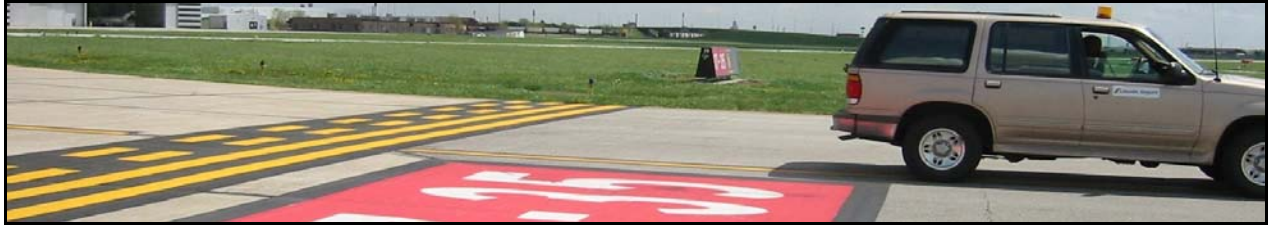


# Central Region Airport Certification Bulletin



**Bulletin: 2011-02**

**Subject: Summary of Changes to FAA Marking Standards**

**Issue Date: April 4, 2011**

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**Application**

This bulletin is intended for use by Part 139 Airport Managers and State Aviation Directors within the States of Iowa, Kansas, Missouri and Nebraska

**Background**

This bulletin provides a brief summary of the most significant changes to [AC 150/5340-1K, and Chg 1, Standards for Airport Markings](#). Airport maintenance and operations personnel need to be aware of these updates when repainting markings during the next couple of years. The Central Region supplemental Part 139 guidance PowerPoint presentation titled, "*Summary of 2010 Changes to FAA Marking & Sign Standards*" discusses these changes to the FAA marking standards in greater detail. We recently mailed this presentation to Central Region certificated airports on a DVD with Central Region Airport Certification Information Bulletin 2011-1.

**Action Required**

Airport personnel involved in airfield painting and/or conducting airfield self-inspections need to be aware of these changes to marking standards. Airports may include some of these marking changes into current AIP projects if feasible, or AIP projects planned in the next two years. If you have questions concerning changing non-standard markings in AIP projects, please contact Central Region Airports Division personnel. For the most part, the compliance date to implement the changes to FAA marking standards is two years from the initial 9/3/2010 date of AC 150/5340-1K.

**Questions**

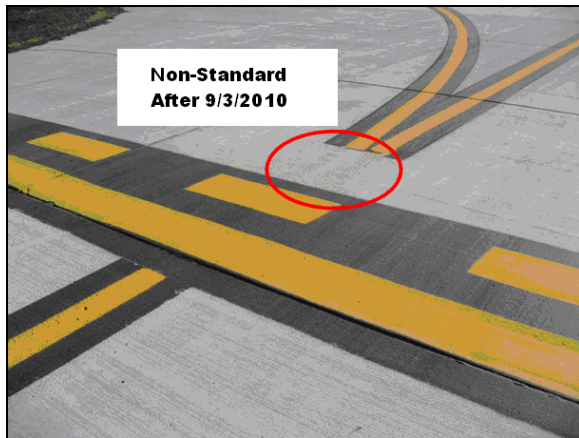
If you have questions, contact either, Mike Mullen, Lead Airport Certification Inspector, 816-329-2618 or Pat Haynes, Airport Certification Safety Inspector, 816-329-2621.

Visit our [FAA Central Region Personnel Roster and Contact Information](#) webpage to send an email to a certification inspector.

## Summary of Some of the Changes to FAA Marking Standards in Advisory Circular 150/5340-1K, Standards for Airport Markings Summary

### Non-Movement Area Boundary Marking

Paragraph 5.4(d)(3) of the new marking Advisory Circular (AC) addresses a change in marking standards concerning the interruption of taxiway centerlines for the non-movement area boundary marking. The gap in the taxiway centerline on both sides of the non-movement area boundary marking is 6-12 inches. The 3 foot gap on the movement side of the marking has been eliminated. This new standard is to be implemented the next time the taxiway centerline marking is repainted, but no longer than 2 years from the issue date of the advisory circular (9/3/2010).



