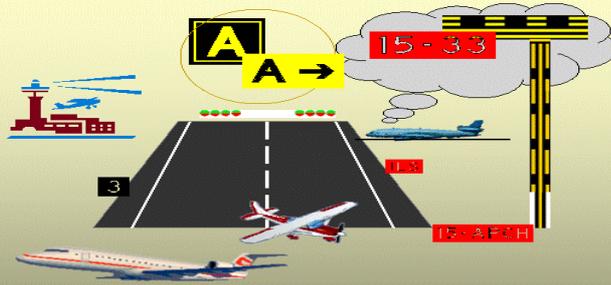




AIRPORT CERTIFICATION INFORMATION BULLETIN

Eastern Region
Federal Aviation Administration
Airports Division, AEA-620
Safety & Standards Branch
1 Aviation Plaza,
Jamaica NY 11434

Bulletin: 2014-02
4/29/2014



Bulletin: 2014-02
Subject: Summary of Changes to FAA Marking Standards
Issue Date: April 29, 2014
Revised Date:

Contact: Dennis O'Donnell, Airport Certification Safety Inspector
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Background: The FAA updated AC 150/5340-1L, *Standards for Airport Markings* on September 27, 2013. This AC updates contains significant changes to marking standards. Airport personnel involved in airfield painting and/or conducting airfield self-inspections need to be aware of these changes to marking and sign standards. Please reference the Eastern Region Cert Bulletin 2011-09 for previous updates.

Action Required: Please distribute to all Airport Operations, Maintenance, and Engineering staff. This bulletin is accompanied by a PowerPoint Presentation that provides a *brief summary* of the most significant changes in the revised AC. Airport maintenance and operations personnel need to be aware of the AC updates in their entirety when repainting markings.

The compliance date to implement the changes to FAA marking standards varies. A few highlighted dates for your convenience are as follows:

- New marking removal standards must be in effect for marking removal work accomplished after **9/27/2013**. (Par 1.3f)
- Outlining Surface Markings With Black Borders On Concrete Pavements And Light-Colored Pavements **due by 9/27/2015***. (Table 1-1)
- Pattern A for the runway holding position marking consists of a set of two (1) continuous lines, two dashed lines, and three spaces that are all parallel, extend across the entire width of the taxiway, measure 12 inches (30 cm) in width, and are separated as shown in Figure A-13 **due by 9/27/2015***. (Para 3.3d(1))
- Taxiway edge marking to be interrupted for Pattern B holding position markings **due by 9/27/2015***. (Para 3.4d (3))

- Pattern B for the POFZ holding position marking consists of a set of two parallel lines that are 2 feet (0.6 m) wide and spaced 4 feet (1.2 m) apart. These parallel lines are connected by perpendicular sets of two lines that are 1 foot (0.3 m) wide and spaced 1 foot (0.3 m) apart and repeated every 10 feet (3 m) **due by 9/27/2015***. (Para 3.5d(1))
- When the taxiway has taxiway edge markings, the taxiway edge markings are interrupted **due by 9/27/2015***. (Para 3.6d)
- Where the enhancement is 150 feet (45.7 m) or less and emerges with a straight or curved taxiway centerline, the enhancement terminates at the last set of full dashes prior to the point of tangency with the other taxiway centerline **due by 9/27/2015***. (Para 4.3d(2))
- When the taxiway has taxiway edge markings, the taxiway edge markings are interrupted **due by 9/27/2015***. (Para 5.4d(4))
- The Pattern C holding position marking dash must now be centered on the taxiway centerline marking. If there is more than one taxiway centerline crossing the Pattern C marking, the dash is centered on only one centerline **due by 9/27/2016***. (Para 3.6d)

*FAA requires these changes to be implemented by the next planned routine painting project but no later than the due date noted in the AC.

Airports should contact their respective Airport District Offices directly for assistance with any eligibility questions.

Action Required: Please distribute as necessary.

Attachments: Summary of Changes to FAA Marking Standards PowerPoint Presentation