement #5*

Straight ahead

Video transitions to movement #5, 'straight ahead'.

Extended your arms outwards to your sides.

Now move your arms at the elbows until they reach a vertical position.

This is the 'straight ahead movement',

It tells an aircraft to move forward towards you.

The Americans, having the bulk of the world's aircraft and aviation industrial complex. Wanted to fly their planes and build airports anywhere.

The Americans proposed for an aviation organization that would only have advisory powers. The organization would mediate international aviation disputes and develop safety standards and guidelines.

The commercial access to the airspace of any country was to be unregulated. Effectively setting up the Americans with the conditions to conduct neocolonial activities.



*Air Marshalling
Movement #6*

Turn

Video transitions to movement #6, 'turn left/ right'.

We'll do the same as we did before, but this time just move your left arm.

This is the 'turn left signal'.

It tells an aircraft moving towards you to adjust their position to the left.

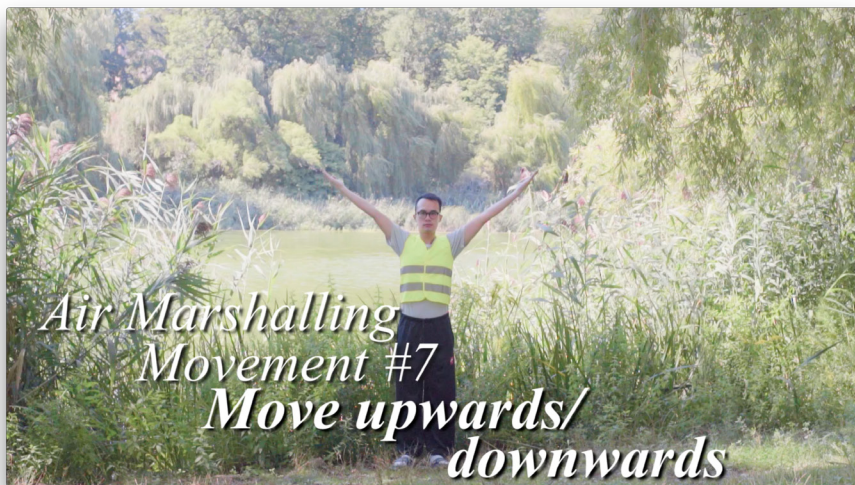
The deadlock in negotiations between the British and Americans would ultimately leave the political and economic elements of the Chicago Convention undecided and unfinished.

Now keep your left arm still and move your right arm.

This is the 'turn right signal'.

It was only on the technical elements that agreement was made between the nations at the Chicago Convention.

This includes weather reports, safety standards, and communication standards like these aircraft marshalling signals.



Air Marshalling
Movement #7
*Move upwards/
downwards*

Video transitions to movement #7, 'move upwards/ downwards'.

Now extend your arms outwards to the sides with your palms facing up.

Now move your arms upwards until they reach a vertical position.

The rate of your arms control the rate of ascent for an aircraft during flight.

This move is called, 'move upwards'.

So it was in 1947 that the groundwork of the Chicago Convention would be officially signed into being as the International Civil Aviation Organization, or ICAO. With Montreal as its official headquarters.

Now this time, have your palms facing downwards.

Move your arms downwards until they reach a vertical position.

This is the 'move downwards' movement.

It controls the rate of an aircraft's descent.

As history tells us, the Americans had their way.

For the longest time. ICAO functioned as an advisory organization mediating disputes and creating safety guidelines.

The economic and political elements remain undecided to this day.



*Air Marshalling
Movement #8
Move horizontally
left/ right*

Video transitions to movement #8, 'move horizontally left/right'.

With a sweeping motion, move your left arm towards the right side of your body.

This movement is called, 'move horizontally left'.

It tells an aircraft to turn away from you towards the left.

Within the neoconservative politics of the 1990s, ICAO reinvented itself to become an organization that actively enforces its rule and regulations. ICAO did this by threatening to revoke a member state's voting privileges.

Now let's do the opposite by moving our right arm towards the left side.

This is known as 'move horizontally right'.

It was also during 1990s that ICAO would also find itself working closely with the International Aviation Transport Association, or IATA, which is a private lobbying group holding the interests of the aviation industrial complex, including the likes of Boeing, Lockheed Martin, and Airbus.



Air Marshalling

Movement #9

Fire

Video transition to movement #9, 'fire'.

Now position your right arm downwards and move it in a fanning motion.

From your shoulder to your knee.

Now at the same time, imagine a fire, and point to its position with your left arm.

This movement is called, 'fire'.

