Runway Approach Area

Hold In Position Sign

Located next to the yellow holding position surface markings. Taxiing past this sign may interfere with arriving or departing aircraft. Hold short of this location when instructed by ATC.

Ref. AIM Para. 2-3-8-b-2; 4-3-18-a-8

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Taxiway Location Sign

Indicates the taxiway on which the aircraft is located. May be co-located with direction signs or runway holding position signs, as shown in graphic. This sign faces the runway on which the aircraft is located. May be co-located with direction signs.

Ref. AIM Para. 2-3-9-a-1

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Maintenance Area

Located next to the yellow surface-painted ILS critical area marking. Aircraft taxiing beyond this point may interfere with the ILS sign. Hold short of this location when instructed by ATC.

Ref. AIM Para. 2-3-8-b-3; 4-3-18-a-8

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Runway Boundary Sign

This sign faces the runway and is visible to pilots exiting the runway. It is located next to the yellow holding position markings painted on the taxiway pavement. This sign faces the runway and is located next to the yellow holding position markings painted on the taxiway pavement.

Ref. AIM Para. 2-3-9-a-3

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ILS Critical Area Holding Position Sign

ILS Critical Area Holding Position Sign

Located next to the yellow surface-painted ILS critical area marking. Aircraft taxiing beyond this point may interfere with the ILS sign. Hold short of this location when instructed by ATC.

Ref. AIM Para. 2-3-8-b-2; 4-3-18-a-8

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Runway Approach Area

Runway Approach Area

Located next to the yellow surface-painted ILS critical area marking. Aircraft taxiing beyond this point may interfere with the ILS sign. Hold short of this location when instructed by ATC.

Ref. AIM Para. 2-3-8-b-3; 4-3-18-a-8

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Movement Area Boundary

Markings can be seen at tower-controlled airports where hangar or apron areas are located next to the runway holding area, which is under ATC control. The solid yellow line indicates the movement area, while the dashed line indicates areas that are not under ATC control.

Ref. AIM Para. 2-3-10/11

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Taxiway Direction Sign

These signs are usually located next to runways and indicate the direction of the intersecting taxiways. In this example, Taxiway Charlie is to the left and right, while Taxiway Charlie is ahead and to the right.

Ref. AIM Para. 2-3-10/11

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Runway Holding Position Sign

At tower-controlled airports, aircraft must maintain a clear holding position marking on taxiways or runway intersections, unless instructed by ATC. If no holding position marking is visible, the threshold for Runway 15 is to the left, and the threshold for Runway 33 is to the right. Aircraft may not move beyond this holding position, regardless of taxiway direction.

Ref. AIM Para. 2-3-8-b-1

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ILS Critical Area Boundary

These markings are positioned in conjunction with ILS holding position markings, but are only visible when taxiing or driving away from the runway. Aircraft or vehicles exiting the runway must stay clear of the ILS critical area when they move beyond the holding position marking. If not instructed by ATC, these markings can be seen at tower-controlled airports where hangar or apron areas are located.
Runway Holding Position Markings

**Runway Location Sign**
Identifies the runway on which the aircraft is located.
Ref. AIM Para. 2-3-a-2

**Destination Sign**
Indicates the direction of a taxi route to a runway(s) or other location, in this example, Runways 27 and 33 are to the immediate right. This sign also provides an aircraft with the identification of a runway or route.
Ref. AIM Para. 2-3-10/11

**No Entry Sign**
Prohibits an aircraft from entering an area such as a one-way taxiway.
Ref. AIM Para. 2-3-6-4

**Immediate Right**
Runways 27 and 33 are to the right. This sign indicates the direction of a taxi route to a runway(s) or other location, in this example, Runways 27 and 33 are to the immediate right.
Ref. AIM Para. 2-3-10/11

**Runway Holding Position Markings**
In the event an aircraft receives a holding position instruction from ATC, it must stop at the double solid yellow line marking on a taxiway, proceed slowly until a red and white runway holding position sign is reached, then proceed to the red and white runway holding position sign.
No activity is allowed beyond the sign until cleared to proceed to the runway by ATC. This marking indicates that an aircraft is required to hold in this location and a red and white runway holding position sign is reached.

