

# AIRPORT CERTIFICATION INFORMATION BULLETIN



**DATE: 07/11/2008, NUMBER: 08-11**  
**NEW MARKING STANDARDS**

## BACKGROUND:

Change 2 to AC 150/5340-1J, *Standards for Airport Markings*, was issued June 6, 2008. The following is a summary of the changes to marking standards for Part 139 airports:

1. The **Enhanced Taxiway Centerline Marking** at all runway holding positions on taxiways has been adopted as the standard for all Part 139 airports.



- For airports with less than 1.5 million passenger enplanements but more than 370,000 annual enplanements, the compliance date is **December 31, 2009**. In the Great Lakes Region, the airports in this category include: *James M Cox – Dayton Int'l (DAY)*, *Gerald R. Ford Int'l (GRR)*, *Dane County Regional (MSN)*, *Akron-Canton Regional (CAK)*, *Bishop Int'l (FNT)*, *Quad City Int'l (MLI)*, *Austin Straubel Int'l (GRB)*, *South Bend Regional (SBN)* and *Sioux Falls Regional (FSD)*.
- For all other Part 139 airports, the compliance date is **December 31, 2010**.

2. **Surface Painted Holding Position Signs (SPHPS)** are required at all Part 139 airports with multiple runways by **December 31, 2010**. Surface painted holding position signs are required at all runway holding positions on taxiways.



- Surface Painted Holding Position Signs must be in accordance with AC 150/5340-1J, Change 2, Par 26.

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- SPHPS are always required on the left hand side of the taxiway centerline.
- SPHPS are required on the right hand side of the taxiway centerline if the taxiway centerline is 45 feet or more from right edge of the taxiway centerline.
- If the enhanced taxiway centerline does not extend the full 150 feet due to the close proximity of the parallel taxiway, SPHPS signs are required on both sides of the taxiway centerline even if the centerline is less than 45 feet from the edge of the taxiway.
- The inscriptions on SPHPS must have a height of 9-12 feet however in some situations for taxiways narrower than 75' or taxiways that need to display multiple runway designations with arrows, the inscriptions will need to be reduced to fit the marking appropriately (Reference figure C-4, page 50).
- SPHPS are never painted over the taxiway centerline or onto a paved shoulder.
- SPHPS must **not** be painted on runways.
- On taxiways at runway/runway intersections, the SPHPS must show all runway designations and arrows to prevent wrong runway takeoffs. At these locations, the inscriptions may be reduced to a minimum of 3 feet if necessary for the SPHPS to fit on the taxiway to the left of the taxiway centerline.
- At holding positions more than 200 feet wide, additional SPHPS are required every 100 feet.
- If two or more taxiway centerlines intersect the runway holding position marking or there is a dogleg hold marking, standard installation of SPHPS may not be possible. These locations will require individual assessment and coordination with the FAA for installing surface painted holding position signs that take into account such factors as taxi route and space.
- SPHPS must be glass beaded as required in AC 150/5340-1J, Par 4b(1), except for the black outline when used on light colored pavement.

Your Airport Certification Safety Inspector (ACSI) will be tracking the implementation of these new requirements to our Headquarters Office. Please advise your ACSI when your airport is in compliance with the new marking requirements.

**FAA Great Lakes Region – Airport Certification Staff**

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