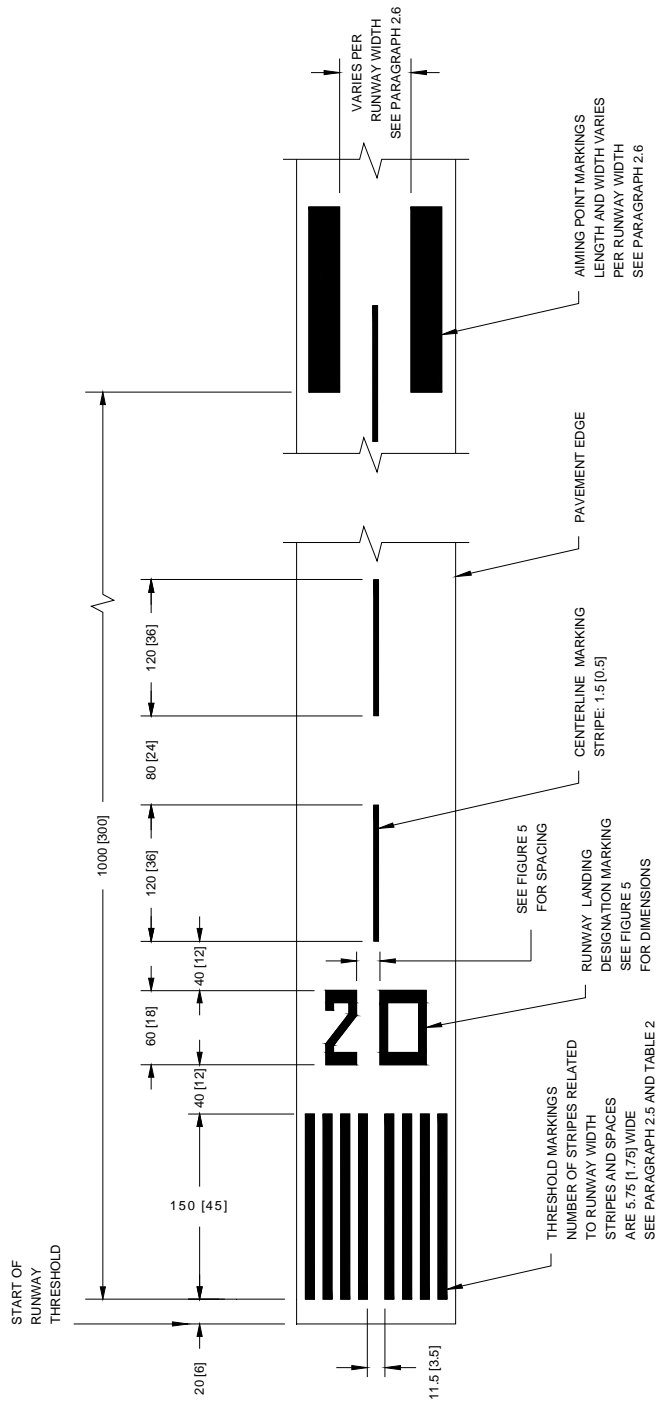


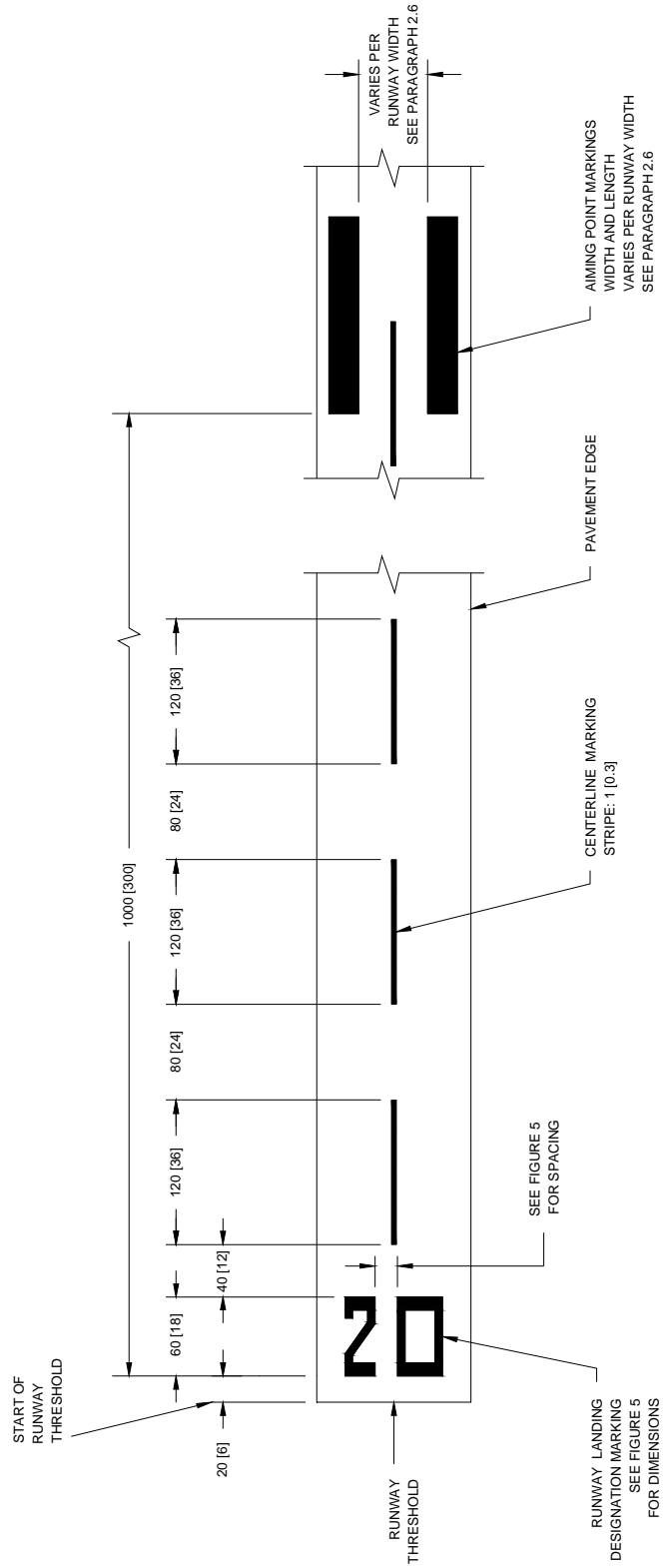
Figure 1. Precision Runway Markings



NOTES:

1. DIMENSIONS ARE EXPRESSED IN FEET [METERS].

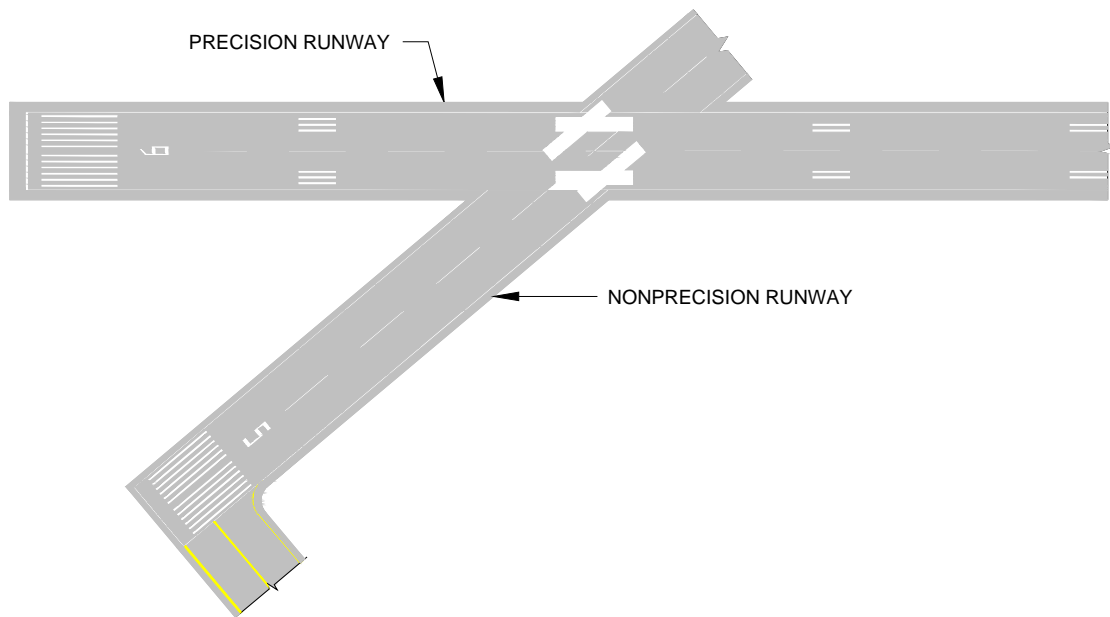
Figure 2. Non-precision Runway



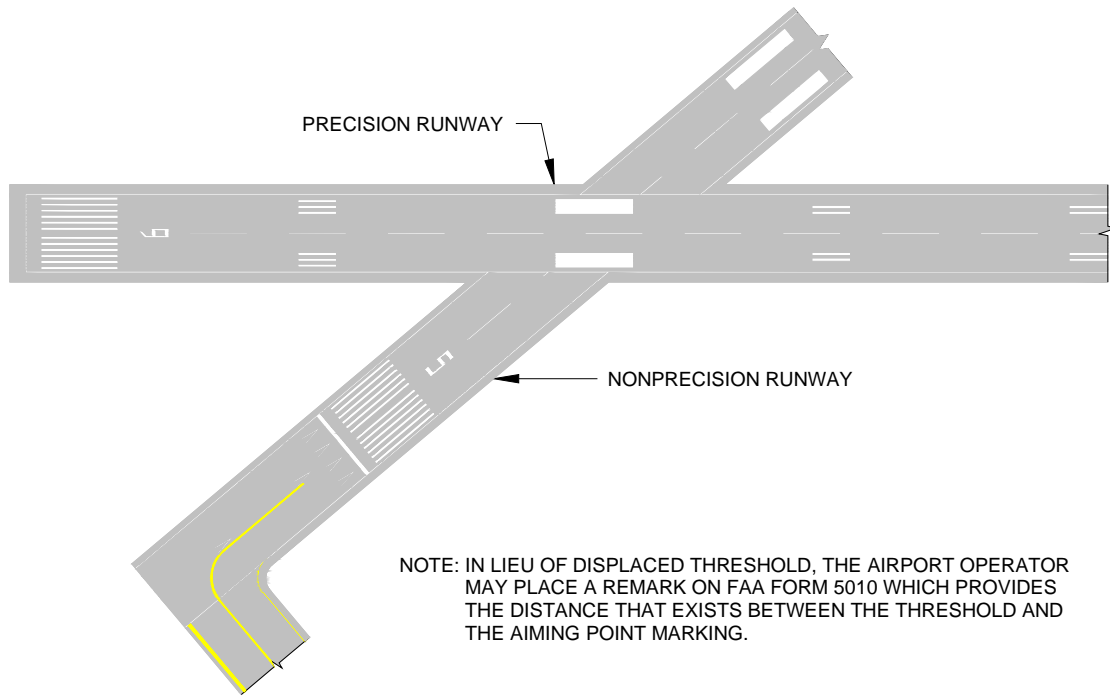
NOTES:

