



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: Standards for Airport Sign Systems

Date: 12/23/2020

AC No: 150/5340-18G

Initiated by: AAS-100

Change: 1

1 **Purpose.**

This Advisory Circular (AC) change contains the Federal Aviation Administration (FAA) standards for the siting and installation of signs on airport runways and taxiways.

2 **Applicability.**

The Federal Aviation Administration recommends the standards and guidelines in this AC to establish uniform application of airfield signs for runways, taxiways and aprons. This AC does not constitute a regulation, is not mandatory and is not legally binding in its own right. It will not be relied upon as a separate basis by the FAA for affirmative enforcement action or other administrative penalty. Conformity with this AC is voluntary, and nonconformity will not affect rights and obligations under existing statutes and regulations, except for the projects described in subparagraphs 2, 3 and 4 below:

1. The standards and guidelines contained in this AC are practices the FAA recommends to establish an acceptable level of safety, performance and operation for airfield ground navigation.
2. This AC provides one, but not the only, acceptable means of meeting the requirements of 14 CFR. part 139, *Certification of Airports*.
3. Use of these standards and guidelines is mandatory for projects funded under Federal grant assistance programs, including the Airport Improvement Program (AIP). See Grant Assurance #34.
4. This AC is mandatory, as required by regulation, for projects funded by the Passenger Facility Charge program. See PFC Assurance #9.

3 **Principal Changes.**

This AC change contains the following principal changes:

1. Page iii, paragraph 6, Implementation, subparagraph 2 replaced as shown below.
2. Paragraph 1.5.3.3 appended to add four new subparagraphs 1.5.4.1, 1.5.4.2, 1.5.4.3, and 1.5.4.4.
3. Paragraph 1.14.5 revised to correct reference to intersecting taxiway centerline.

4 Implementation.

Implement changes addressed by this change upon effective date of this AC except as noted in Implementation subparagraph 1, dated 5/10/2019, and the following revised subparagraph 2:

2. Paragraph 1.5.3.3, Approach/Departure Signage.

- a. Delay implementation of the APCH/DEP signage and associated conditional marking until FAA updates the following aeronautical publication for conditional holding positions: Aeronautical Information Manual (AIM); FAA Orders JO 7110.65, *Air Traffic Control*, and JO 7210.3, *Facility Operation and Administration*.
- b. Implementation of approach/departure holding positions involves a process that includes: FAA assessment of affected runways and taxiways; advance coordination with local ATC for development of a local standard operating procedure (SOP); local controller training and, as applicable, updates to the part 139 sign and marking plan. Upon completion of an assessment, FAA provides notification to the airport whether conditional holding positions are necessary for protection of the approach/departure area.
- c. Upon receiving notification from the FAA of the need for conditional holding positions in the approach/departure area, implement the necessary changes to the holding position signage as follows:
 - i. For airports with operating airport traffic control towers and airports certified under 14 CFR Part 139, implement the necessary changes within two years from the date of FAA notification.
 - ii. For Federally obligated airports without an operating airport traffic control tower and non-certificated airports, implement marking changes with the next planned airfield development project.

5 Feedback on this AC.

If you have suggestions for improving this AC change, you may use the Advisory Circular Feedback form at the end of this AC.



John R. Dermody
Director of Airport Safety and Standards



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Advisory Circular

Consolidated AC includes Change 1

Subject: Standards for Airport Sign Systems

Date: 5/10/2019

AC No: 150/5340-18G

Initiated by: AAS-100

Change:

1 **Purpose.**

This Advisory Circular (AC) contains the Federal Aviation Administration (FAA) standards for the siting and installation of signs on airport runways and taxiways.

2 **Cancellation.**

This AC cancels AC 150/5340-18F, *Standards for Airport Sign Systems*, dated August 16, 2010.

3 **Background.**

Airport sign systems provide visual cues to pilots and vehicle operators that enhance safe and efficient movement within the airfield environment. Elevated signs protect aeronautical surfaces and convey ground navigation information that enhances situational awareness when maneuvering on the airfield. The standards of this AC establish uniformity of sign systems throughout the National Airspace System (NAS) for consistent application and interpretation.

