Courtesy of the Air Safety Institute
and the FAA Office of Runway Safety

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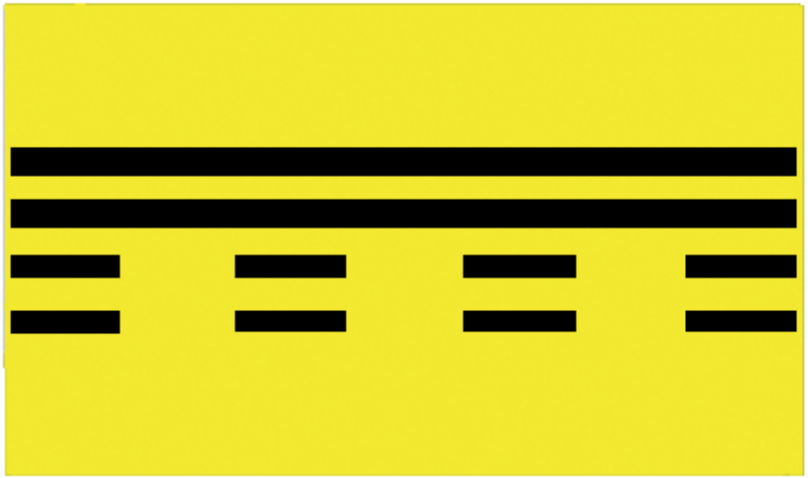
ASI RUNWAY SAFETY FLASH CARDS

ILS

15-APCH



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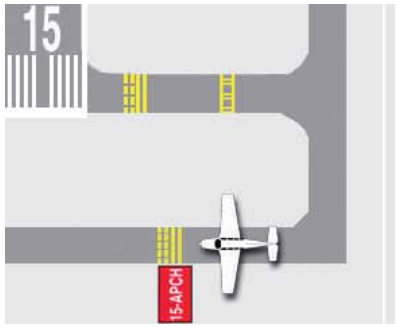

Runway Approach Area Holding Position Sign

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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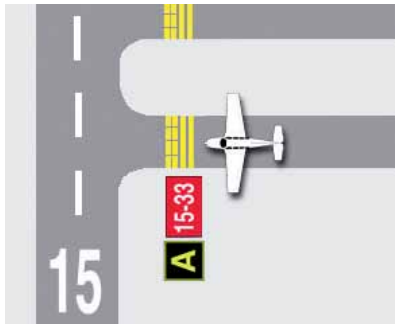

Taxiway Location Sign

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.

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

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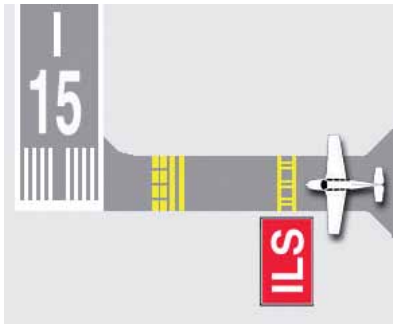

ILS Critical Area Holding Position Sign

Located next to the yellow surface-painted ILS critical area marking. Aircraft taxiing beyond this point may interfere with the ILS signal. 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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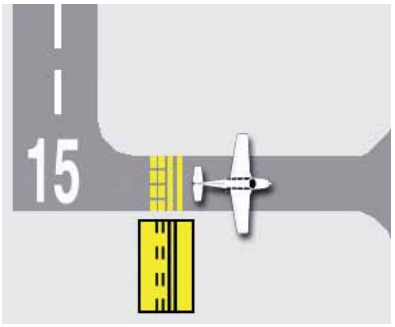

Runway Boundary Sign

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. Taxi past this sign to be sure you are clear of the runway.