1. DIMENSIONS ARE EXPRESSED IN FEET [METERS].

Figure 3. Visual Runway Markings



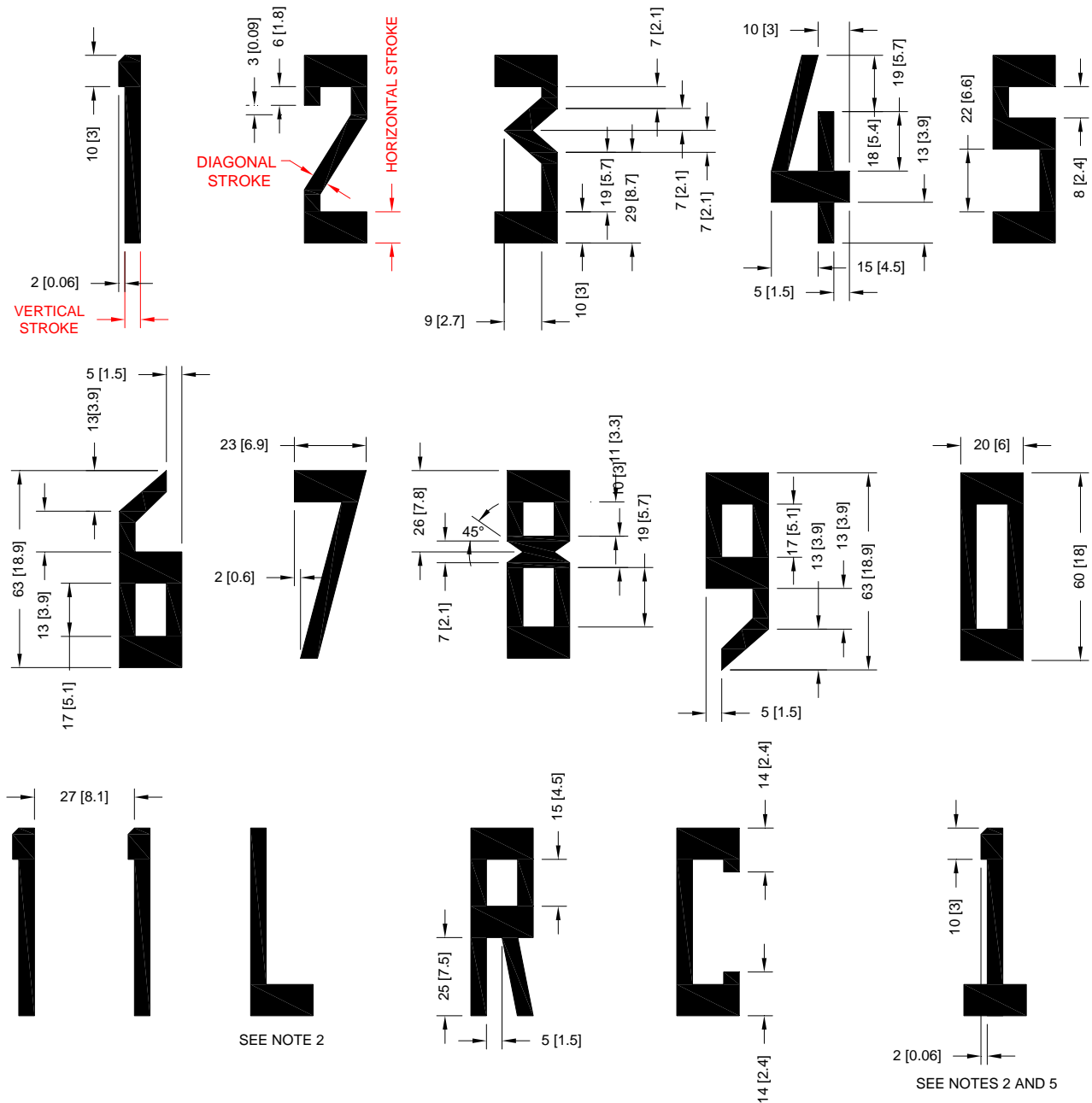
EXAMPLE OF CONFLICTING RUNWAY MARKINGS



ONE SOLUTION:
THRESHOLD AND AIMING POINT OF THE LOWER PRECEDENCE RUNWAY DISPLACED TO MAINTAIN THE REQUIRED DISTANCE FROM THE AIMING MARKING TO THE THRESHOLD

Enlarge figure for greater detail.

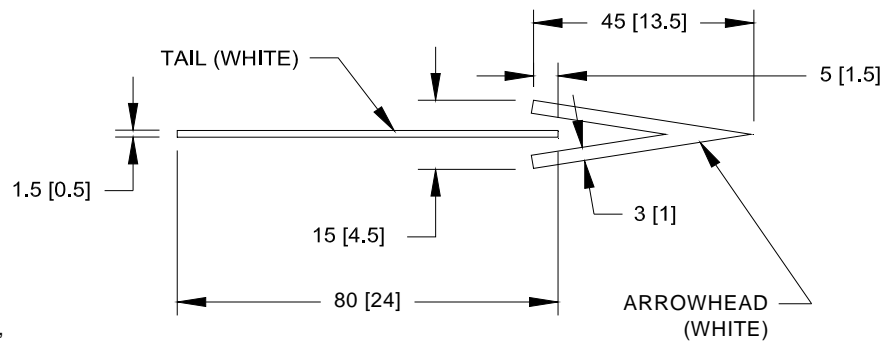
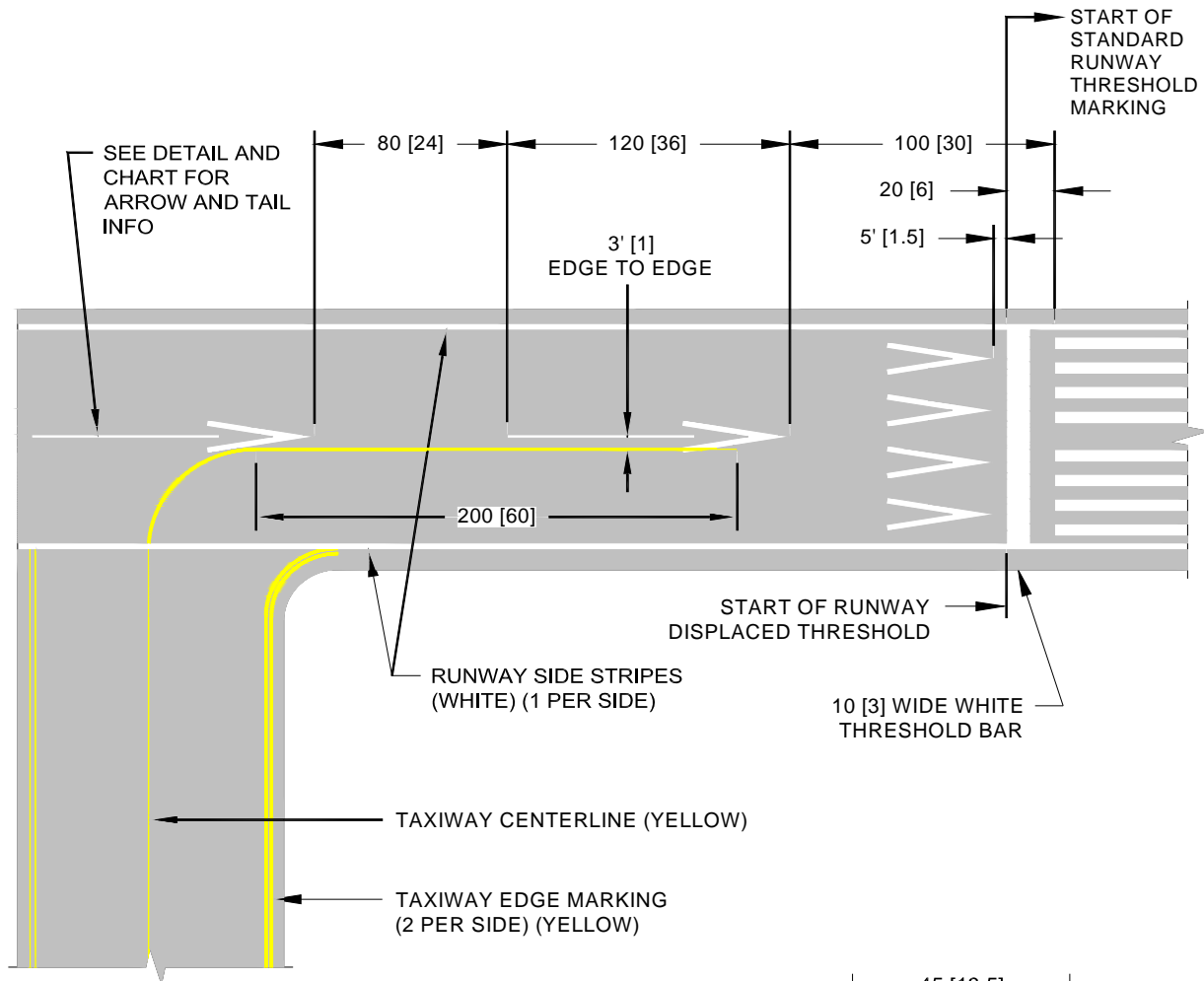
Figure 4. Example of Conflicting Markings on Crossing Runways



NOTES :

1. DIMENSIONS ARE EXPRESSED: FEET [METERS].
2. ALL CHARACTERS SHALL HAVE THESE CHARACTERISTICS (UNLESS OTHERWISE SPECIFIED):
 60 [18] HIGH
 20 [6] WIDE
 VERTICAL STROKE OF 5 [1.5]
 HORIZONTAL STROKE OF 10 [30]
 DIAGONAL STROKE OF 5 [1.5]
3. ALL NUMERALS EXCEPT THE NUMBER ELEVEN AS SHOWN ARE HORIZONTALLY SPACED 15 [4.5] APART.
4. SINGLE DIGITS MUST NOT BE PRECEDED BY A ZERO.
5. THE NUMERAL "1", WHEN USED ALONE, CONTAINS A HORIZONTAL STROKE AS SHOWN TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKING.
6. SINGLE DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE. FOR DOUBLE DESIGNATIONS, THE CENTER OF THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.
7. WHERE THE RUNWAY DESIGNATION CONSISTS OF A NUMBER AND A LETTER, THE NUMBER AND LETTER ARE LOCATED ON THE RUNWAY CENTERLINE IN A STACKED ARRANGEMENT AS SHOWN IN FIGURE 1.

Figure 5. Runway Designation Numerals and Letters

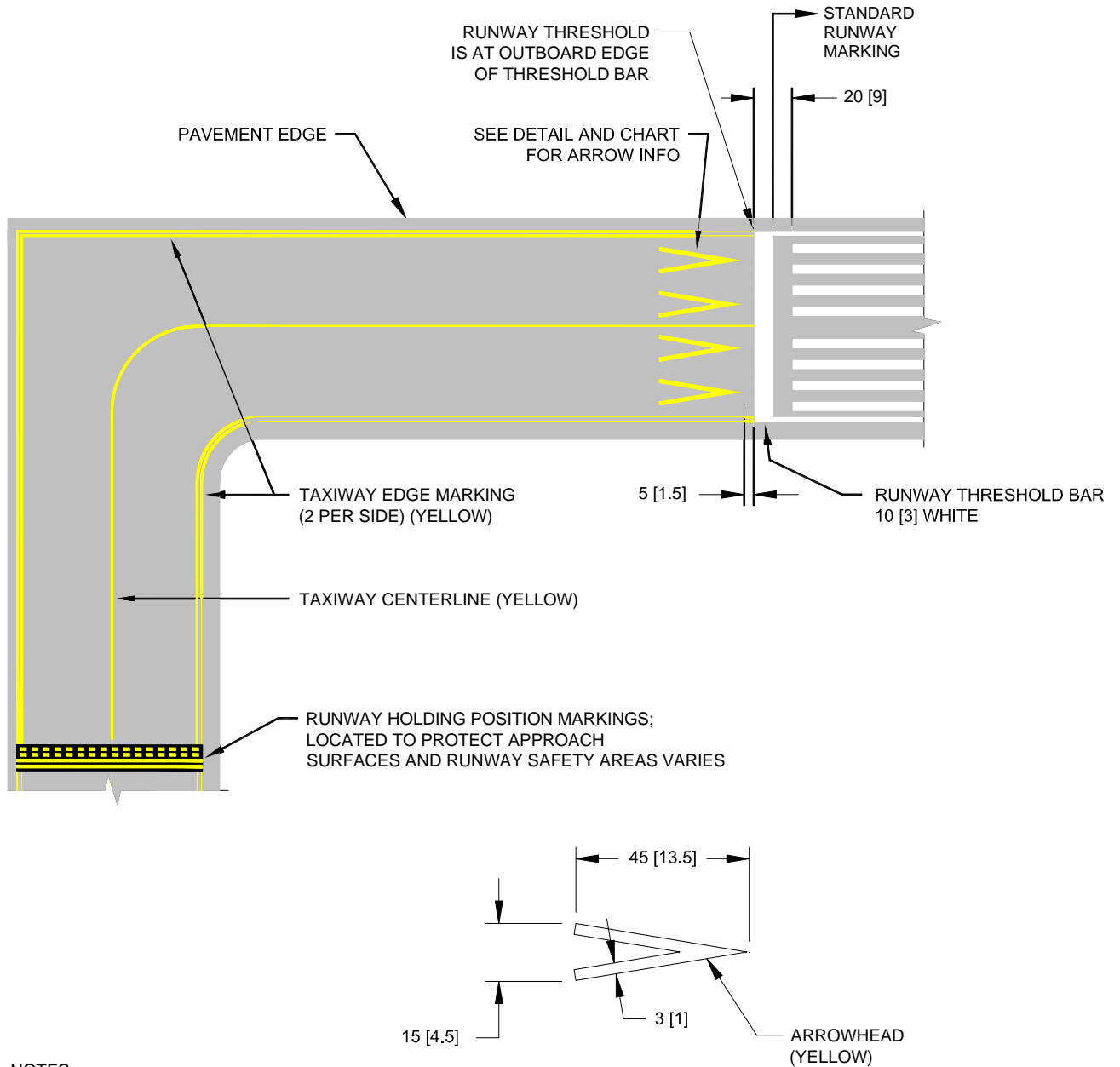


NOTES:

1. DIMENSIONS ARE IN: FEET [METERS]
2. RUNWAY SIDE STRIPES, WHEN USED ON THE RUNWAY, EXTEND INTO THE DISPLACED AREA.
3. RUNWAY MARKINGS (EXCEPT HOLDING POSITION MARKINGS) INCLUDING THOSE IN THE DISPLACED THRESHOLD ARE WHITE.