Previous Standard – 3' Gap



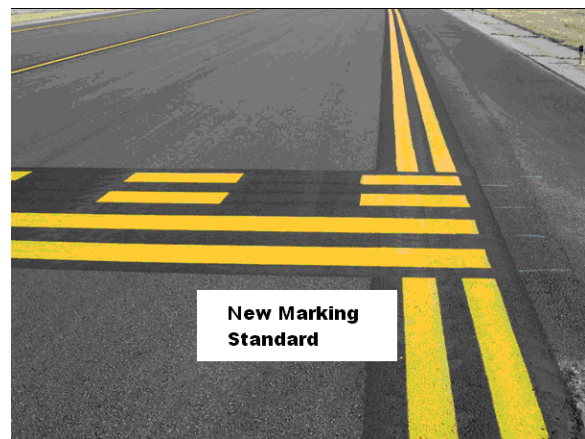
New Standard – 6" to 12" Gap

### Runway Holding Position Markings

Par 3.3d(4) of the new marking AC addresses a change in marking standards concerning the interruption of taxiway edge markings for Pattern A runway holding position markings. The holding position marking extends to the edge of the taxiway and the taxiway edge marking abuts the black outline for runway holding position markings. This new standard is to be implemented the next time the runway holding position marking are repainted, but no longer than 2 years from the date of the AC (9/3/2010).



Previous Standard  
Continuous Taxiway Edge Marking



New Marking Standard  
Edge Marking Interrupted at Hold Line

### Interrupting Taxiway Edge Markings for Other Hold Markings

The marking AC does not address interrupting the taxiway edge marking for Pattern B, Pattern C and non-movement area boundary markings. However, Par 3.4b(4) does state that the Pattern B marking for ILS applications must extend across the entire width of the taxiway, and it makes sense to apply the same standard to the other hold markings and non-movement area boundary marking.



**Pattern B (ILS Hold Position), Pattern C (Hold Position for Taxiway/Taxiway intersections) and non-movement area marking.**

### Surface Painted Holding Position Signs (SPHPS)

Par 4.5(b)(4)(ii), and Figure C-6 of the new marking AC addresses a change in marking standards concerning SPHPS on 35 foot wide taxiways. The new standard for 35 foot wide taxiways is to locate the SPHPS centered on the taxiway over the enhanced taxiway centerline with 6 foot tall inscriptions. This new standard is to be implemented within 2 years of the date of the current marking Advisory Circular.



**Non-Standard  
After 9/3/2012 on  
35' Wide Taxiways**

**Previous Left Side Location of SPHPS  
for 35' Wide Taxiways**



**New Marking  
Standard on 35'  
Wide Taxiways**

**New Standard for Location of SPHPS  
on 35' Wide Taxiways**

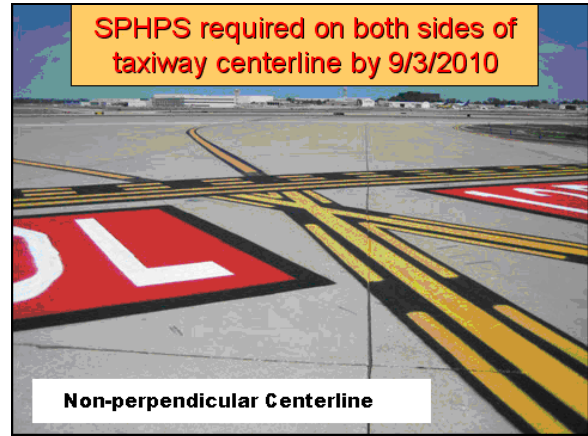


### Surface Painted Holding Position Signs (SPHPS)

There is a change in the new marking AC concerning the number of required SPHPS at runway holding positions where the design airplane for the runway is unable to line up perpendicular to the runway holding position marking. Par 4.5(b)(4)(i) requires two SPHPS, one each side of the taxiway centerline marking, where the design aircraft fuselage cannot line up perpendicular to the runway holding position marking, regardless of the width of the taxiway. Examples of this situation include taxiway centerline markings that curve towards the runway holding position marking or intersect the runway holding position marking at an angle other than 90 degrees. This new standard is to be implemented within 2 years of the date of the current marking Advisory Circular.



Surface Painted Hold Position Sign application for a curved taxiway



Surface Painted Hold Position Sign application for a non-perpendicular taxiway

### Surface Painted Holding Position Signs (SPHPS)

The previous marking AC permitted the use of 9 foot inscriptions at all runway holding positions for a runway, if some of the taxiways were not wide enough for 12 foot tall inscriptions to fit. This standards purpose was to avoid the need for multiple stencils. The new marking AC (Figure C-5) allows reducing the size of the inscriptions only where necessary and requires all other taxiway entrances to the same runway to maintain the standard 12 foot inscription dimension. Airport operators are expected to implement this change during the next regularly scheduled repainting of SPHPS, but no later than 9/3/2012.



Standard 12' high SPHPS