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

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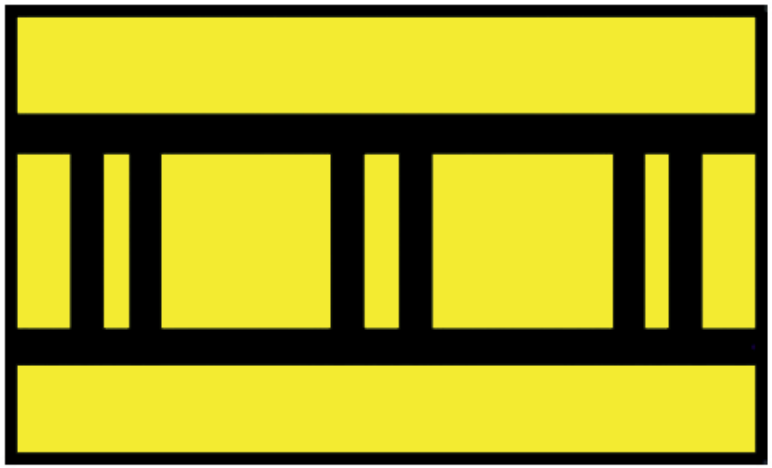
15-33



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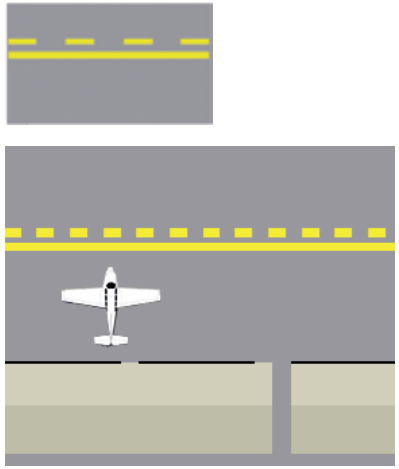

Movement Area Boundary Markings

These markings can be seen at tower-controlled airports where hangar or apron areas are located adjacent to a taxiway. The solid side of the line indicates the non-movement area, which is not under ATC control, and the dashed side indicates the movement area, which is under ATC control.

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

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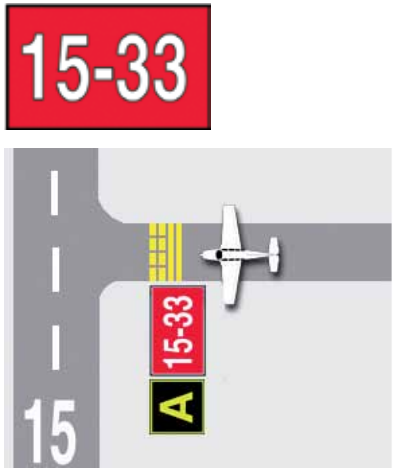

Runway Holding Position Sign

Located next to the yellow holding position surface marking on taxiways or runway intersections. In this example, 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 sign/marking unless instructed by ATC at towered airports, or by ensuring adequate separation of aircraft at non-towered airports.

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

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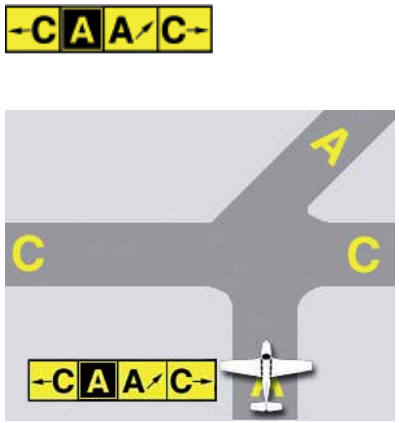

Taxiway Direction Sign

Usually located next to or in an array with a taxiway location sign, these yellow signs indicate the name and direction of intersecting taxiways. In this example, taxiway Charlie is to the left and right, and Alpha is ahead and to the right.