RUNWAY WIDTH	NUMBER OF ARROWHEADS	SPACING BETWEEN ARROWHEADS (W = RUNWAY WIDTH)	SPACING TO RUNWAY EDGE
≥ 100 [30]	4	W/4	W/8
< 100 [30]	3	W/3	W/6
< 60 [18]	2	W/2	W/4

Figure 6. Displaced Threshold Markings

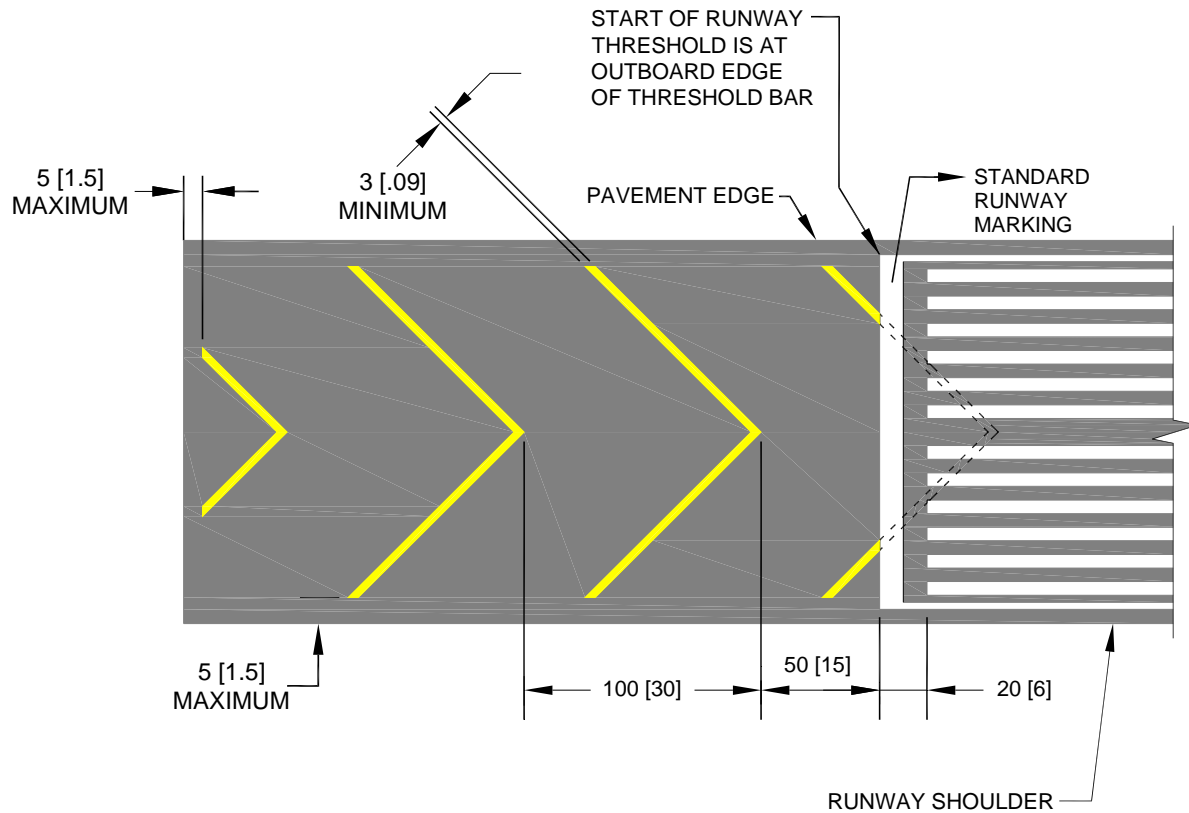


NOTES:

1. DIMENSIONS ARE IN: FEET [METERS]

RUNWAY WIDTH	NUMBER OF ARROWHEADS	SPACING BETWEEN ARROWHEADS (W = RUNWAY WIDTH)	SPACING TO RUNWAY EDGE
≥ 100 [30]	4	W/4	W/8
< 100 [30]	3	W/3	W/6
< 60 [18]	2	W/2	W/4

Figure 7. Marking for Aligned Taxiway with Runway Without a Displaced Threshold



NOTES:

1. DIMENSIONS ARE IN: FEET [METERS].
2. THE WIDTHS OF THE STOPWAYS AND BLAST PADS ARE NOT THE SAME. STOPWAYS EQUAL RUNWAY WIDTH. BLAST PADS EQUAL RUNWAY WIDTH PLUS RUNWAY SHOULDERS. SEE AC 150/5300-13
3. 50 FT [15M] SPACING MAY BE USED WHEN LENGTH OF AREA IS LESS THAN 250 FT [7.5M] IN WHICH CASE THE FIRST FULL CHEVRON STARTS AT THE INDEX POINT (INTERSECTION OF RUNWAY CENTERLINE AND RUNWAY THRESHOLD).
4. CHEVRONS ARE PAINTED YELLOW AND AT AN ANGLE OF 45° TO THE RUNWAY CENTERLINE.
5. CHEVRON SPACING MAY BE DOUBLED IF LENGTH OF AREA EXCEEDS 1000 FT [300M]

Figure 8. Markings for Blast Pads and Stopways

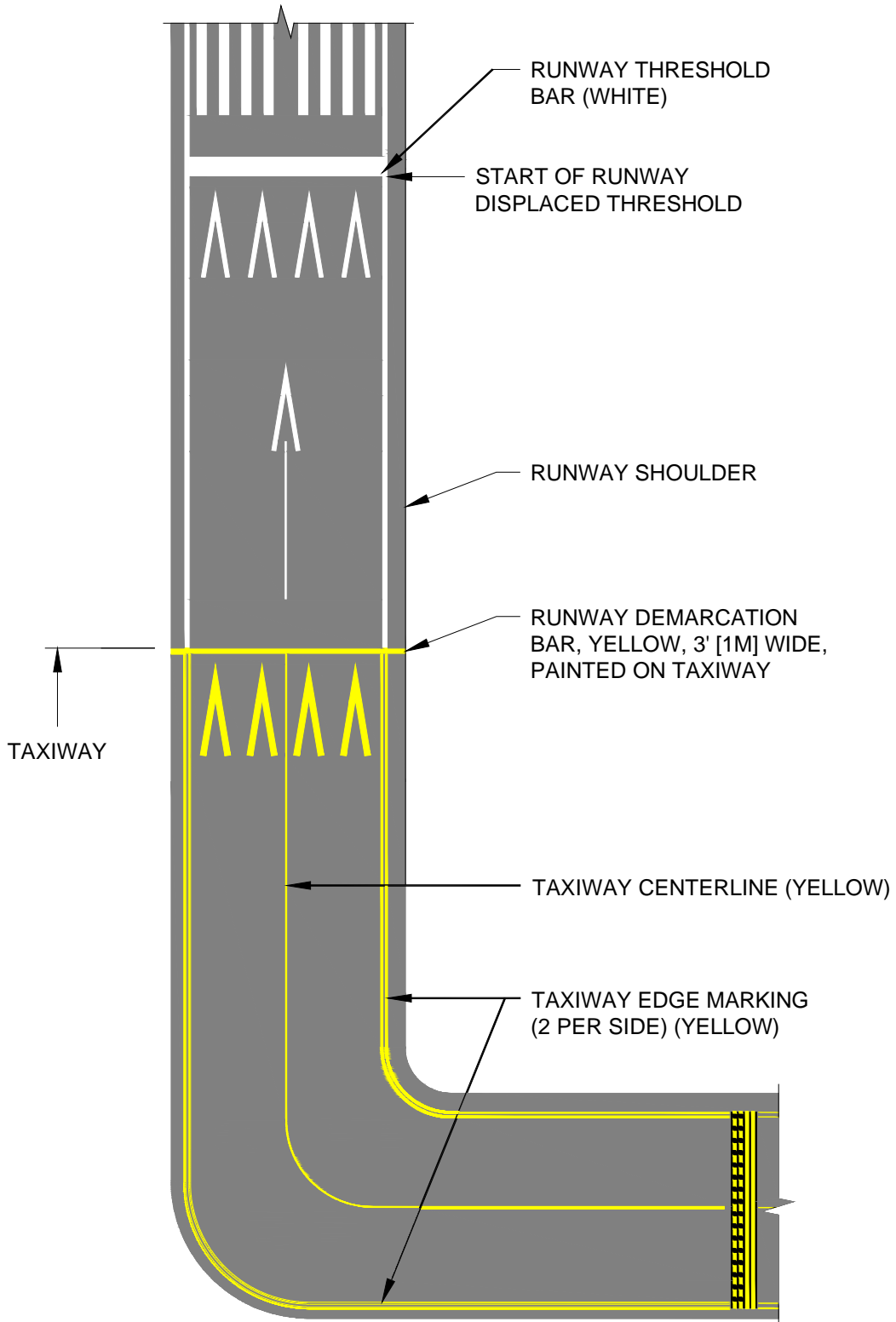
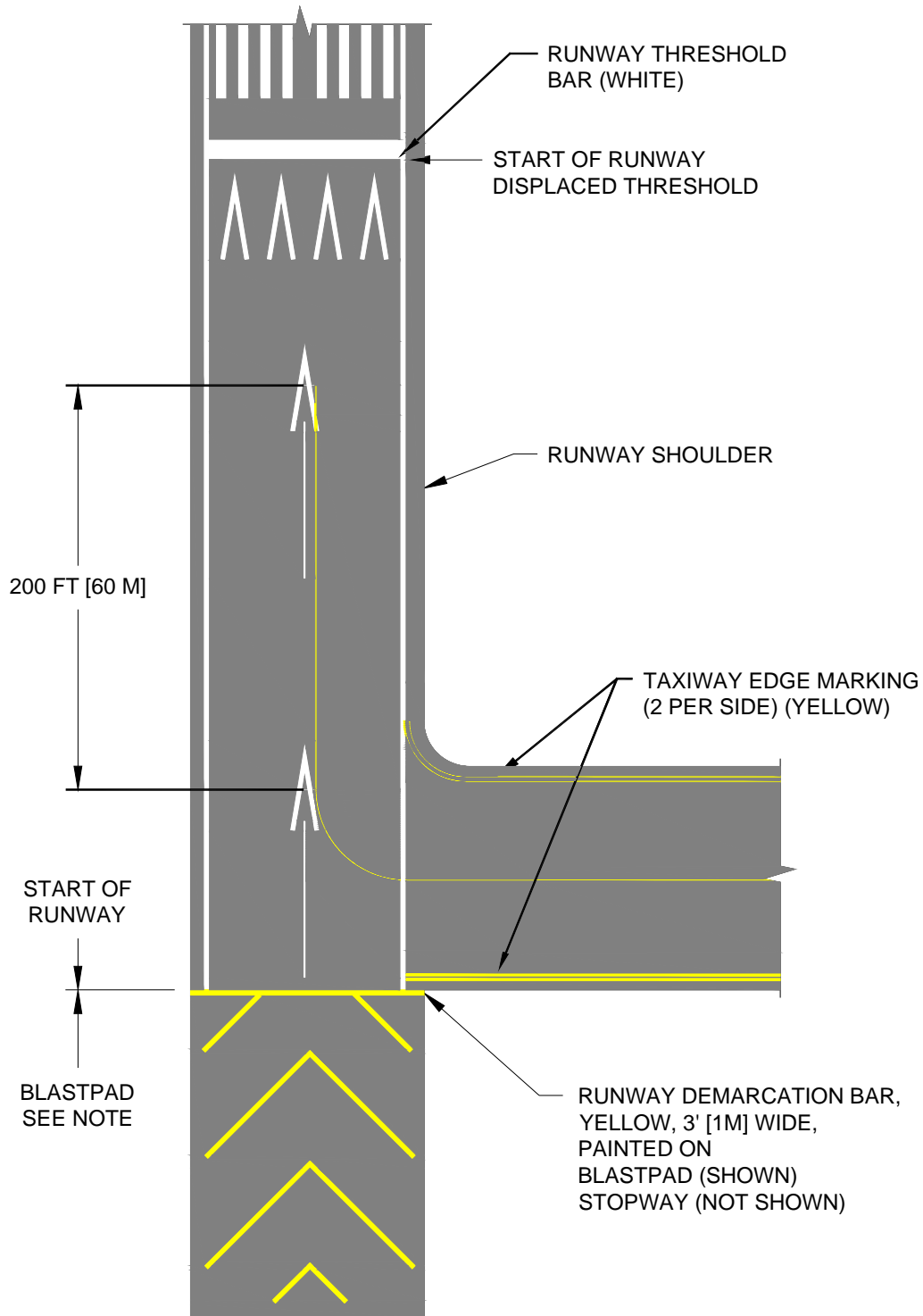


Figure 9. Markings for Aligned Taxiway Preceding a Displaced Threshold



NOTE: STOPWAY WIDTH EQUALS RUNWAY WIDTH.
 BLASTPAD WIDTH EQUALS RUNWAY WIDTH PLUS RUNWAY SHOULDERS.

