

TABLE OF CONTENTS

CHAPTER 1. SURFACE MARKINGS FOR AIRFIELD PAVEMENTS AND PAVED AIRFIELD ROADWAYS.	1
1.1. GENERAL	1
1.2. DEFINITIONS	1
1.3. SURFACE MARKING PRACTICES	2
1.4. REQUIREMENTS AND RECOMMENDATIONS FOR ENHANCED CONSPICUITY OF SURFACE MARKINGS	3
CHAPTER 2. SURFACE MARKINGS FOR RUNWAYS.	7
2.1. APPLICATION	7
2.2. INTERRUPTION OF RUNWAY SURFACE MARKINGS	8
2.3. RUNWAY LANDING DESIGNATOR MARKING	9
2.4. RUNWAY CENTERLINE MARKING	11
2.5. RUNWAY THRESHOLD MARKING	12
2.6. RUNWAY AIMING POINT MARKING	13
2.7. RUNWAY TOUCHDOWN ZONE MARKING	15
2.8. RUNWAY SIDE STRIPE MARKING	18
2.9. RUNWAY DISPLACED THRESHOLD MARKING	19
2.10. CHEVRON MARKINGS FOR BLAST PADS, STOPWAYS, AND EMAS	20
2.11. RUNWAY SHOULDER MARKING	21
CHAPTER 3. HOLDING POSITION MARKINGS.	23
3.1. APPLICATIONS OF HOLDING POSITION MARKINGS	23
3.2. CASE 1 AND CASE 2 – APPLICATIONS OF PATTERN A FOR THE RUNWAY HOLDING POSITION MARKING ON RUNWAYS	23
3.3. CASE 3 – APPLICATIONS OF PATTERN A FOR THE RUNWAY HOLDING POSITION MARKING ON TAXIWAYS	25
3.4. CASE 4 – APPLICATIONS OF PATTERN B FOR THE ILS/MLS HOLDING POSITION MARKING	27
3.5. CASE 5 – APPLICATIONS OF PATTERN B FOR PRECISION OBSTACLE FREE ZONE (POFZ) HOLDING POSITION MARKING	28
3.6. CASE 6 – APPLICATIONS FOR PATTERN C FOR THE TAXIWAY/TAXIWAY INTERSECTION INTERMEDIATE HOLDING POSITION MARKING	29
CHAPTER 4. SURFACE MARKINGS FOR TAXIWAYS.	31
4.1. APPLICATION	31
4.2. TAXIWAY CENTERLINE MARKINGS	31
4.3. ENHANCED TAXIWAY CENTERLINE MARKING	33
4.4. TAXIWAY EDGE MARKING	36
4.5. SURFACE PAINTED HOLDING POSITION SIGNS	38
4.6. SURFACE PAINTED TAXIWAY DIRECTION SIGNS	43
4.7. SURFACE PAINTED TAXIWAY LOCATION SIGNS	44
4.8. SURFACE PAINTED GATE DESTINATION SIGNS	45
4.9. SURFACE PAINTED APRON ENTRANCE POINT SIGNS	46
4.10. TAXIWAY SHOULDER MARKINGS	47
4.11. GEOGRAPHIC POSITION MARKINGS	47

CHAPTER 5. OTHER SURFACE MARKINGS	51
5.1. APPLICATION	51
5.2. VEHICLE ROADWAY MARKINGS	51
5.3. VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE (VOR) RECEIVER CHECKPOINT MARKING	51
5.4. NON-MOVEMENT AREA BOUNDARY MARKING	52
5.5. MARKINGS FOR THRESHOLDS TEMPORARILY RELOCATED DURING CONSTRUCTION	54
5.6. MARKING AND LIGHTING OF PERMANENTLY CLOSED RUNWAYS AND TAXIWAYS	54
5.7. TEMPORARILY CLOSED RUNWAYS AND TAXIWAYS	54
5.8. CONVERTING A RUNWAY TO A TAXIWAY	55
5.9. INTERMITTENT USE OF A TAXIWAY AS A RUNWAY	56
5.10. CLOSED OR ABANDONED AIRPORTS	57
5.11. HELIPORT MARKINGS	57
5.12. VERTIPOINT MARKINGS	57
5.13. MARKING FOR ARRESTING GEAR	57
5.14. HAZARDOUS CONSTRUCTION AREAS	57
5.15. AIRCRAFT DEICING FACILITY MARKINGS	57
5.16. INTERIM SURFACE MARKINGS FOR TAXIWAYS MISTAKEN AS RUNWAYS	57
APPENDIX A. INSCRIPTIONS FOR SIGNS AND GEOGRAPHIC POSITION MARKINGS	87
APPENDIX B. EXAMPLES OF MARKINGS OUTLINED IN BLACK	93
APPENDIX C. ENHANCED MARKINGS FOR RUNWAY HOLDING POSITION	97
1. GENERAL	97
2. APPLICABILITY	97
3. ENHANCED TAXIWAY CENTERLINE MARKINGS	98
4. ENHANCED RUNWAY HOLDING POSITION MARKINGS	101
5. SURFACE PAINTED HOLDING POSITION SIGNS	102
6. ADDITIONAL GUIDELINES FOR APPLICATION	106

