

# CertAlert

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Issued April 2, 2012

Number SO-12-04

This CertAlert pertains to:  
All Certificated Airports

## Practices and Reminders for Painting Surface Painted Holding Position Signs (SPHPS)

FAA Advisory Circular (AC) 150/5340-1K required Part 139 airports with *two or more* runways to install Surface Painted Holding Position Signs no later than December 31, 2011. Part 139 airports with only *one* runway must install these markings by September 2012.

### Best Practice

When repainting surface painted holding position signs (SPHPS), we recommend letting the red paint dry for at least 24 hours before painting the white inscriptions. That drying time gives a better bond between the white inscription and the red background and helps prevent flaking of the marking. A future change to FAA Advisory Circular 150/5370-10, *Standards for Specifying Construction of Airports*, will address this issue.

### NOTAMs

During the period when SPHPS are missing the white inscriptions (Figure 1 below), airports must issue a NOTAM notifying pilots of the non-standard markings.

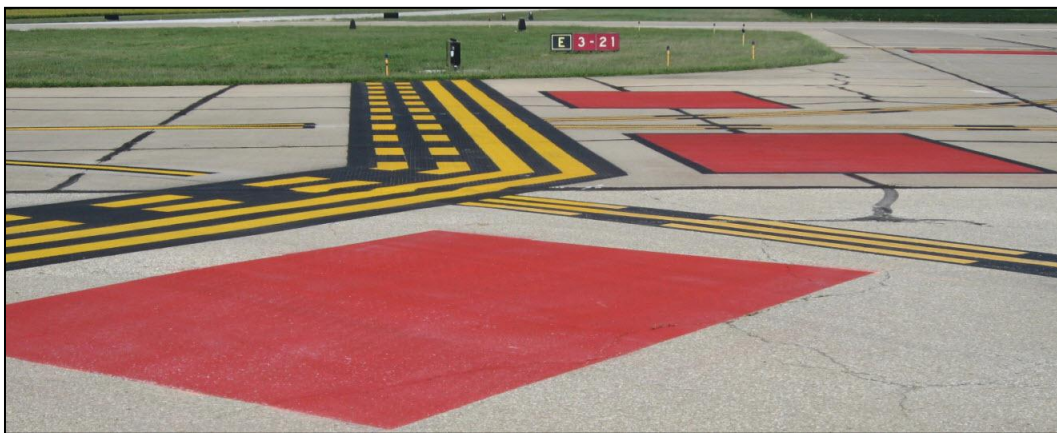


Figure 1

Submit NOTAMs for out of service SPHPS as below:

**Format:** (Airport Identifier) TWY (affected TWY) SURFACE PAINTED HOLDING POSITION SIGNS (AT affected RWY) NONSTD (reason)

**Example:** TPA TWY N, C, G SURFACE PAINTED HOLDING POSITION SIGNS AT RWY 10/28 NONSTD DUE TO REPAINTING

The NOTAM **must** include the affected TWY. You **may** list the affected runway and reason for clarification. If more than one runway has out of service SPHPS, issue a separate NOTAM for each runway.

If **all** SPHPS on the airport are being repainted at the same time, issue the following NOTAM:

**Example:** TPA TWY ALL SURFACE PAINTED HOLDING POSITION SIGNS NONSTD DUE TO REPAINTING

## Required Practice

Inspectors report that several airports have SPHPS where the red background and white letters of the SPHPS appear “washed-out” or reflect as one bright rectangle. This is due to improper application of either the glass beads or the paint.

FAA Advisory Circular 150/5370-10F, *Standards for Specifying Construction of Airports*, Item P-620 Runway and Taxiway Painting states:

“The glass bead application rate for Red and Pink paint shall be reduced by 2lb/gal for Type I and Type IV beads. Type III beads shall not be applied to Red or Pink paint.”

The reason for this change is that the higher reflectivity of Type III glass beads, or high application rates on Type I and IV beads, reduces the contrast between the red background and white legend on SPHPS, especially right after painting. However, this problem may result from glass beads not being properly embedded because the paint is not thick enough – too little paint was used.

Application rates for red paint, white paint, and beads should meet the standards specified in the above Advisory Circular.

## Reminders

- Do **not** paint SPHPS on a runway .
- Do **not** paint SPHPS on a taxiway shoulder.
- Do **not** paint SPHPS at runway approach holding positions; example: 23-APCH.
- **Always** paint SPHPS prior to and run them parallel to the holding position marking at a distance of 2-4 feet.
- **Always** use two SPHPS when:
  - A taxiway entrance to a runway has insufficient lead-on length to the runway holding position marking **and**
  - The taxiway width is greater than 35 ft.
- **Always** outline the outer edge of the red rectangle on SPHPS in black on light colored pavements. Do **not** use glass beads in the black paint.
- **Always** match the SPHPS inscription to the runway holding position sign.
- **Always** add SPHPS to the Airport Sign and Marking Plan.
- The white alphanumeric inscription on the SPHPS does not require a black outline.

If you have any questions please contact your assigned Airport Certification Safety Inspector.