Figure 10. Markings for Blast Pad Preceding a Displaced Threshold

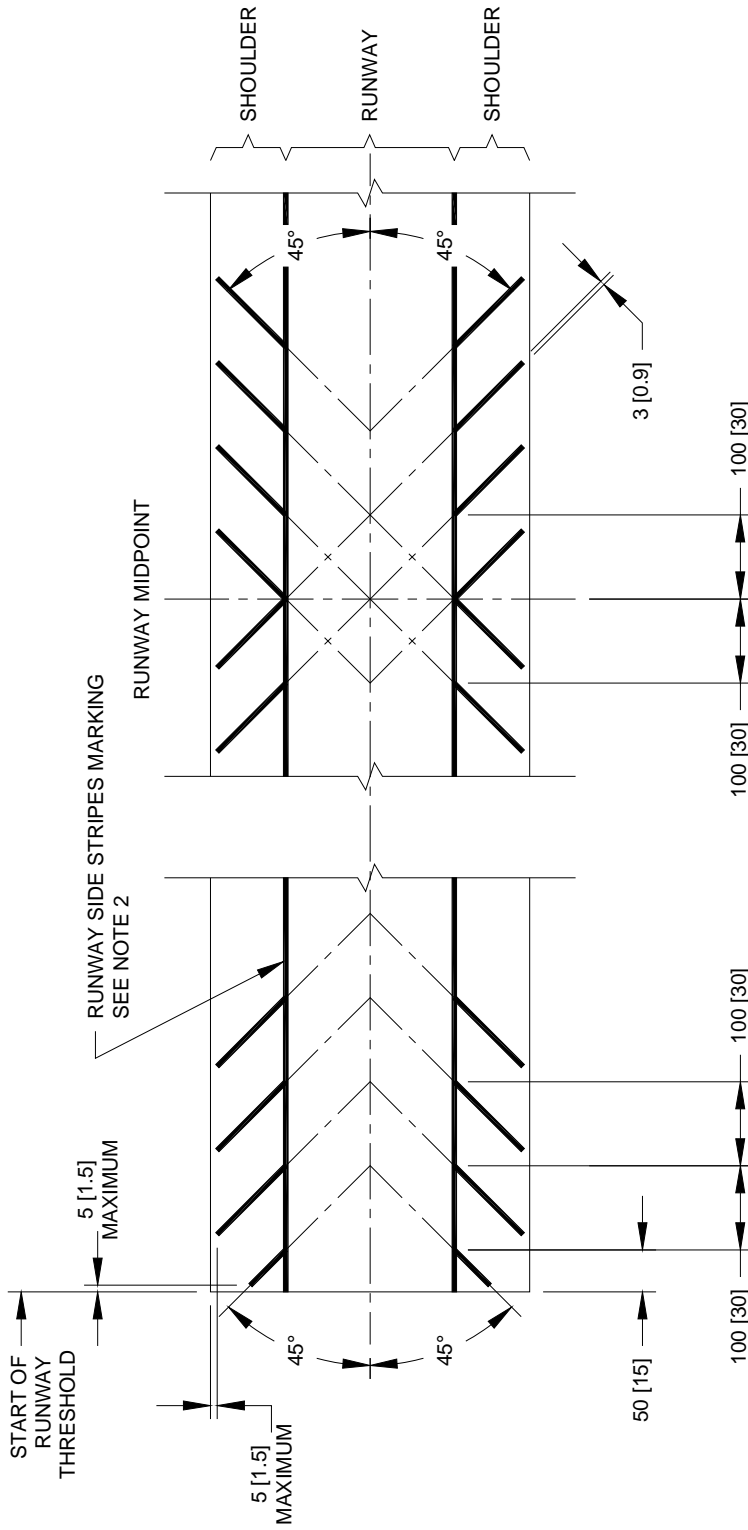
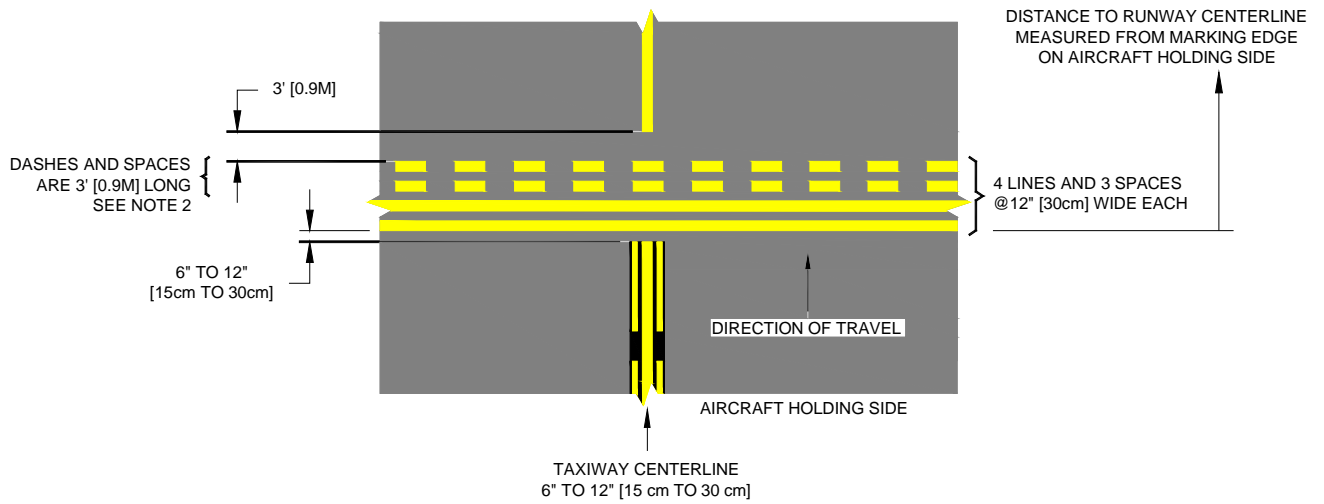


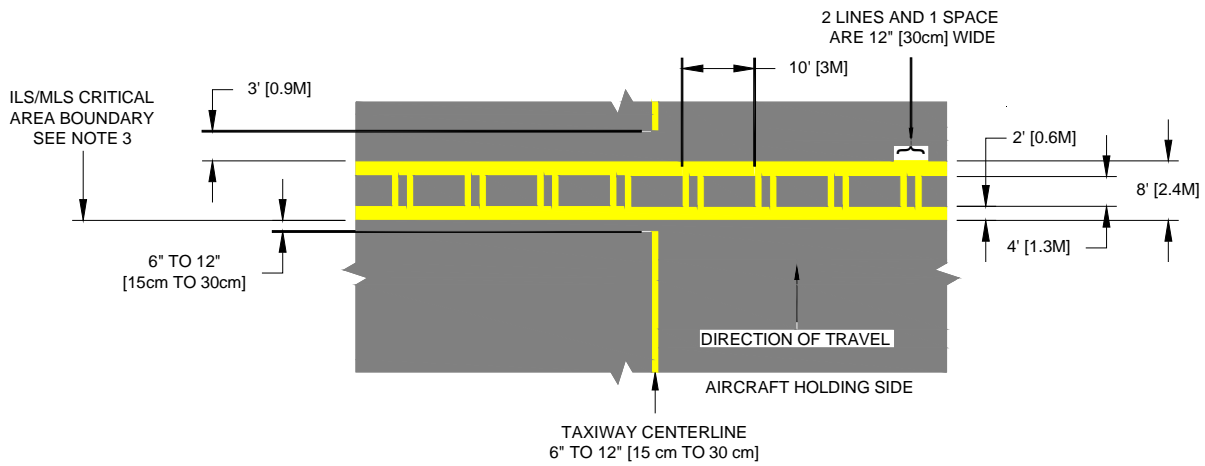
Figure 11. Runway Shoulder Markings

NOTES:

1. DIMENSIONS ARE IN: FEET [METERS].
2. RUNWAY SHOULDER MARKINGS ARE USED ONLY IN CONJUNCTION WITH RUNWAY SIDE STRIPE MARKINGS.
3. RUNWAY SHOULDER MARKINGS ARE PAINTED YELLOW.



PATTERN A - RUNWAY HOLDING POSITION MARKING

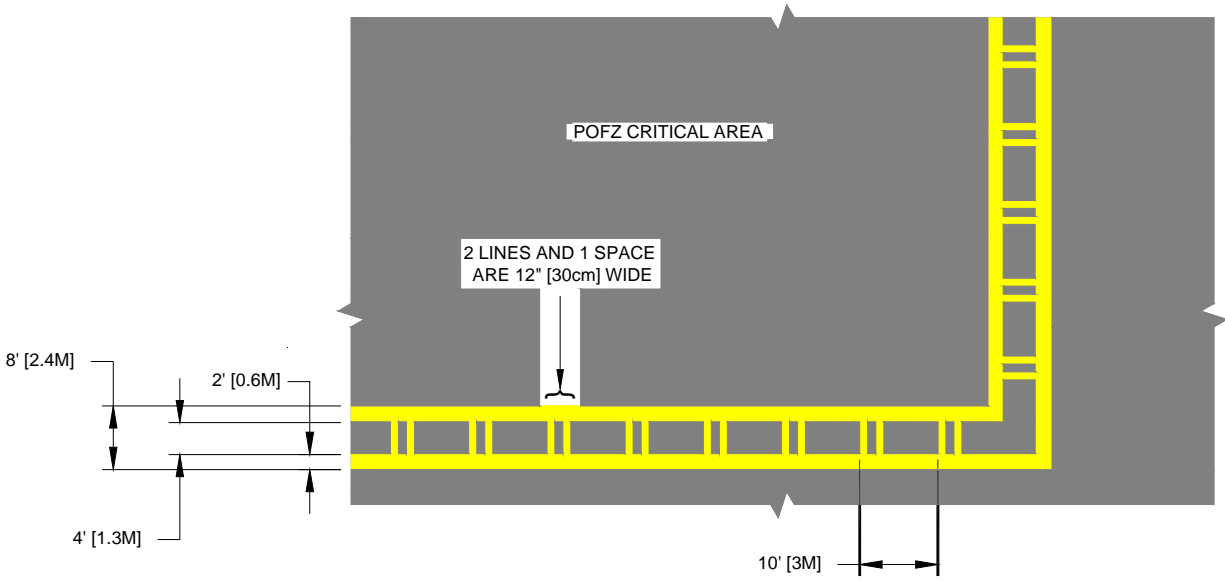


PATTERN B - ILS/MLS HOLDING POSITION MARKING

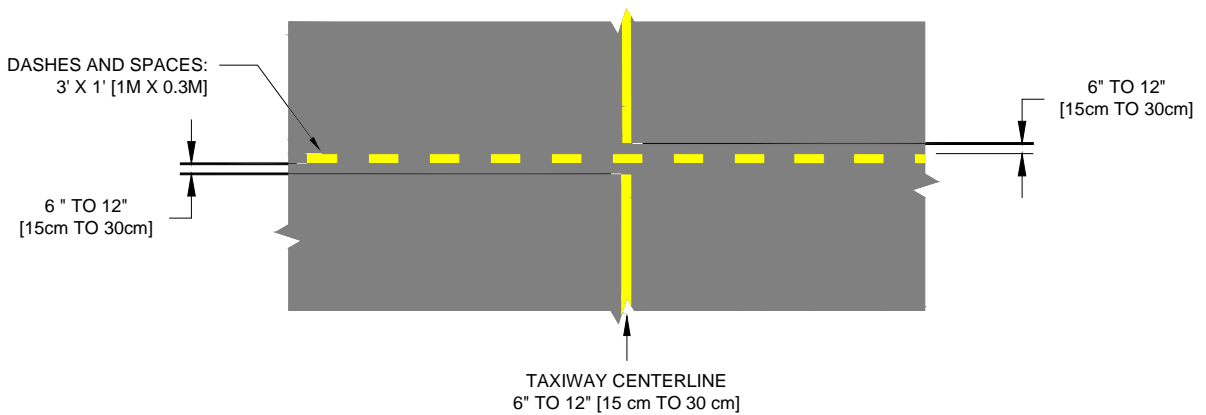
NOTES:

1. UNLESS OTHERWISE NOTED ALL LINES ARE YELLOW.
2. SEE PARAGRAPH 3.3 FOR REDUCTIONS.
3. SEE PARAGRAPH 3.4 FOR REDUCTIONS.
4. DIMENSIONS SHOWN DO NOT ACCOUNT FOR OUTLINE MARKING IN BLACK PAINT WHEN ON LIGHT-COLORED PAVEMENT. SEE PARAGRAPH 1.4 AND APPENDIX B.