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

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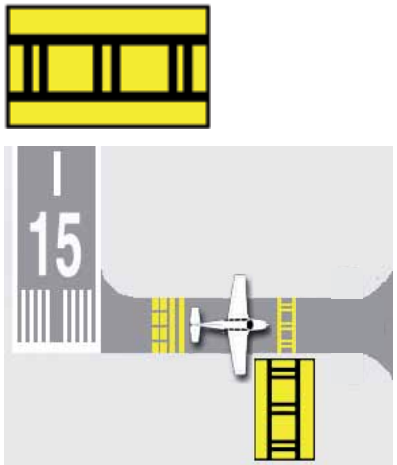

ILS Critical Area Boundary Sign

Positioned in conjunction with the ILS holding position markings, but seen only when taxiing or driving away from the runway. Aircraft or vehicles exiting the runway are clear of the ILS critical area when they move beyond the holding position marking.

Ref. AIM Para. 2-3-9-a-4

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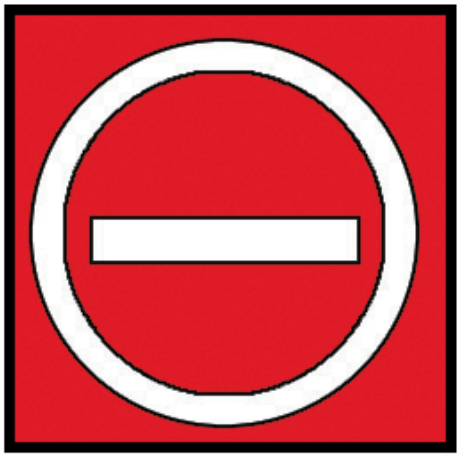

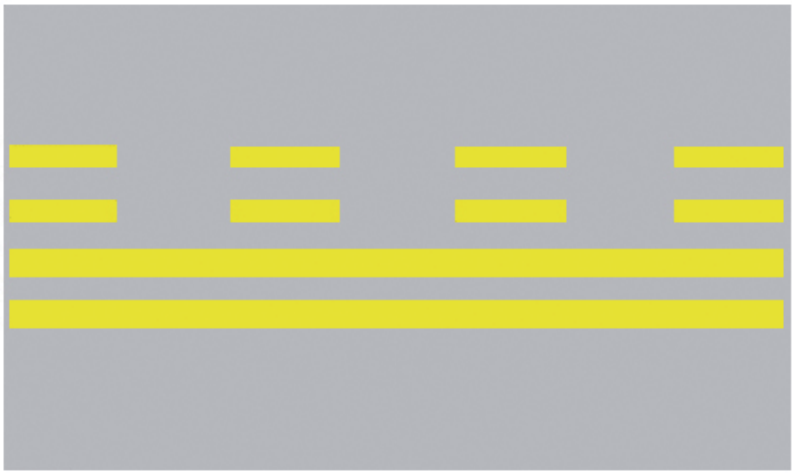

27•33

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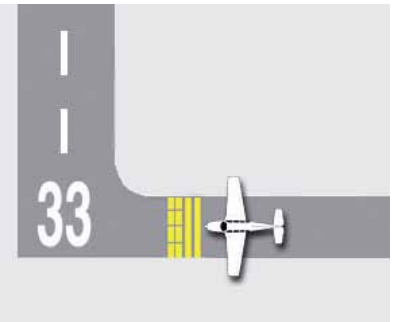

Runway Holding Position Markings

A yellow surface-painted marking on a taxiway, typically collocated with a red and white runway holding position sign, indicates that an aircraft or vehicle must stop at the double solid lines until cleared to cross by ATC. This marking may also be seen on a runway, or with a taxiway approach hold sign, in which case ATC will provide appropriate hold short instructions.

Ref. AIM Para. 2-3-5

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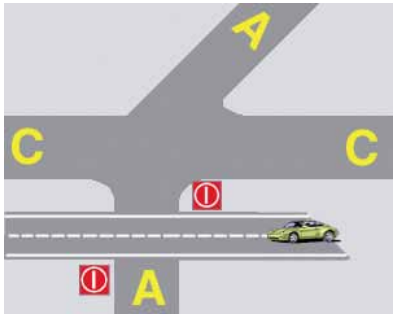

No Entry Sign

Prohibits an aircraft from entering an area, such as a one-way taxiway or the intersection of a road intended for vehicles.

