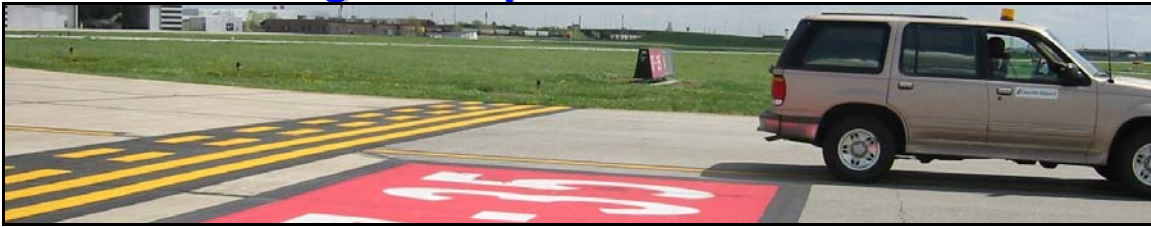


Central Region Airport Certification Bulletin



Bulletin: 2008-04

Subject: New Marking Standards in AC 150/5340-1J, Change 2, Standards for Airport Markings

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Application:

This bulletin is being sent to Part 139 Airport Managers and State Aviation Directors in Iowa, Kansas, Missouri and Nebraska

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 Central Region, the airports in this category include The Eastern Iowa Airport, Des Moines International Airport, Wichita Mid-Continent Airport, and Springfield-Branson National Airport.

- For all other Part 139 airports, the compliance date is **December 31, 2010**.
 - GA airports with AIP/PFC projects involving taxiway marking will be required to implement enhanced taxiway centerline markings to meet FAA marking standards.
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.
- Surface painted holding position signs (SPHPS) are required on both sides of the taxiway centerline if the taxiway centerline is 45 feet or more from either the left or right edge of the taxiway. At hold positions where the taxiway centerline is less than 45 feet from the left or right edge of the taxiway, the SPHPS on the right side of the taxiway centerline may be omitted if the vertical holding position sign on the left side is clearly visible. In this situation, the right side SPHPS is not required but is highly recommended at hold positions serving airplane operations that require two person crews.
- 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 12 feet.
- On narrow taxiways, the height of inscriptions for SPHPS may be reduced to a minimum height of 9 feet only where necessary to fit on narrow taxiways. SPHPS are never painted over the taxiway centerline or onto a paved shoulder.
- 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. A second SPHPS would be required on the right side of the taxiway centerline for hold positions 90 feet or wider. On very narrow taxiways, the two sets of runway

designations with arrows may need to be stacked to fit 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.
- Dimensions and location criteria are included in Par 26 and Appendix 3 of AC 150/5340-1J, Chg 2.
- 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.
- SPHPS have been adopted as a standard at all Part 139 airports as a result of NTSB Recommendation A-07-46, related to the investigation of the Comair Flight 5191 accident at Lexington, KY.

ACTION REQUIRED:

Change 2 to AC 150/5340-1J is attached for your information and will be available on the national FAA website sometime next week. Carefully review Change 2 as this summary does not address all of the new standards for SPHPS.

Enhanced taxiway centerline markings and surface painted holding position signs are eligible for AIP funding and can be included in planned AIP projects or AIP projects in progress. If an AIP project is in progress and it is feasible to include these new markings in the project, please contact the FAA Airports Division State Airport Engineer as soon as possible to coordinate a change order. Airport operators also have the option to install these markings in-house.

For AIP projects, we recommend that the plans and specifications require the templates for surface painted holding position signs to be left with the airport operator after the project. This should make it easier to repaint these markings to maintain them clearly visible, as required by Part 139.311(d). The red portion of surface painted holding position signs will fade to pink rather quickly due to the nature of red paint. Certificate holders should also consider including an update to the Sign and Marking Plan in the Airport Certification Manual as part of the AIP project. Surface painted holding position signs are required in the Sign and Marking Plan. Enhanced taxiway centerline markings are not required in the Sign and Marking Plan.

If you have any questions on these new marking requirements, contact either Mike Mullen, Lead Airport Certification Inspector, 816-329-2618, or Pat Haynes, Airport Certification Inspector, 816-329-2621.