Standards of this AC correlate with standards in the following ACs:

- AC 150/5300-13, *Airport Design*
- AC 150/5340-1, *Standards for Airport Markings*
- AC 150/5345-44, *Specification for Runway and Taxiway Signs*

The primary change in this version is the revision of the approach hold sign to also protect the departure surface from the opposite runway end. This revision is in conjunction with a change to the associated holding position marking from Pattern “A” to Pattern “B”. Refer to AC 150/5340-1 for complete information on surface painted holding position markings.

4 **Applicability.**

~~The Federal Aviation Administration recommends the standards and guidelines in this AC to establish uniform application of airfield signs for runways, taxiways and aprons.~~

~~This AC does not constitute a regulation and is not mandatory. However, the following applies:~~

- ~~a. The standards and guidelines contained in this AC are practices the FAA recommends to establish an acceptable level of safety, performance and operation for airfield ground navigation.~~
- ~~b. This AC provides one, but not the only, acceptable means of meeting the requirements of 14 CFR, part 139, *Certification of Airports*.~~
- ~~c. Use of these standards and guidelines is mandatory for projects funded under Federal grant assistance programs, including the Airport Improvement Program (AIP). See Grant Assurance #34.~~
- ~~d. This AC is mandatory, as required by regulation, for projects funded by the Passenger Facility Charge program. See PFC Assurance #9.~~

5 Principal Changes.

This AC contains the following principal changes:

1. Replaced paragraph 1.4, Developing Taxiway Designations, with requirements from Engineering Brief No. 89, *Taxiway Nomenclature Convention*.
2. Figure 1-3 is redrawn to include a new holding position for runway approach/departure sign.
3. Figure 1-4 is redrawn to include a new holding position for runway approach/departure sign and associated surface marking. Figure 1-5 is added to show enlarged detail.
4. Figure 1-16 is redrawn for better clarity and detail.
5. New Holding Position Sign for Runway Approach/Departure Areas in conjunction with the Pattern B marking are introduced (paragraph 1.5.3.3, Figure 1-4, and Figure 1-5). See FAA Technical Report DOT/FAA/TC-16/26, *Enhanced Visual Cues for Runway Approach and Runway Safety Areas*, April 2016.

Hyperlinks (allowing the reader to access documents located on the internet and to maneuver within this document) are provided throughout this document and are identified with underlined text. When navigating within this document, return to the previously viewed page by pressing the “ALT” and “←” keys simultaneously (commands may vary by browser).

Figures in this document are schematic representations and are not to scale. For clarity, minimal airport markings are shown on figures.

6 **Implementation.**

Implement changes addressed by this revision upon effective date of this AC except as noted in the following:

1. Developing Taxiway Designations.
 - a. Implement the guidelines and standards in paragraph 1.4 for new airfield signage projects and when developing or revising an airport layout plan.
 - b. For existing taxiway sign systems, it is not necessary for an airport to take immediate action to conform to paragraph 1.4. An airport can delay implementation until such time the airport undertakes new construction or a rehabilitation project involving taxiway signage.
- ~~2. Approach/Departure Signage. Implementation of the APCH/DEP signage and marking will employ a delayed approach in order to allow stakeholder outreach and familiarization activities to take place.~~
 - ~~a. Delay installation of APCH/DEP signage and marking until after January 1, 2021.~~
 - ~~b. For airports certified under 14 CFR Part 139 and those with an air traffic control tower, FAA expects conformance to the standards of paragraph 1.5.4 no later than December 31, 2022.~~
 - ~~c. Non-towered, general aviation airports may defer action on conforming to paragraph 1.5.4 until the next planned development project at the airport (i.e., signage and marking project, or pavement rehabilitation project).~~

7 **Use of Metrics.**

Throughout this AC, U.S. customary units are used followed with “soft” (rounded) conversion to metric units. The U.S. customary units govern.

8 **Where to Find this AC.**

You can view a list of all ACs at http://www.faa.gov/regulations_policies/advisory_circulars/. You can view the Federal Aviation Regulations at http://www.faa.gov/regulations_policies/faa_regulations/.