Ref. AIM Para. 2-3-8-b-4

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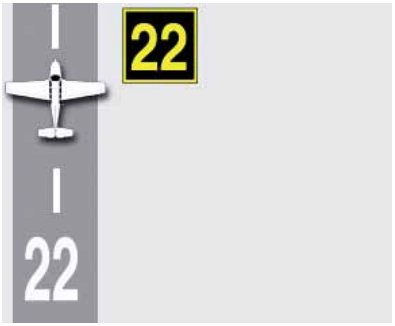

Runway Location Sign

Identifies the runway on which the aircraft is located.

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

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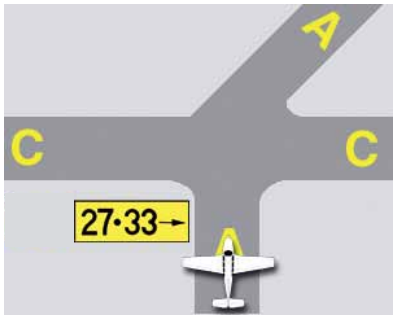

Destination Sign

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.

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

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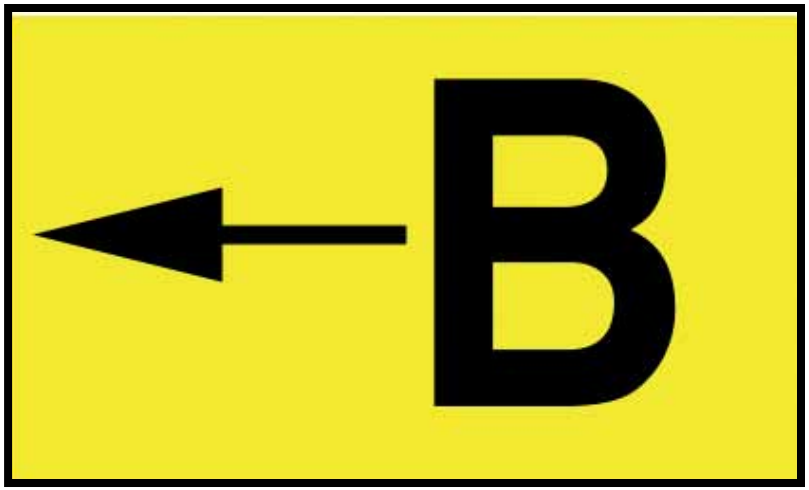
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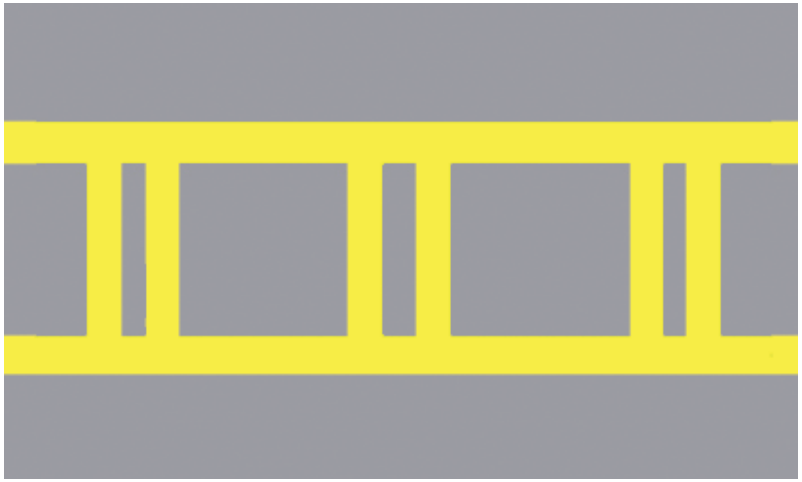

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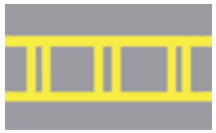

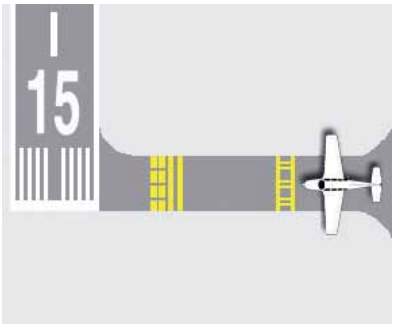

Holding Position Marking for ILS

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 signal. Hold short of this location when instructed by ATC.