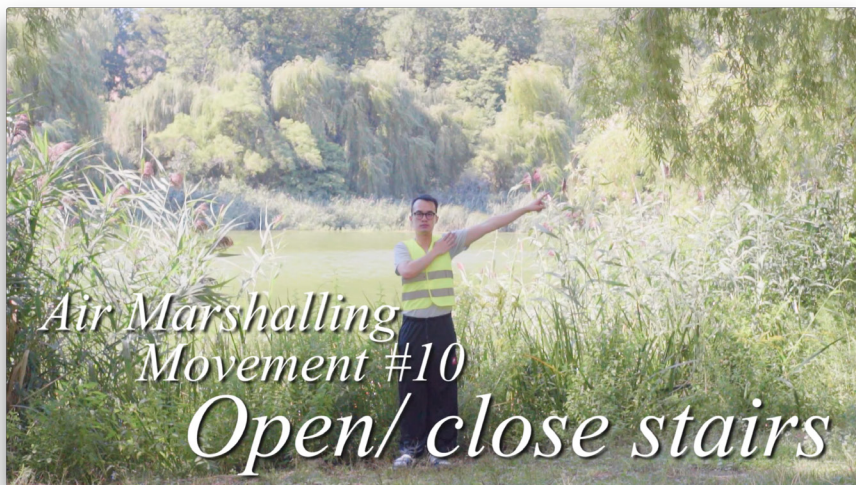
It signals where a fire is occurring onboard or around an aircraft.

The 9/11 attacks would place ICAO in a precarious situation because the organization could not account for the weaponization of an aircraft itself.

It was after the 9/11 attacks the ICAO would become more aggressive with its enforcement of rules and regulations.

ICAO initiated mandatory audits for safety and security.

ICAO would also work closely with IATA to produce a joint research and design initiative.



Air Marshalling

Movement #10

Open/close stairs

Video transitions to movement #10, 'open/ close stairs'.

Raise your left arm above your head at a 45° angle.

Move your right arm from resting position to the top of your left shoulder.

This movement is called 'open or close stairs'.

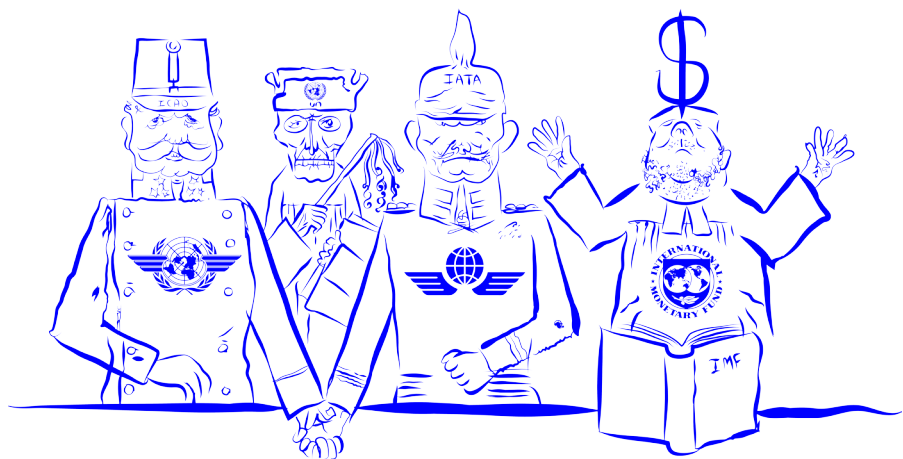
It tells an aircraft to open or close its doors or stairs in order to access or leave an aircraft.

I end my presentation with this movement because it is the same gesture that both enables and disables access to aviation. It's a movement that embodies the openness and closedness of contemporary aviation.

With ICAO's and IATA's collaborative research and design initiative, known as the Global Aviation Safety Roadmap, corporations represented by IATA are basically given monopolistic rights to niche technologies that ICAO deals to countries that do not pass ICAO's safety and security audits. Typically, it is developing countries in the Global South that do not pass ICAO's audits.

[continued next page]

....



Be subject to the magisterial, a rare ritual gathering of ICAO, UN, IATA, and IMF! (For George Grosz)

Countries risk their voting privileges in ICAO if they do not meet the goals in action plans set up by ICAO after audits. Countries also risk losing access to international aviation including any aircraft leaving or entering a country.

The situation effectively demonstrates a mechanism in which neo-colonialism is leveraged through neoliberal global economics. The primary benefactors are aviation corporations of the Global North that tend to have large military contracts or government subsidiaries with their sovereign or home nation states.

To perform ICAO's standardized aircraft marshalling movements for its intended purpose is to become implicit to the politics of neocolonialism and neoliberalism. ICAO's aircraft marshalling is a manifestation of the politics at play, with the corporeal as its vessel conducted through a choreography.

-