Figure 12. Holding Position Marking Details



PATTERN B - POFZ MARKING

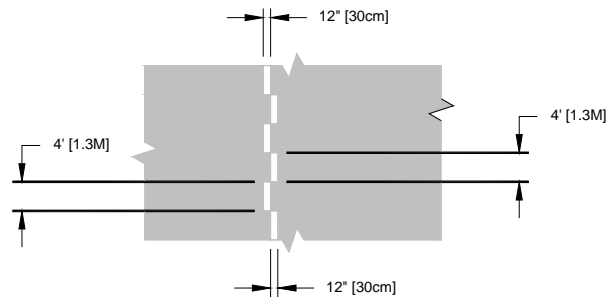


PATTERN C - INTERMEDIATE HOLDING POSITION MARKING FOR TAXIWAY/TAXIWAY INTERSECTIONS

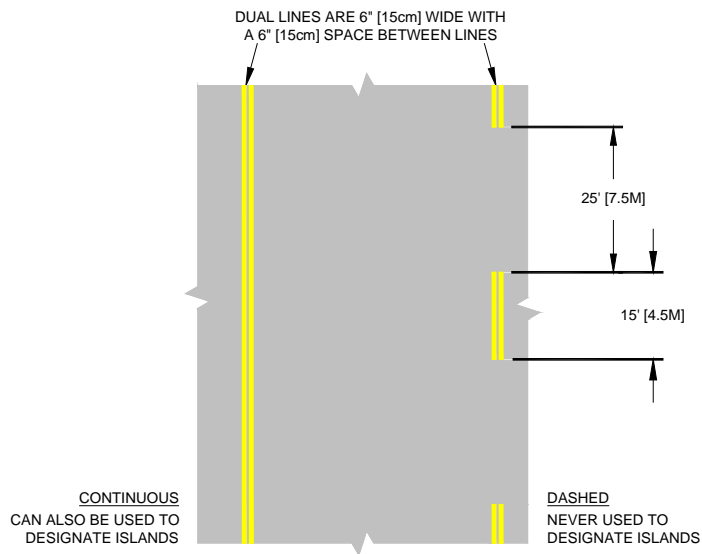
NOTES:

1. UNLESS OTHERWISE NOTED ALL LINES ARE YELLOW.
2. DIMENSIONS SHOWN DO NOT ACCOUNT FOR OUTLINE MARKING IN BLACK PAINT WHEN ON LIGHT-COLORED PAVEMENT. SEE PARAGRAPH 1.4 AND APPENDIX B.

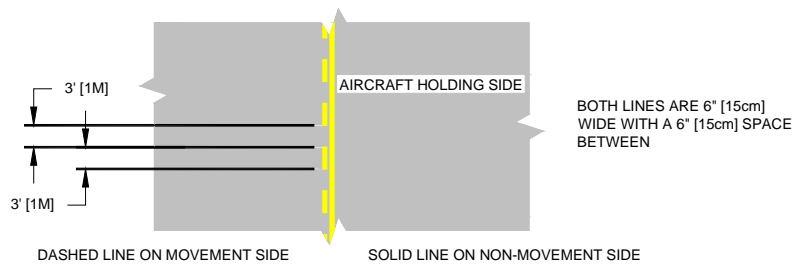
Figure 12a. Holding Position Marking Details



ROADWAY EDGE STRIPES, WHITE, ZIPPER STYLE



TAXIWAY EDGE MARKINGS - 2 CASES



NON-MOVEMENT AREA MARKINGS

NOTES:

1. UNLESS OTHERWISE NOTED ALL LINES ARE YELLOW.
2. DIMENSIONS SHOWN DO NOT ACCOUNT FOR BLACK OUTLINE OF ENHANCED TAXIWAY MARKING. SEE PARAGRAPH 1.4 AND APPENDIX B.

Figure 13. Taxiway Markings

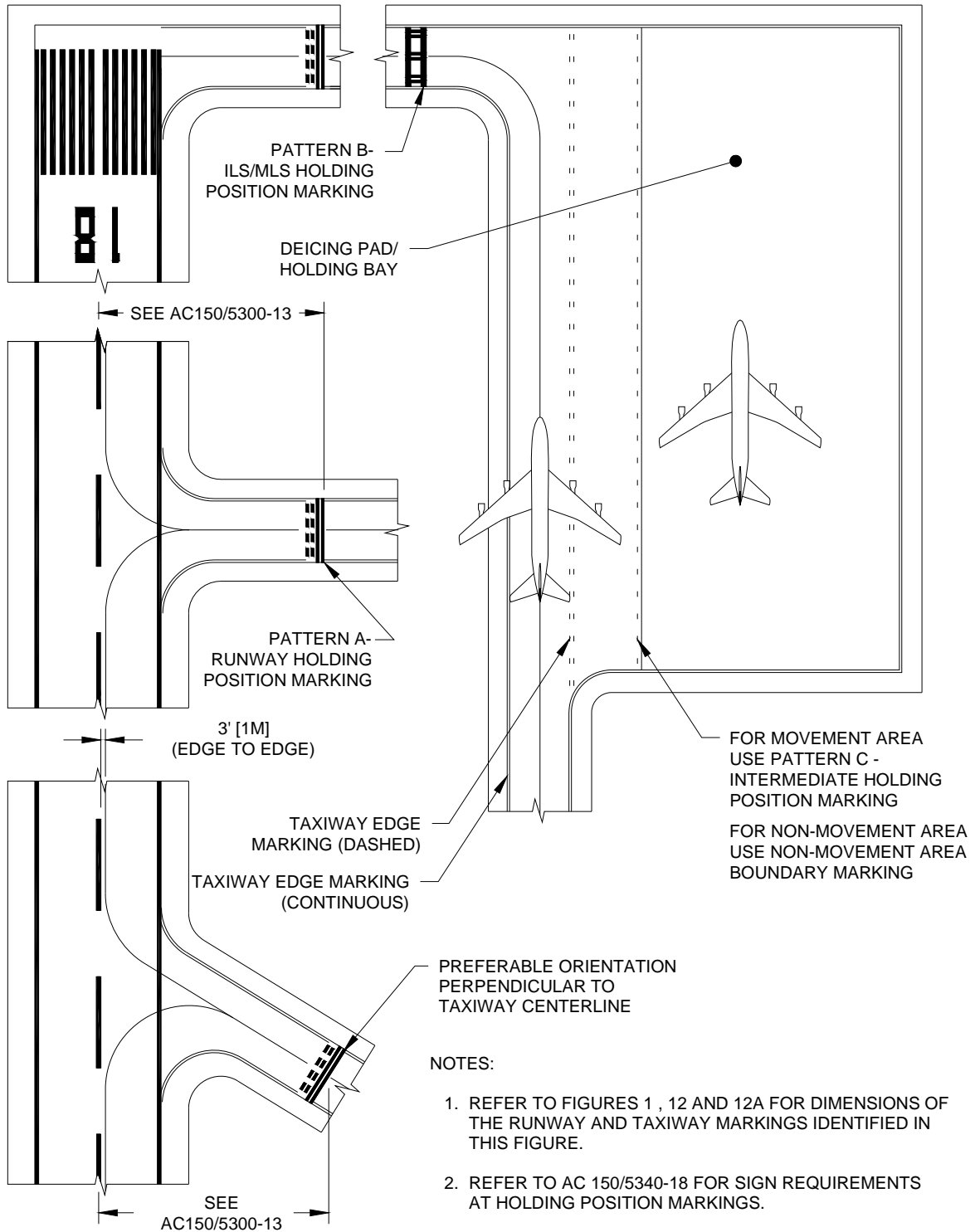
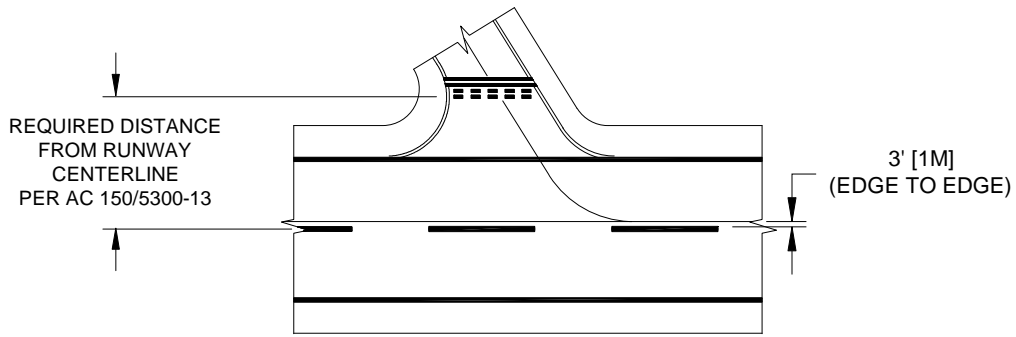
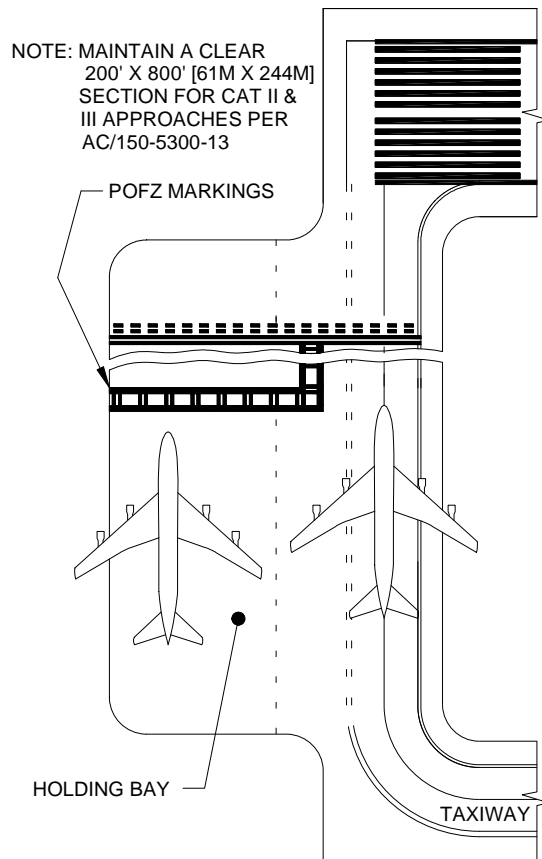


Figure 14. Taxiway Markings



EXAMPLE OF PATTERN A HOLDING POSITION MARKINGS NOT AT RIGHT ANGLE TO TAXIWAY CENTERLINE. THE PREFERABLE ORIENTATION (FIGURE 14) IS TO BE PERPENDICULAR TO THE TAXIWAY CENTERLINE. HOWEVER, WHEN THE ANGLE IS VERY ACUTE, AND PART OF THE AIRCRAFT IS IN THE RUNWAY SAFETY AREA, USE THIS METHOD

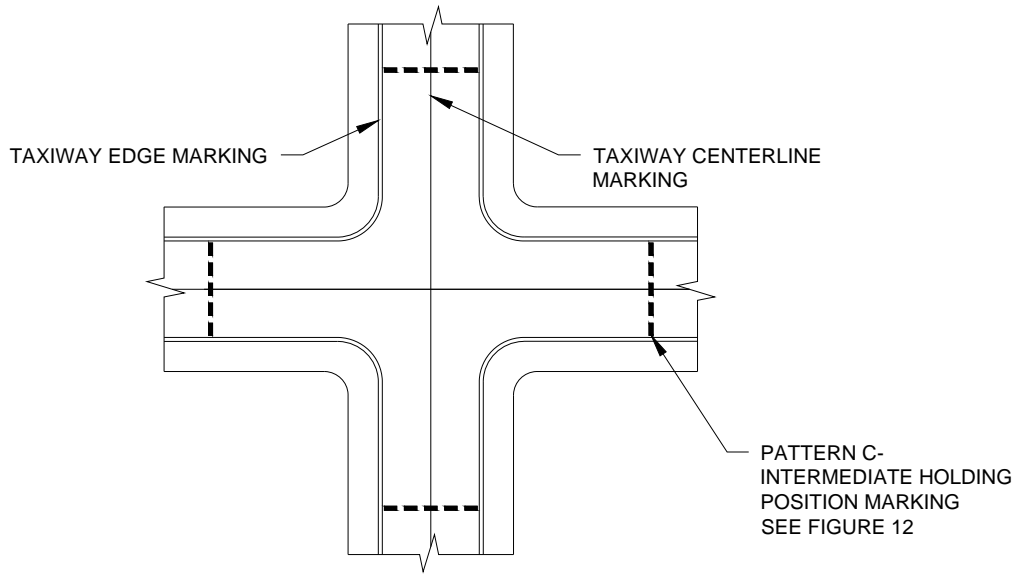


NOTES:

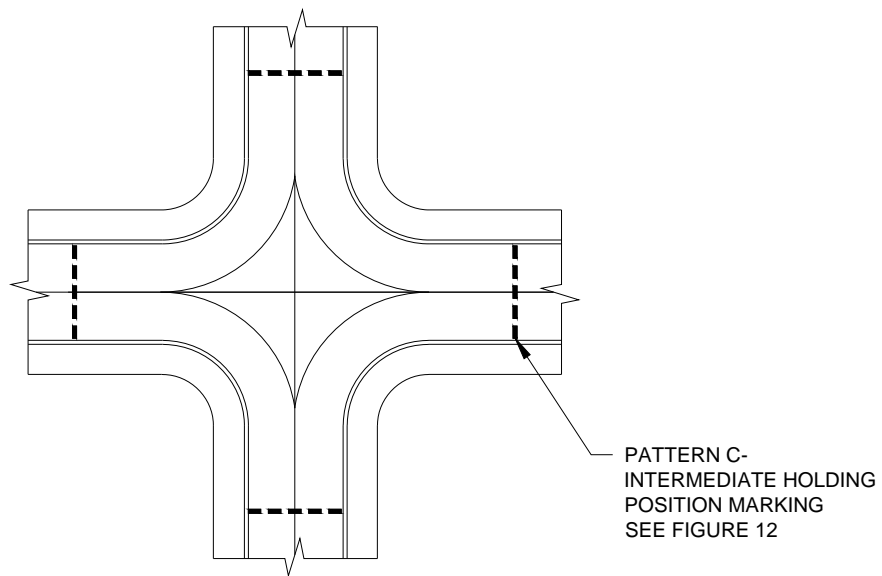
1. REFER TO FIGURES 1, 12 AND 12A FOR DIMENSIONS OF THE RUNWAY AND TAXIWAY MARKINGS IDENTIFIED IN THIS FIGURE.
2. REFER TO AC 150/5340-18 FOR SIGN REQUIREMENTS AT HOLDING POSITION MARKINGS.

EXAMPLE WHERE PATTERN B POFZ HOLDING POSITION MARKINGS EXTENDING ACROSS HOLDING BAY

Figure 15. Taxiway Markings



TAXIWAY CENTERLINE MARKING AT INTERSECTION HAVING LESS THAN STANDARD FILLETS AND REQUIRING JUDGMENTAL OVERSTEERING



TAXIWAY CENTERLINE MARKING AT INTERSECTION HAVING STANDARD FILLETS PERMITTING COCKPIT-OVER-CENTERLINE STEERING (RECOMMENDED)

NOTE: REFER TO FIGURE 11 and 12 FOR DIMENSIONS OF THE TAXIWAY MARKING IDENTIFIED IN THIS FIGURE.