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

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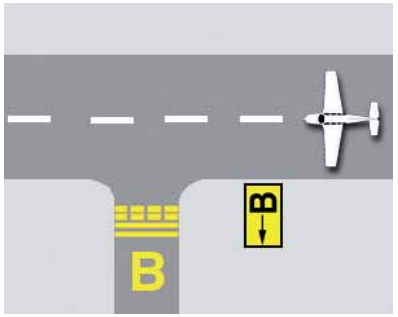

Direction Sign for Runway Exit

Indicates a taxiway exit from a runway. Located just prior to the intersection on the same side of the runway as the taxiway exit.

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

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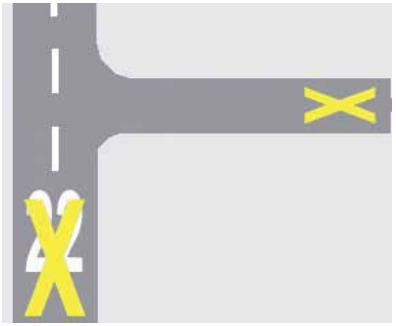

Closed Runway and Taxiway Marking

Indicates a closed runway or taxiway. It will also be placed at each entrance to a permanently closed runway or taxiway. A raised-lighted **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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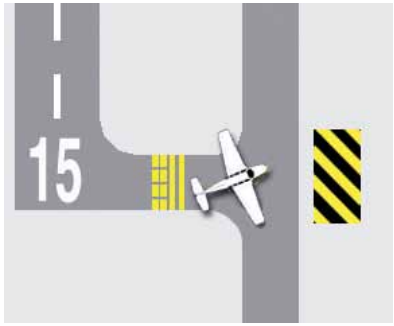

Taxiway Ending Marker

Indicates the taxiway does not continue. Located on the far side of the intersection.

Ref. AC 150-5340-18F, Chapter 1-9

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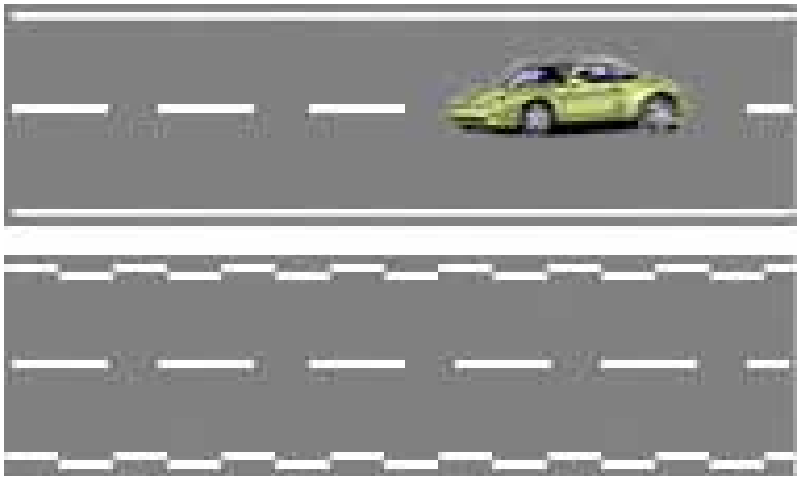