9 **Feedback on this AC.**

If you have suggestions for improving this AC, you may use the [Advisory Circular Feedback](#) form at the end of this AC.

/signed/

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Director of Airport Safety and Standards

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GLOSSARY OF SIGN TYPES

The following are the main categories and brief descriptions of sign types:

Sign Type	Brief Description
Boundary Signs	Boundary signs are used to identify the location of the boundary of the Runway Safety Area (RSA) /Obstacle Free Zones (OFZ) or ILS critical area for a pilot exiting the runway. The sign has a black inscription on a yellow background. See Figure 1-4 and Figure 1-11 , details a and b.
Destination Signs	A destination signs has a black inscription on a yellow background and always contain an arrow. These signs indicate the general direction to a remote location. See Figure 1-13 , details b through d.
Direction Signs	A direction sign has a black inscription on a yellow background and always contain arrows. The signs indicate directions of taxiways leading out of an intersection. The signs may also be used to indicate a taxiway exit from a runway. See Figure 1-13 , detail a.
Information Signs	These signs are installed on the airside of an airport and provide information other than mandatory holding positions, taxiway guidance, and runway distance remaining signs. An information sign has a black inscription on a yellow background.
Location Signs	These signs identify the taxiway or runway upon which the aircraft is located. The sign has a yellow inscription with a yellow border on a black background. The yellow border is set in from inner edge of the sign to yield a continuous black margin. See Figure 1-10 , details a and b.
Mandatory Instruction Signs	A mandatory instruction sign has a white inscription (legend) with a black outline on a red background. They denote taxiway/runway intersections, runway/runway intersections, Instrument Landing System (ILS) critical areas, POFZ boundaries, runway approach/departure areas, CAT II/III operations areas, military landing zones, and no entry areas. See Figure 1-3 , details a through e.
Runway Distance Remaining Signs	Runway distance remaining signs are used to provide distance remaining information to pilots during takeoff and landing operations. The sign has a white numeral inscription on a black background. See Figure 2-1 and Figure 2-2 .
Taxiway Ending Marker	This marker sign indicates that a taxiway does not continue beyond an intersection. See Figure 1-13 , detail e.
Vehicle Roadway Signs	These are signs located on the airfield and are intended solely for vehicle operators. See Figure 1-16 .

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CHAPTER 1. RUNWAY AND TAXIWAY GUIDANCE SIGNS

1.1 General.

A properly designed and standardized taxiway guidance sign system is essential for the safe and efficient operation of aircraft and ground vehicles on the airport movement area. It should:

- 1.1.1 Provide the ability to easily determine the designation of any pavement on which the aircraft is located.
- 1.1.2 Readily identify routes toward a desired destination.
- 1.1.3 Indicate mandatory holding positions, including holding positions used to maintain aircraft separation during low-visibility weather operations.
- 1.1.4 Identify boundaries for approach/departure areas, Instrument Landing System (ILS) critical areas, the POFZ, and RSA /OFZ.

1.2 Planning.

Users of this Advisory Circular (AC) should recognize that the functional layout of each airport is different. Although two airports may have similar runway and taxiway configurations, the number of signs needed to provide the pilot with the necessary taxiway guidance information may differ. This difference can be attributed to several factors such as ground traffic patterns, the presence of an airport traffic control tower, the location of terminals, fixed-base operators and other facilities, the number of aircraft operations, and types of operators. In view of the differences in each airport's functional layout, the airport operator should work with the Federal Aviation Administration (FAA) to ensure that a runway and taxiway guidance sign system is developed and installed using the standards of this AC whenever practicable. The airport operator should consult with airport users during the development of the sign system. In addition, at Part 139 airports, the airport operator should coordinate proposed changes to the Airport Signage Plan with the Regional FAA Airport Certification Safety Office as an update to the Airport Certification Manual (ACM) prior to installation of new signage.