Figure 16. Methods for Taxiway Centerline Marking

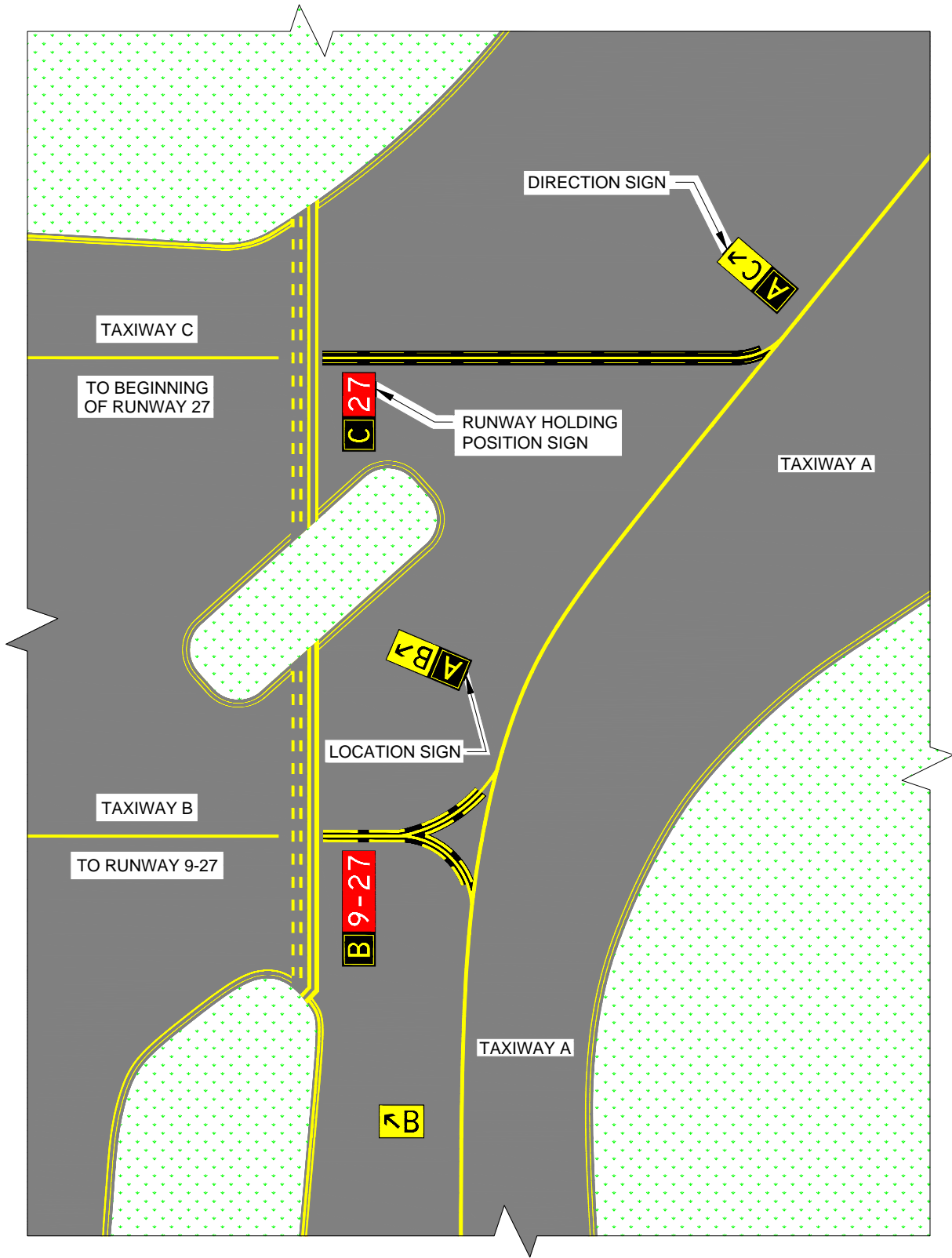


Figure 17. Surface Painted Signs

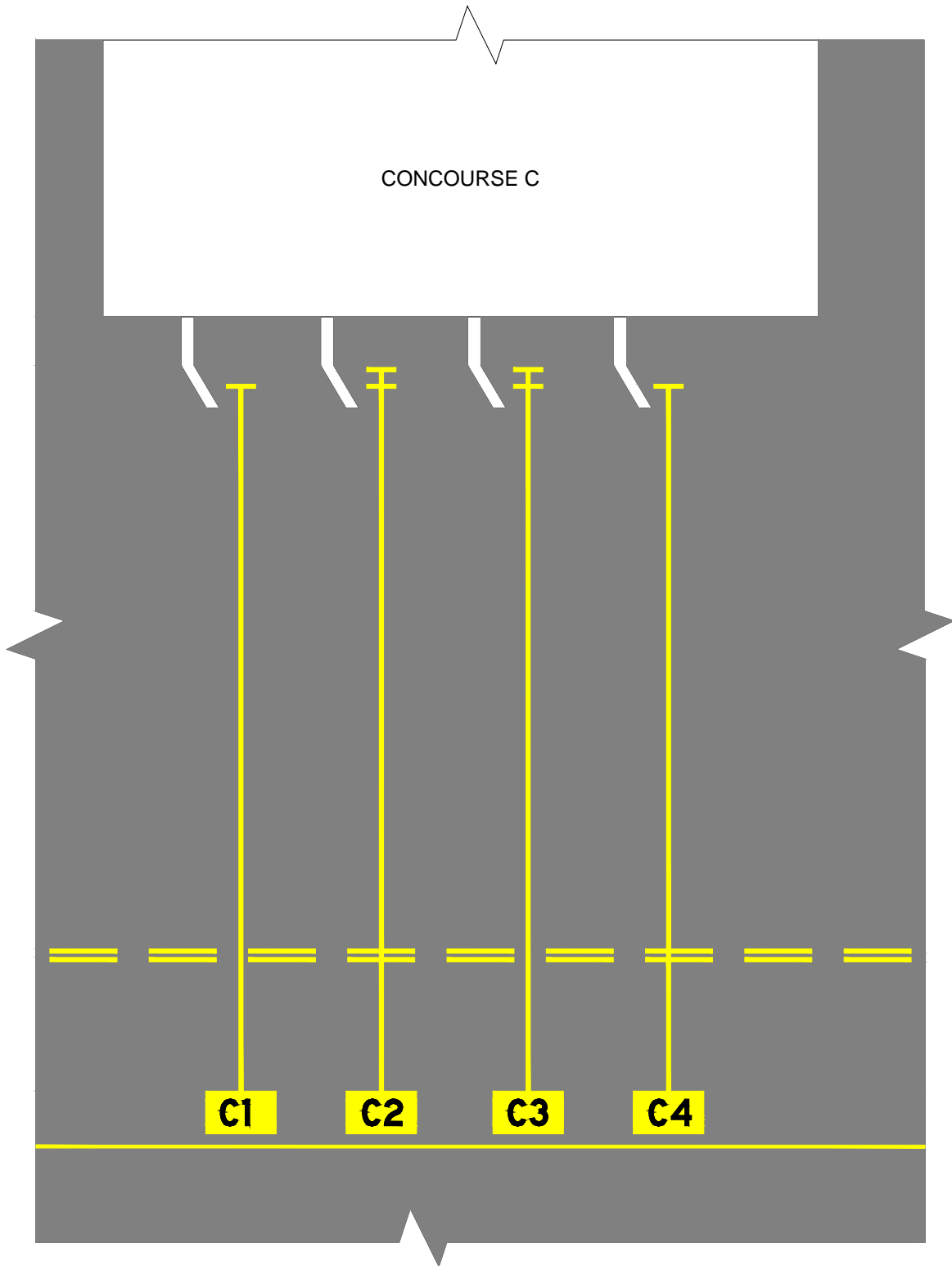


Figure 18. Surface Painted Gate Identification Signs

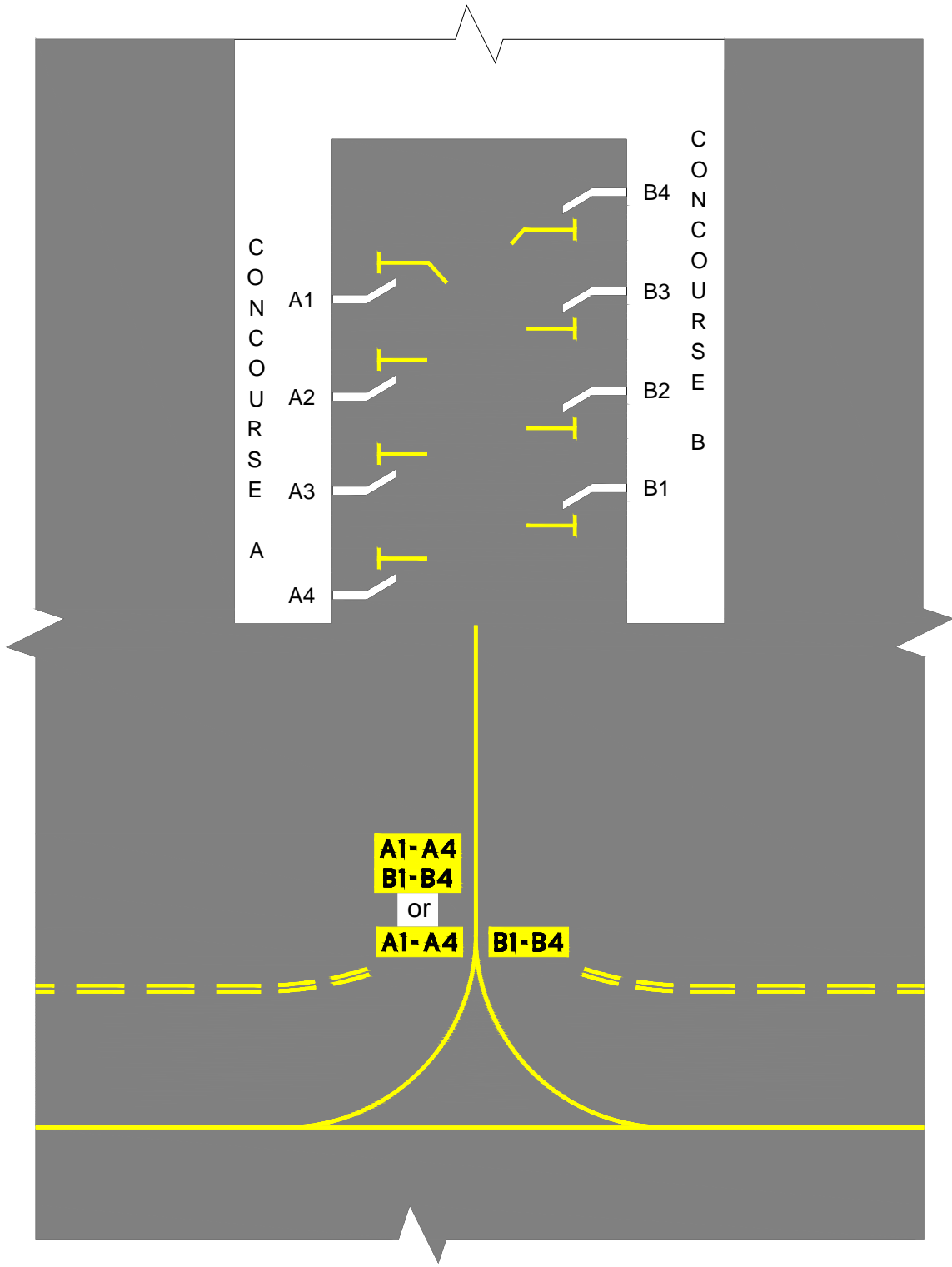


Figure 19. Multiple Gate Signs

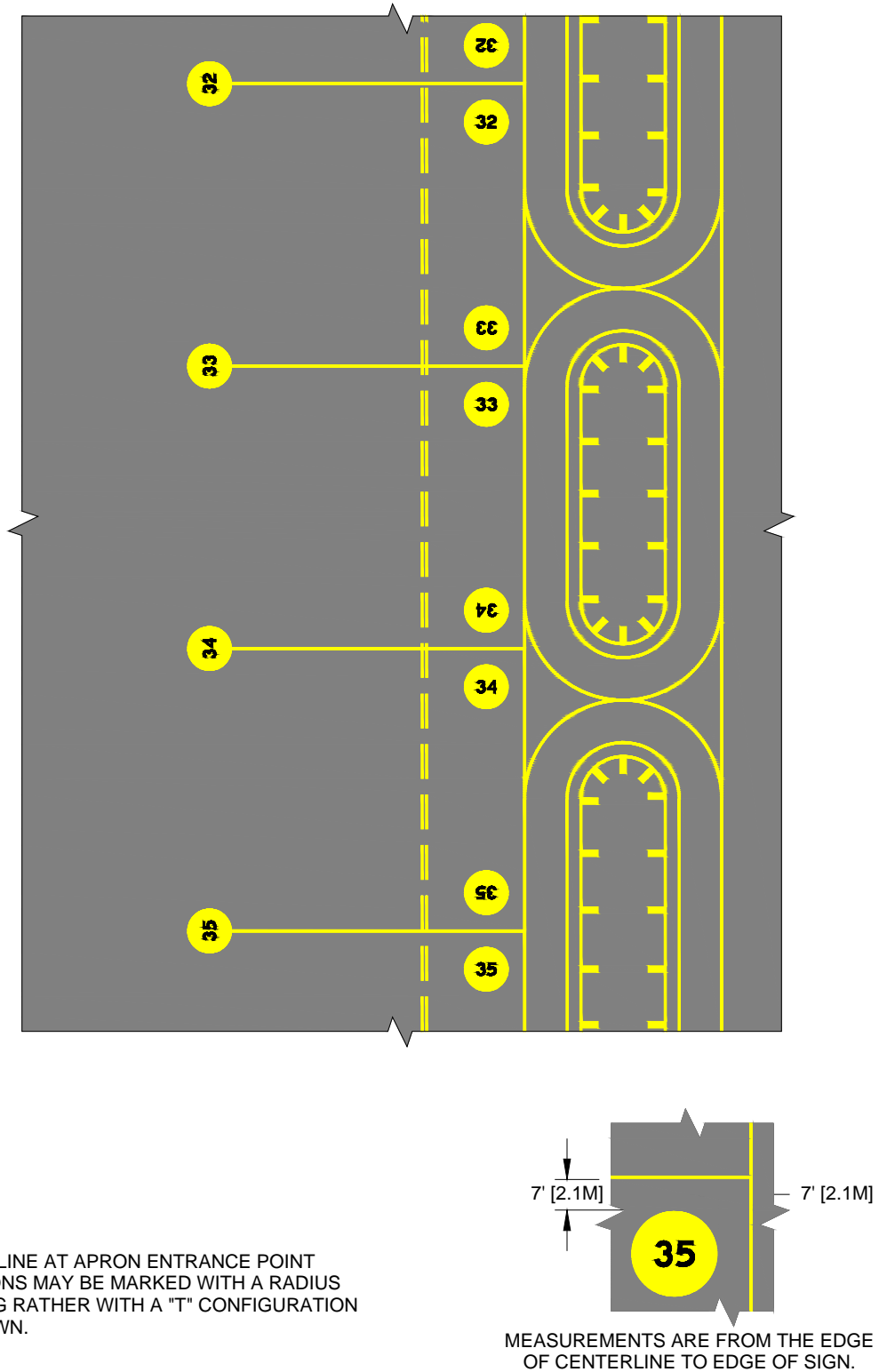


Figure 20. Surface Painted Apron Entrance Point Signs

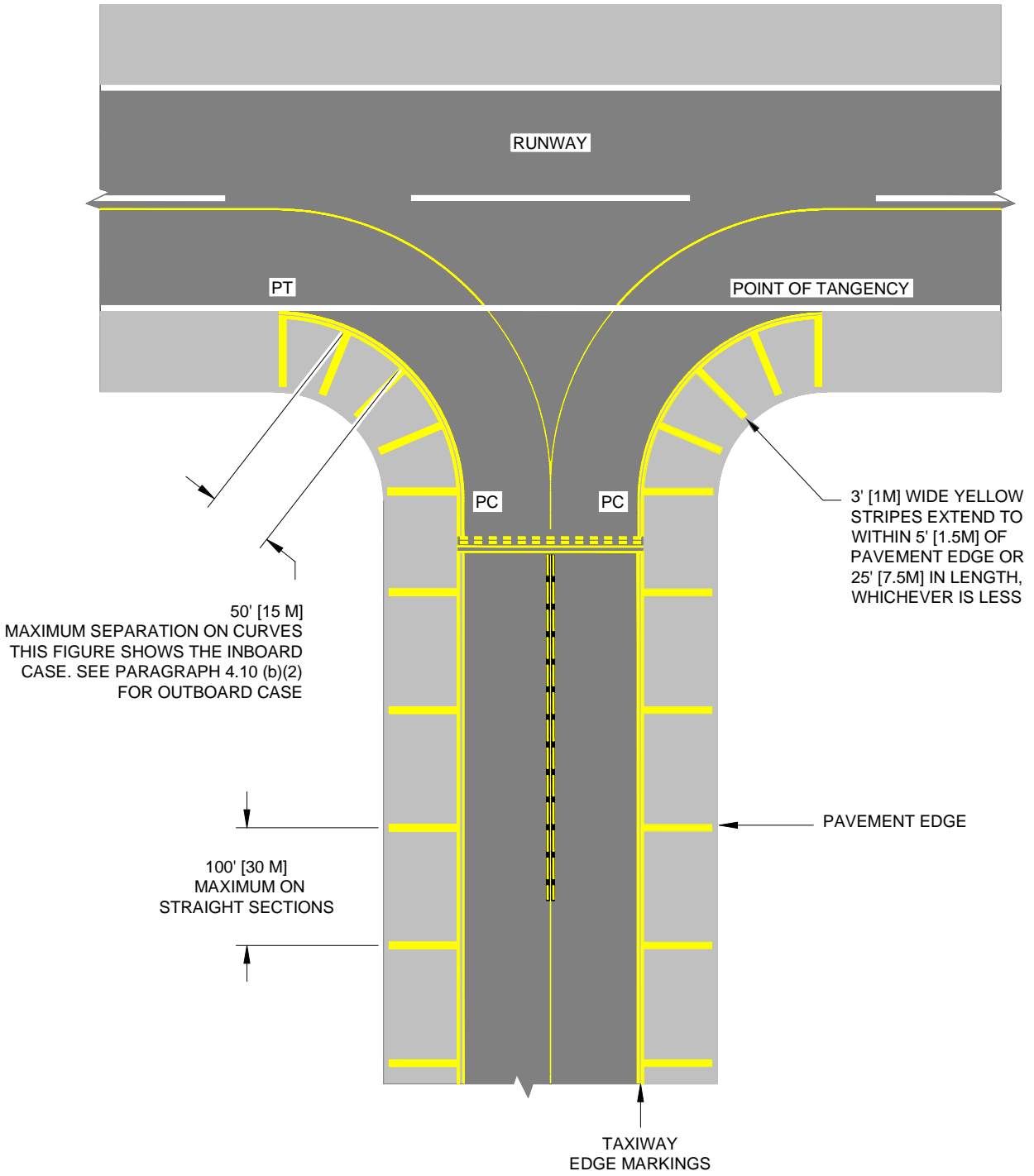


Figure 21. Taxiway Shoulder Markings

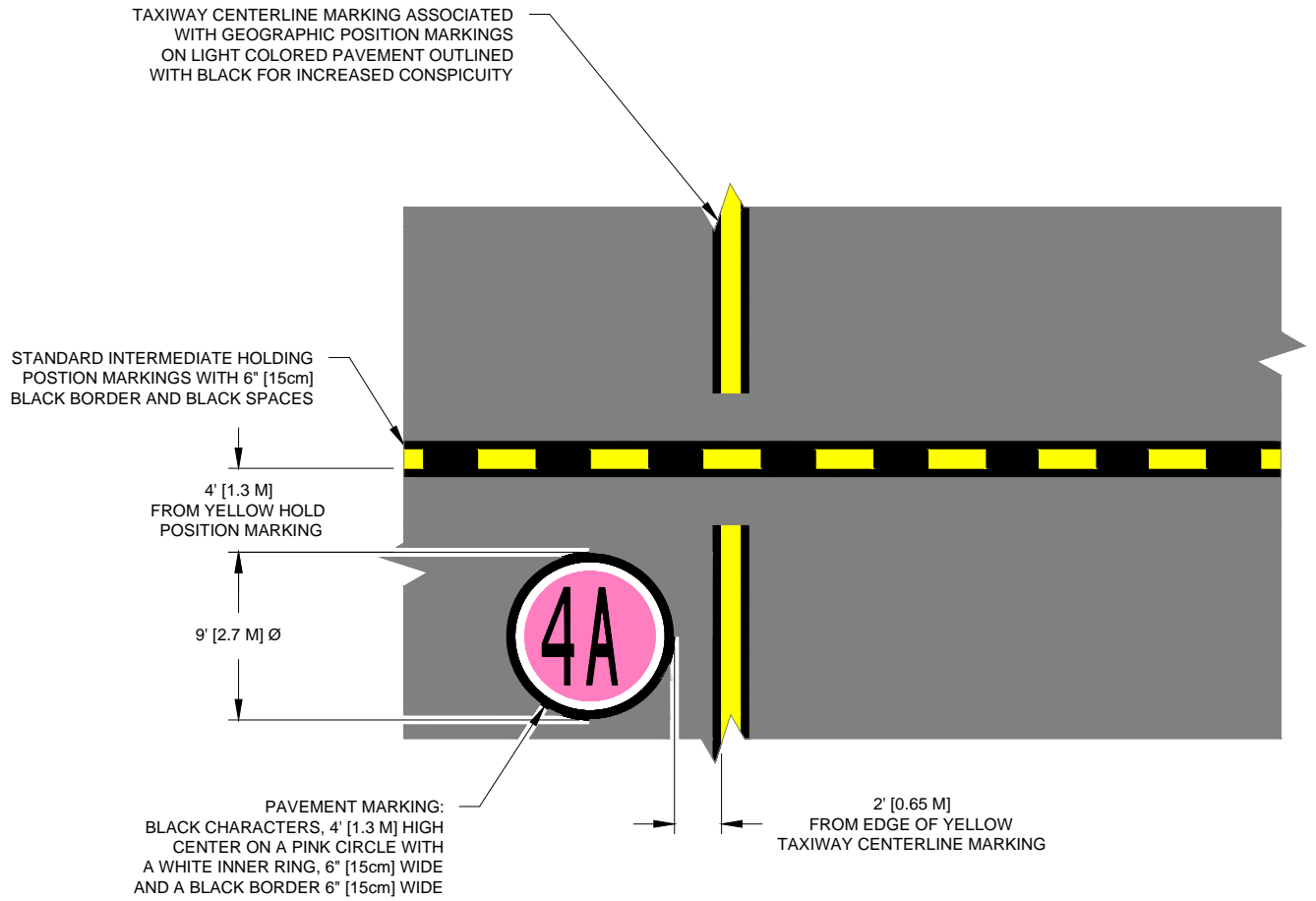


Figure 22. Geographic Position Markings

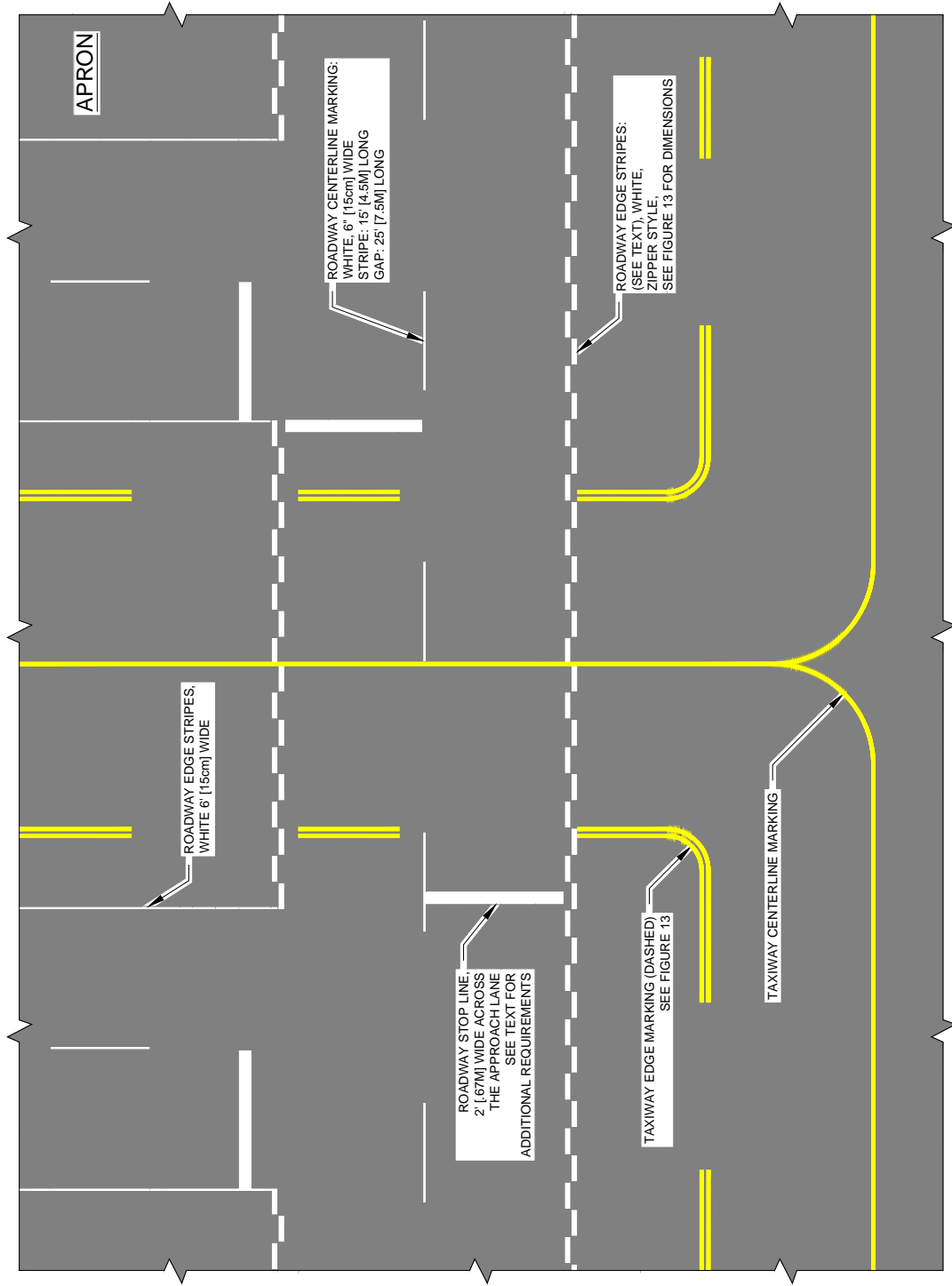
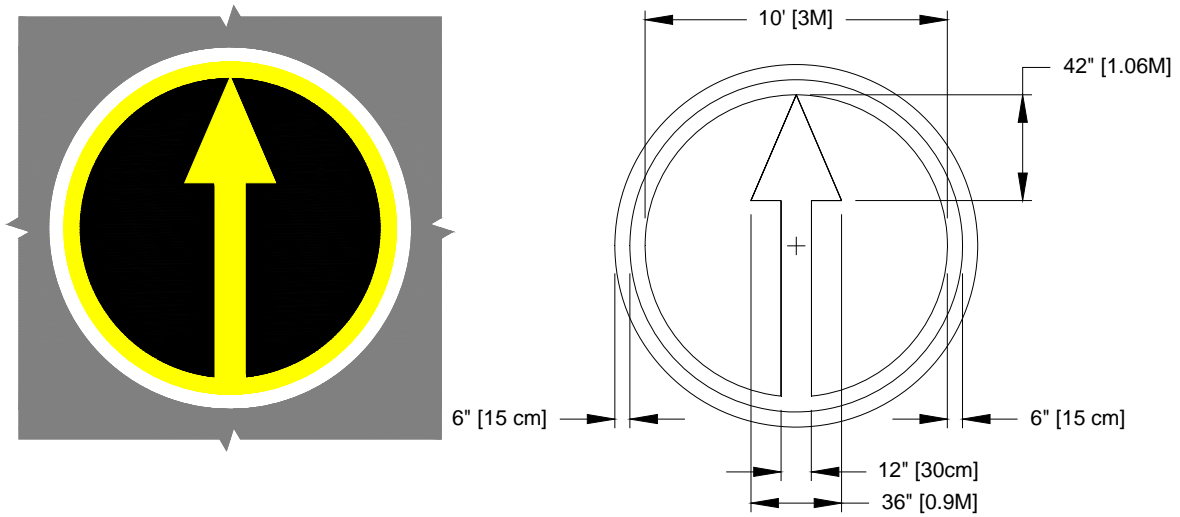


Figure 23. Vehicle Roadway Markings



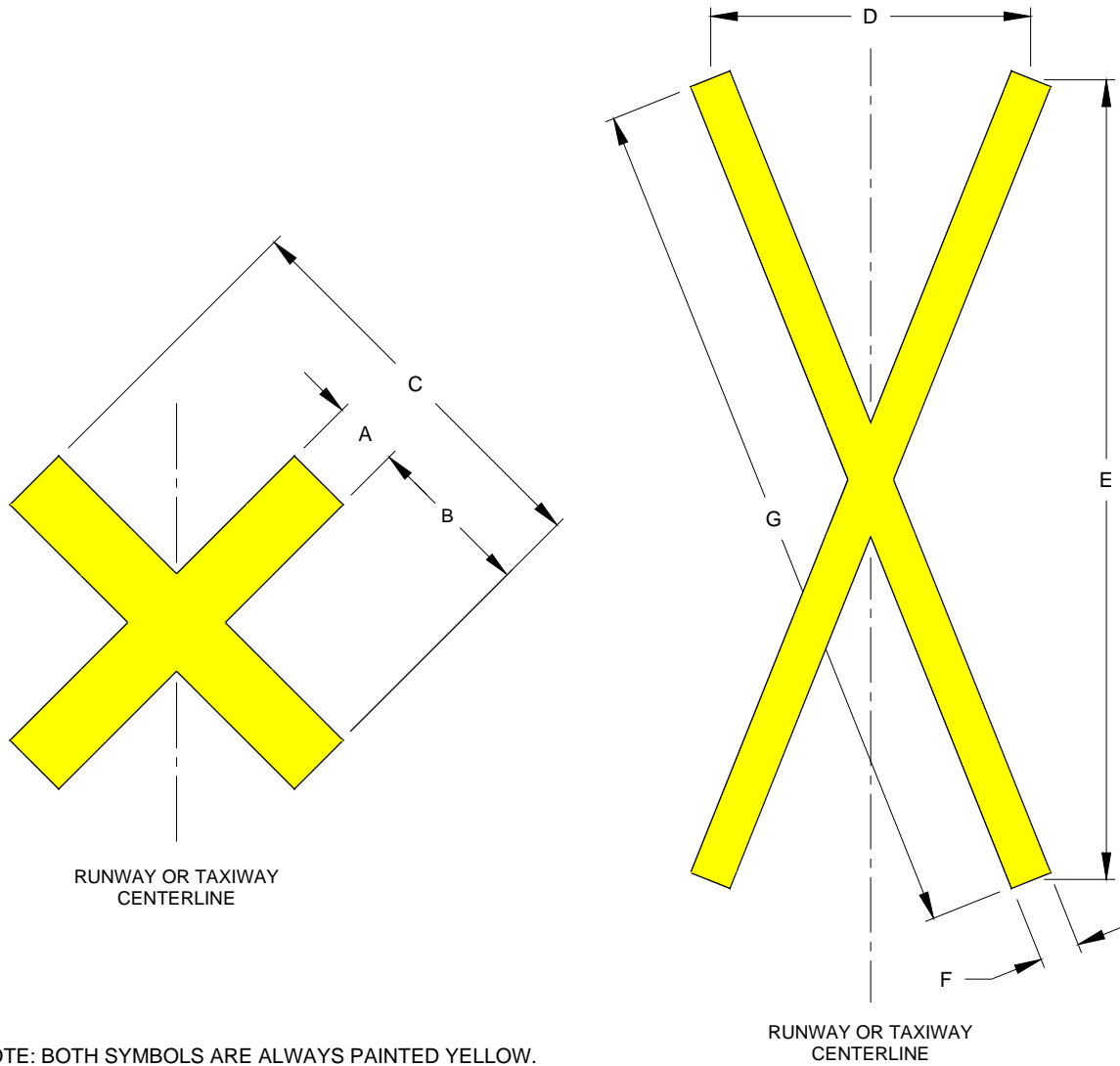
NOTES:

1. ARROW IS TO BE ALIGNED TOWARD THE FACILITY.
