



FAA
Great Lakes Region, Airports Division
Safety Standards Branch

Airport Certification Information Bulletin (ACIB) 11-14

SUBJECT: Painting SPHPS and NOTAMS

BACKGROUND:

When painting surface painted holding position signs (SPHPS) it is a recommended best practice to allow the red paint to cure for 24 hours before painting the white inscriptions. This procedure will result in a better bond between the white inscription and the red background and will prevent flaking of the marking. A future change will be made to AC 150/5370-10E, *Standards for Specifying Construction of Airports*, to address this issue.



SPHPS are required by Part 139.311(b)(1)(ii), as documented in AC 150/5340-1K, *Standards for Airport Markings*, red safety box on page 38.

Part 139.339(c)(6) requires that each certificate shall,

(c) In complying with paragraph (a) of this section, provide information on the following airport conditions that may affect the safe operations of air carriers:

*(6) Malfunction of any lighting system, **holding position signs**, or ILS critical area signs required by Sec. 139.311.*

ACTION REQUIRED:

During the curing period when SPHPS are missing the white inscriptions, a NOTAM must be issued to notify pilots of the non-standard markings.

Submit NOTAMS to Lockheed Martin Flight Services for out of service SPHPS in the following format:

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

Example

ORD TWY T, T10 SURFACE PAINTED HOLDING POSITION SIGNS AT RWY 14R-32L NONSTD DUE TO REPAINTING.

The affected TWY is mandatory and the affected runway and reason may be included for clarification. If out of service or non-standard SPHPS are located on more than one runway, separate NOTAMS should be issued for each runway.

If you have questions concerning this bulletin, please contact your assigned airport certification safety inspector.