Updated Hold Line Symbols

MEETING 26-02

Joshua Ivy, FAA/AAS-310, briefed on an Interagency Air Committee (IAC) Recommendation Document (RD) in progress to update and standardize airport hold line symbols. He explained that current chart symbols do not align with physical markings on the field and noted that seven Aviation Safety Reporting System (ASRS) reports identified symbol confusion contributing to unauthorized taxiway access. He presented examples aimed at improving consistency across Airport Diagrams.
Mark Mentovai, Manhattan Flight Club, cautioned regarding spacing requirements in sample figures, noting that taxiway labels placed too close to symbols could be mistaken for hold lines, and recommended ensuring taxiway text is clearly separated from symbology.

Craig Boxrucker, ALPA, expressed concern over adding excessive hold line symbology to Airport Diagrams and asked whether additional operational data was being evaluated alongside the graphics. Joshua clarified that the effort focuses strictly on updating symbol graphics.

Steven Madigan, Garmin, raised concerns regarding non-LAHSO hold short lines on runways, citing locations such as Atlantic City (KACY) and Worthington (KOTG) where ATC holds traffic at lines with two solid and one dashed mark, causing confusion with standard LAHSO markings. He noted this impacts Garmin Safe Taxi products and estimated at least 50 such locations exist across the NAS. Brian Murphy, FAA/AJV-A310, requested that Steven compile a list of affected facilities and forward it to Joshua Ivy, and the Aeronautical Data Team.

Rich Boll, NBAA, expressed strong concern regarding hold short lines placed on runways. He said this violates FAA policy and creates a significant safety hazard by encouraging the use of runways as taxiways. He urged the FAA Office of Airports to coordinate with regional offices to ensure improper markings are removed. Joshua agreed that taxiway hold lines should not be installed on runways unless there is an established operational need or LAHSO requirement.

Stan Davis, FedEx, concurred with Rich, stating that non-standard or excessive runway markings contribute to cockpit confusion.

Paul Hannah, PDCAero, suggested some markings may originate from temporary events like air shows, to which Rich responded that temporary markings should be completely removed once events conclude.