FIGURES

Figure 1-1. Example of DFW Painted Numbering System for Surface Painted Markings	3
Figure 5-1. Precautionary Placement of Non-movement Boundary Marking	53
Figure 5-2. TAXI Marking Location Facing Runway Approach End	58
Figure 5-3. TAXI Marking Dimensions	59
Figure 5-4. Aviation Grade Artificial Turf Installation	59
Figure 1. Precision Runway Markings	61
Figure 2. Non-precision Runway	62
Figure 3. Visual Runway Markings	63
Figure 4. Example of Conflicting Markings on Crossing Runways	64
Figure 5. Runway Designation Numerals and Letters	65
Figure 6. Displaced Threshold Markings	66
Figure 7. Marking for Aligned Taxiway with Runway Without a Displaced Threshold	67
Figure 8. Markings for Blast Pads and Stopways	68
Figure 9. Markings for Aligned Taxiway Preceding a Displaced Threshold	69
Figure 10. Markings for Blast Pad Preceding a Displaced Threshold	70

Figure 11. Runway Shoulder Markings	71
Figure 12. Holding Position Marking Details	72
Figure 12a. Holding Position Marking Details	73
Figure 13. Taxiway Markings	74
Figure 14. Taxiway Markings	75
Figure 15. Taxiway Markings	76
Figure 16. Methods for Taxiway Centerline Marking	77
Figure 17. Surface Painted Signs	78
Figure 18. Surface Painted Gate Identification Signs	79
Figure 19. Multiple Gate Signs	80
Figure 20. Surface Painted Apron Entrance Point Signs	81
Figure 21. Taxiway Shoulder Markings	82
Figure 22. Geographic Position Markings	83
Figure 23. Vehicle Roadway Markings	84
Figure 24. VOR Receiver Checkpoint Markings	85
Figure 25. Closed Runway and Taxiway Markings	86
Figure A - 1. Pavement Markings ABCDEFGH	87
Figure A - 2. Pavement Markings IJKLMNOP	88
Figure A - 3. Pavement Markings QRSTUVWX	89
Figure A - 4. Pavement Markings YZ123456	90
Figure A - 5. Pavement Markings 7890-,↑	91
Figure B - 1. Runway Holding Position Marking	93
Figure B - 2. ILS/MLS Holding Position Marking	93
Figure B - 3. Continuous Taxiway Edge Line Marking	94
Figure B - 4. Dashed Taxiway Edge Line Marking	94
Figure B - 5. Alternate Outlining Method for Dashed Taxiway Edge Line Marking	94
Figure B - 6. Taxiway Centerline Marking	94
Figure B - 7. Intermediate Holding Position Markings	95
Figure B - 8. Non-movement Area Boundary Marking	95
Figure C - 1. Enhanced Taxiway Centerline Markings	98
Figure C - 2. Dashed Lines at Converging Taxiway Centerlines	98
Figure C - 3. Converging, Straight, and Curved Enhanced Taxiway Centerlines Intersecting with Holding Position Marking	99
Figure C - 4. Enhanced Runway Holding Position Markings on Taxiways	101
Figure C - 5. Surface Painted Holding Position Signs For Taxiway Widths Greater Than 35 Feet (10.5 m)	102
Figure C - 6. Surface Painted Holding Position Sign for Taxiway Widths Equal to Or Less Than 35 Feet (10.5 m)	103
Figure C - 7. Surface Painted Holding Position Signs when Taxiway Centerline is not Perpendicular to Runway Holding Position Marking	104
Figure C - 8. Surface Painted Holding Position Signs Co-Located with Geographic Position Marking	105
Figure C - 9. Two Taxiway Centerlines Converging at a Runway Holding Position Marking	106
Figure C - 10. Intersection of Two Taxiways at Runway End	107
Figure C - 11. Intersection of Three Converging Taxiway Centerlines	108
Figure C - 12. Intersection of Multi-Taxiway Centerlines with Less than 150 Feet (45.7 m) Between Taxiways	109
Figure C - 13. Two Taxiway Centerlines Intersecting a Runway Holding Position Marking	110

Figure C - 14. Intersection of Stub Taxiway and Runway.....	111
Figure C - 15. Narrow Taxiway Stacked Surface Painted Holding Position Sign.....	112
Figure C - 16. Enhanced Taxiway Centerlines When a Taxiway Connects Closely Spaced Runways...	113

TABLES

Table 1-1. General Guidelines for Determining Light-Colored Pavements	3
Table 2-1. Minimum Required Runway Surface Marking Schemes for Paved Runways	7
Table 2-2. Number of Runway Threshold Stripes for Standard Runway Widths	13
Table 2-3. Pairs of Touchdown Zone Markings Required When Installed From One Threshold	16
Table 2-4. Pairs of Touchdown Zone Markings Required When Installed From Both Thresholds	17
Table 4-1. Placement of Repetitive Surface Painted Holding Position Signs and NO-TAXI Islands on Taxiway Entrances of over 200 feet (61 m) in Width.....	41