1.3 Components of a Sign System.

Overall safety is enhanced by a standardized system of signs at all airports. Paragraphs 1.5, 1.6, 1.7, 1.8, 1.9, and 1.10 contain standards for different types of runway and taxiway guidance signs and along with paragraphs 1.13, 1.14, 1.15, and 1.17, provide information on their general signing conventions, size and location, operation, and installation. Figures included in this chapter, as well as Chapter 2 and Appendix A show graphic depictions of these signs and common applications. The location and types of signs that should be installed as part of a runway and taxiway guidance sign system at a particular airport will vary depending upon functional layouts as discussed

in paragraph 1.2. To decide where signs should be installed as part of this system at a particular airport, the following guidelines apply:

- 1.3.1 Install a holding position sign and taxiway location sign at the holding position on any taxiway that provides access to a runway.
 - 1.3.2 When it is necessary to protect a navigational signal, airspace, or the RSA/OFZ, install a holding position sign on any taxiway at the boundary of the ILS critical area, the POFZ, or the runway approach/departure area and, as appropriate, at the CAT II/III operations holding position.
 - 1.3.3 Install a holding position sign on any runway that intersects with another runway.
 - 1.3.4 Install a sign array consisting of taxiway direction signs prior to each taxiway/taxiway intersection if an aircraft would normally be expected to turn or to hold short of the intersection. The direction signs in the array should include a sign panel (taxiway designation and an arrow) for each taxiway where an aircraft would be expected to turn or hold short. A taxiway location sign should be included as part of the sign array unless it is determined to be unnecessary. If an aircraft normally would not be expected to turn or to hold short of the intersection, the sign array is not needed unless the absence of guidance would cause confusion.
 - 1.3.5 Install a runway exit sign along each runway for each normally used runway exit.
 - 1.3.6 At uncontrolled airports (i.e., airports without an operating air traffic control tower), consider whether it is preferable to substitute destination signs for the signs described in paragraphs 1.3.4 and 1.3.5.
 - 1.3.7 Install standard highway stop or yield signs on vehicle roadways at the intersection of each roadway with a runway or taxiway. See paragraph 1.11 for additional details about the signs and their locations.
 - 1.3.8 Install additional signs on the airfield where they are necessary to eliminate confusion or provide confirmation. For example, it may be necessary to install a taxiway location sign at the entrance to a taxiway from an apron area where several entrances exist. Similarly, on runway exit taxiways where air traffic control regularly requests pilots to report clear of the runway or where an aircraft is regularly required to stop after clearing the runway, it may be beneficial to install a RSA/OFZ boundary sign to assist the pilot in making this report. At complex intersections or intersections along low visibility routes, it may be beneficial to install location signs on the far side of the intersection so the pilot can confirm that the correct turn has been made.
- 1.4 **Developing Taxiway Designations.**
- The FAA recommends using the guidelines and standards in this section when developing or revising an airport signage plan, an airport layout plan and for all new

development projects. Until such development or revision, existing taxiways not conforming to the guidance below do not need be changed.

The first step in designing a taxiway guidance sign system is to develop a simple and logical method for designating taxiways. The following general guidelines should be followed:

- 1.4.1 Keep it simple and logical.
- 1.4.2 Use letters of the alphabet for designating taxiways. For optimization purposes, start taxiway designation at one end of the airport and continue to the opposite end, e.g., west to east or north to south (see [Figure 1-2](#)).
- 1.4.3 Start with a single alphabet letter (for example, A, B..., Z) when designating taxiways. **Note:** Parallel taxiways to a runway use a single alphabet designation. A parallel taxiway is defined as a taxiway parallel to a runway that is either the full length or a partial length of the runway.
 - 1.4.3.1 Do not use numbers by themselves or the letters “I” and “O” because they could be mistaken for a runway number.
 - 1.4.3.2 Do not use the letter “X” because pilots could misconstrue a sign with an “X” as indicating a closed taxiway or runway.
- 1.4.4 After all available single alphabetic letters have been utilized, then designate taxiways with double-same alphabet letters (for example, AA, BB, ..., ZZ). Double-different alphabet letters (e.g., AB, CD, ..., ZW) taxiway designations are not allowed.
- 1.4.5 After all available single and double same-alphabet letters have been utilized, use two-character alphanumeric designations such as “A1.” (See [Figure 1-2](#).) Use a single digit numeric character from 1 to 9. (See paragraph [1.4.6](#) for the use of two-digit designators). Also, alphanumeric letters followed by a numeric character should not be followed by an alphabetic character.
 - 1.4.5.1 For stub taxiways at large airports with numerous taxiways, use alphanumeric designations (“A1”, “A2”, “A3”, etc.). A stub taxiway is defined as a taxiway that connects a runway to a parallel taxiway or a taxiway to an adjacent apron area. In such instances, the stub taxiways are designated as “A1”, “A2”, “A3”, etc. to promote positive location identification and reduce the risk of runway incursions.
 - 1.4.5.2 For a runway with a parallel taxiway, use alphanumeric designators at the entrance and exit taxiways located at the ends and along the runway. Apply an increasing, sequentially numbered pattern from one runway end to the other runway end, such as A1, A2, ..., A5.
 - 1.4.5.3 For a runway with parallel taxiways on opposite sides of the runway, use the respective parallel taxiway single alphabet designation along with the

addition of a numeric designation (e.g. A1 and B1) at entrance taxiways to the same runway end. In this situation, the numeric designation on opposite sides of the runway can be the same or different, (for example, A1 and B1, or A1 and B5).

- 1.4.5.4 For busy or high-traffic crossing taxiways, make the taxiway designator on each side of the runway be the same. The airport operator, in consultation with the local Air Traffic Control Tower (if present), determines which taxiways constitute busy or high traffic taxiways. For all other taxiways that connect to or cross a runway, make the taxiway designations on each side of the runway different.
- 1.4.5.5 Number and letter combinations should not result in confusion with runway designations. For example, if an airport has a runway “4L,” do not use a taxiway designation of “L4”.
- 1.4.6 When all available two-character alphanumeric names have been used, three-character alphanumeric names such as A12, A11, etc. can be used. However, the use of these three-character alphanumeric designators is not recommended unless the total number of entrance, stub, by-pass, crossing, and exit taxiways for a runway or apron (terminal) exceeds nine.
- 1.4.7 Designate all separate, distinct taxiway segments.
- 1.4.8 Ensure no separate, distinct taxiway has the same designation as any other taxiway.
- 1.4.9 Do not change taxiway designations if there is no significant change in direction of the taxiing route. However, when the overall system design indicates a need, such a change can be made and appropriately signed; make such changes only at intersections. See Figure 1-14, details c and d.
- 1.4.10 Avoid designating taxiways that have same names as aprons, terminal ramps, or other parking areas, especially taxiways entering an apron or ramp area.
- 1.4.11 Do not designate taxiways by referencing a direction of travel or a physical object. This includes the use of terms such as “inner,” “outer,” “parallel,” and “bridges.” Such informal nicknames or abbreviations are not used on taxiway guidance signs. Apply a logical progression into the airfield environment when designating inner and outer taxi routes around a terminal. For example, designate an inner taxiway as “A”, an outer taxiway as “B”, etc.
- 1.5 **Mandatory Instruction Signs.**

Mandatory instruction signs have white inscription with a black outline on a red background. They denote taxiway/runway intersections, runway/runway intersections, Instrument Landing System (ILS) critical areas, POFZ boundaries, runway approach/departure areas, CAT II/III operations areas, military landing zones, and no entry areas. At controlled airports (i.e., airports with an operating air traffic control

tower), vehicles and aircraft are required to hold at these signs unless cleared by air traffic control. At uncontrolled airports (i.e., airports without an air traffic control tower), vehicles and aircraft may proceed beyond these signs only after appropriate precautions are taken. Arrows are not used on these signs except as discussed in paragraph 1.5.1.