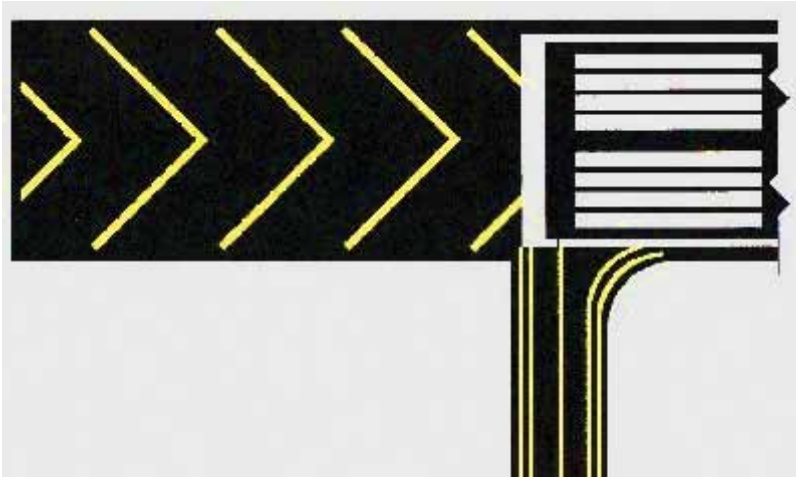

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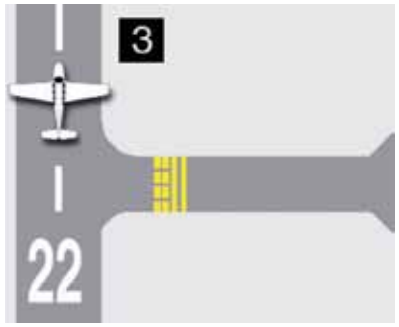

Runway Distance Remaining Sign

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

Ref. AIM Para. 2-3-13

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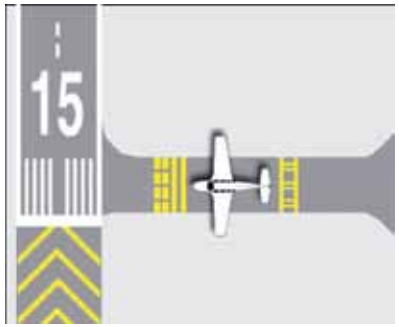

Chevron Markings

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 from erosion caused by jet blast and to provide extra stopping distance for aircraft (stopways).

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

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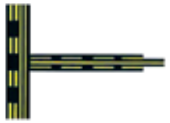

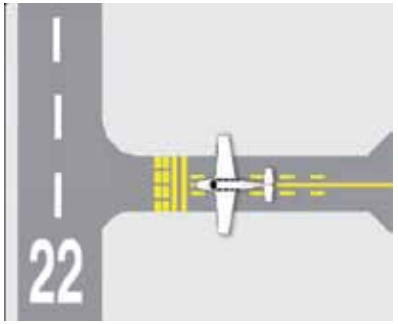

Enhanced Taxiway Centerline Markings

Used mostly at larger airports, these markings indicate that the aircraft is approaching a runway. Prior to a runway holding position marking, the taxiway centerline will be "enhanced" to include a set of yellow dashed lines. Installed at more than 500 airports throughout the U.S., these dashed yellow markings extend 150 feet from the runway holding position on either side of taxiway centerlines.

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

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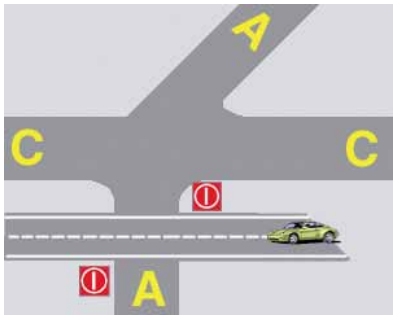

Vehicle Roadway Markings

Used to define a vehicle pathway (non-aircraft) that is on, or crossing, an area also used by aircraft. The outer boundaries will consist of either a single solid white line or white and black "zippered" lines.