**No Entry Sign**
A yellow surface-painted marking on a taxiway typically collects with a red and white runway holding position sign.

**Short Instructions**
A yellow surface-painted marking on a taxiway typically collects with a red and white runway holding position sign.

**Ref. AIM Para. 2-3-5**
Hold In Position Marking for ILS

Typically co-located with the red and white ILS Critical Area Holding Position Sign, this surface marking indicates the boundary of the ILS Critical Area. Aircraft taxiing beyond this point may interfere with the ILS signals. Hold short of this location when instructed by ATC.

Ref. AIM Para. 2-3-6/b

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Closed Runway and Taxiway Marking

Indicates a closed runway or taxiway. It will also be placed at each entrance to a permanently closed taxiway, if also be placed at each entrance to a closed runway or taxiway. A raised-ighted X may be used in lieu of, or in addition to, a pavement marking.

Ref. AIM Para. 2-3-6/d/e

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Direction Sign for Runway Exit

Located just prior to the intersection on the same side of the runway as the taxiway exit, this surface marking indicates a taxiway exit from a runway.

Ref. AIM Para. 2-3-10/11

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Taxiway End Marker

Indicates the taxiway does not continue. Located on the far side of the intersection, this marking indicates the end of the taxiway.

Ref. AC 150/5340-18C, Chapter 1-9

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Runway Distance Remaining

Indicates the distance of runway remaining in thousands of feet. In this example, 3,000 feet remain on the landing runway.

Ref. AIM Para. 2-3-11

Chevron Markings

Indicate areas of pavement aligned with the runway that are unusable for taxi, takeoff, or landing. Chevrons cover blast pads or stopways, which are constructed to protect areas with the runway that are unusable.

Ref. AIM Para. 2-3-3-i-1

Enhanced Taxiway Centerline Markings

Used most often at larger airports, these markings indicate that the aircraft is approaching a runway. Prior to a runway holding position marking, the taxiway markings indicate that the aircraft is using mostly at larger airports. These markings are also used by aircraft (non-aircraft) that are on or crossing.

Ref. AIM Para. 2-3-4-b-2

Vehicle Roadway Markings

Used to define a vehicle pathway (non-aircraft) that is on, or crossing, the runway.

Ref. AIM Para. 2-3-6-a

Warning:

White and black, “zippered” lines: Either a single solid white line or a set of yellow dashed lines. Installed at a distance for aircraft (stopways), and to provide extra stopping distance for aircraft caused by jet blast. Cover blast pads or stopways, which are constructed to protect areas with the runway that are unusable.

Ref. AIM Para. 2-3-9-6-a

Vehicle Roadway Markings

Indicate areas of pavement aligned with the runway that are unusable for taxi, takeoff, or landing. Chevrons cover blast pads or stopways, which are constructed to protect areas with the runway that are unusable.

Ref. AIM Para. 2-3-3-i-1
Displaced Threshold

A displaced threshold designates where the runway's landing area starts. White arrows along the center line of the runway indicate the portion between the displaced threshold. This portion is available for takeoffs in both directions and landings from the opposite direction.

Ref. AIM Para. 2-3-3-h-2

Relocation of a Threshold

Yellow line and arrowhead surface markings indicate that a portion of the runway has been closed and the threshold has been moved. Possible causes for the relocation include construction or other airport maintenance. The closed area is not available for takeoffs or landings.

Ref. AIM Para. 2-3-3-h-1

Holding Position Markings for Taxiway/Taxiway Intersections

Exceeding across the width of a displaced threshold designates the position between the beginning of the runway and the displaced threshold. This portion is available for takeoffs in both directions and landings from the opposite direction.

Ref. AIM Para. 2-3-3-4-2

Taxiway/Taxiway Intersections

On the intersecting taxiway, a minimum clearance from an aircraft is provided. Stop the aircraft to provide adequate clearance. When the marking is not visible, stop if instructed to do so by ATC. This yellow dashed line indicates where an aircraft should stop if instructed to do so by ATC.

Ref. AIM Para. 2-3-5-c