2. INTERIOR OF CIRCLE IS TO BE PAINTED BLACK ON CONCRETE SURFACES ONLY.
3. CIRCLE MAY BE BORDERED ON INSIDE AND OUTSIDE WITH A 6" [15cm] BLACK BAND IF NECESSARY FOR CONTRAST.



NOT A MARKING - INFORMATION SIGN, SEE AC 150/5340-18

Figure 24. VOR Receiver Checkpoint Markings



NOTE: BOTH SYMBOLS ARE ALWAYS PAINTED YELLOW.

ALTERNATE

SYMBOL TYPE \ DIMENSION	A	B	C	D	E	F	G
CLOSED RUNWAY	10' [3M]*	25' [7.5M]	60' [18M]	-	-	-	-
CLOSED RUNWAY (ALTERNATE)	-	-	-	48 [14.4M]	120 [36M]	6 [1.8M]	129.25' [39M]
CLOSED TAXIWAY	5' [1.5M]**	12.5' [3.8M]	30' [9M]	-	-	-	-
CLOSED TAXIWAY (ALTERNATE)	-	-	-	24 [7.2M]	60 [18M]	3 [.09M]	64.6 [20M]

* FOR TEMPORARY SYMBOL THIS DIMENSION MAY BE CHANGED TO 8' [2.4M]

** FOR TEMPORARY SYMBOL THIS DIMENSION MAY BE CHANGED TO 4' [1.2M]

Figure 25. Closed Runway and Taxiway Markings