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

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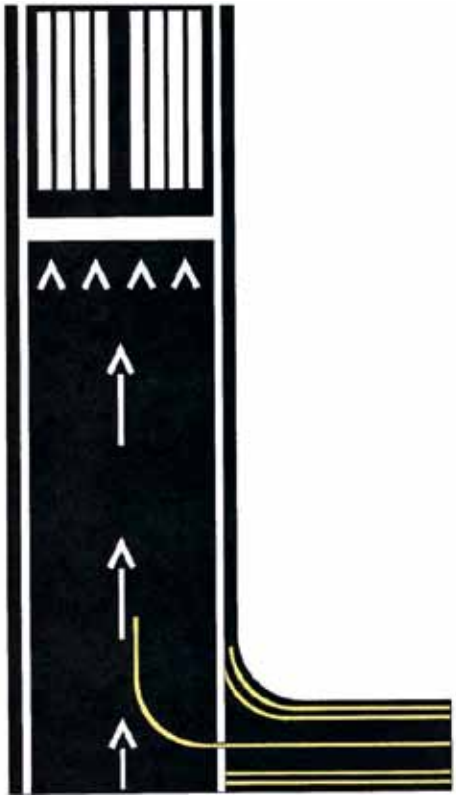

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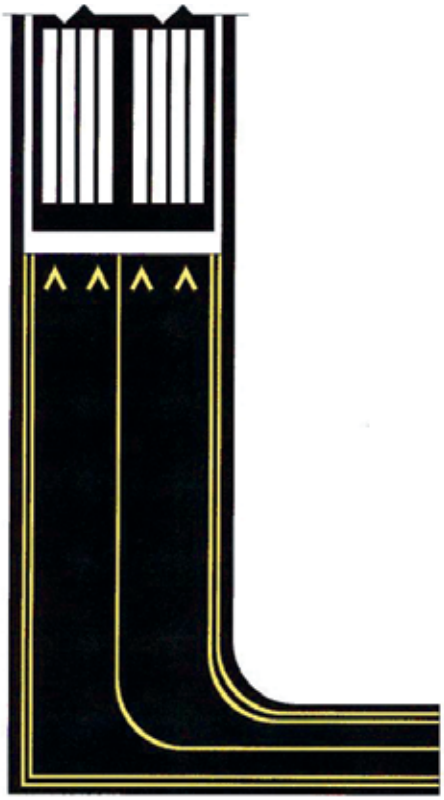

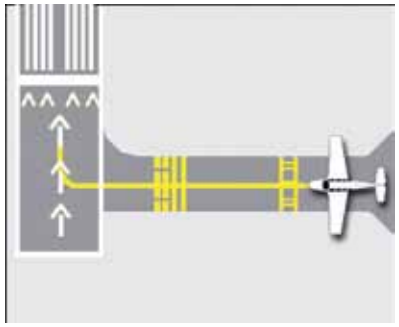

Displaced Threshold

A displaced threshold designates where the runway's landing area starts. White arrows along the centerline of the runway indicate the portion 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-h-2

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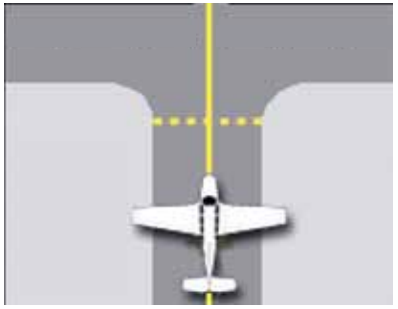

Holding Position Markings for Taxiway/Taxiway Intersections

Extending across the width of a taxiway, this yellow dashed line indicates where an aircraft should stop if instructed to do so by ATC. When the marking is not present, stop the aircraft to provide adequate clearance from an aircraft on the intersecting taxiway.

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

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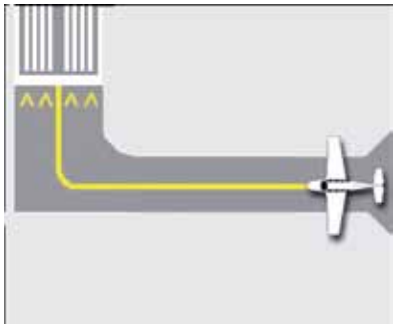

Relocation of a Threshold

Yellow line and arrowhead surface markings indicate that a portion of the runway has been closed and that 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

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