1.5.1 Holding Position Sign for Taxiway/Runway Intersections.

The inscription on a holding position sign at a taxiway/runway intersection is the runway number(s), such as “15-33”, per Figure 1-3, detail a. The runway numbers are separated by a dash, and their arrangement indicates the direction to the corresponding runway threshold. For example, “15-33” indicates that the threshold for runway “15” is to the left and the threshold for runway “33” is to the right. The sign at each runway end contains the inscription only for the takeoff runway, while all other signs contain both runway designation numbers. However, both runway designation numbers should be used on signs at runway ends where there is an operational need, such as where a taxiway crosses the runway at the runway end (consult with air traffic control - see paragraph A.3.1). Application examples for holding position signs are shown in Figure 1-4. Holding position signs are required for taxiway/runway intersections and installed in-line with the holding position marking. Arrows are used on holding position signs only if necessary to clarify the orientation of runways at the intersection of a taxiway with more than one runway (see Figure 1-6). Note that in Figure 1-6, detail b, the holding position signs have both runway numbers to avoid confusion about the runway direction. In some geometrical configurations of runways and taxiways, it is necessary to install holding position signs on both sides of the taxiway. These configurations include:

- 1.5.1.1 Taxiways that are 150 feet or greater in width (see Figure 1-4).
- 1.5.1.2 Taxiways where the painted holding position markings extend across an adjacent holding bay as shown in Figure 1-7, detail a.
- 1.5.1.3 Taxiways where the painted holding position markings do not extend straight across the taxiway, as shown in Figure 1-7, detail c.
- 1.5.1.4 Taxiways where the painted holding position markings are located a short distance from an intersection with another taxiway. In this situation, the pilot turning onto the taxiway would have difficulty seeing the holding position sign on the left. This commonly occurs when the separation distance between the runway and the parallel taxiway is less than standard and the holding position markings are located near the edge of the parallel taxiway (see Figure 1-7 detail b). Because of cockpit visibility limitations, pilots of some aircraft making a left turn from the parallel taxiway onto the connecting taxiway would have difficulty seeing a sign on the left. In this situation, it may be necessary to install the sign on an angle (canted) in accordance with paragraph 1.13.16.

1.5.2 Holding Position Sign for Runway/Runway Intersections.

Holding position signs are used to identify runway/runway intersections and are identical to the signs used for taxiway/runway intersections.

- 1.5.2.1 For runways that are 150 feet (45 meters) or less in width, only one sign is required on the left side of the runway to identify a runway/runway intersection. Install the sign per the locations in AC 150/5300-13A, Airport Design, Table 3-5. (Use the “Runway Centerline to Holdline” item in the table to determine the holding position sign location.)
- 1.5.2.2 For runways that are more than 150 feet (45 meters) in width, install the holding position signs on both sides of the runway to identify an intersecting runway. The sign location is the same as that required in paragraph 1.5.2.1.
- 1.5.2.3 For runways of any width that are used for land and hold short operations (LAHSO), signs on both sides of the runway and associated painted marking are required (see Figure 1-8). The sign location is the same as that required in paragraph 1.5.2.1.
- 1.5.2.4 If a runway is normally used as taxiway, whether or not aircraft go through a runway/runway intersection, then both holding position signs and associated painted marking are required (see Figure 1-8).

1.5.3 Holding Position Sign for ILS Critical Areas/POFZ Boundary.

The inscription on a sign to indicate either the holding position for the ILS Critical Area or the POFZ boundary is the same — the abbreviation “ILS” (see Figure 1-3, detail b). If a microwave landing system (MLS) is available and has a more demanding critical area boundary than the ILS or POFZ, the inscription on the sign is MLS. Holding position signs are installed in-line with the associated painted marking.

- 1.5.3.1 Where the distance between the runway holding position marking and the holding position marking for an ILS critical area is 50 feet or less, one holding position sign and marking may be installed, provided it will not affect capacity. In such cases, the airport operator may use the runway holding position sign and marking to delineate both the boundary of the RSA and the ILS critical area. In this instance, the runway holding position sign and marking is located at the boundary that is the farthest from the runway edge (see Figure 1-9).
- 1.5.3.2 If a runway, taxiway, holding apron, or any movement area would result in an aircraft fuselage or tail penetrating the POFZ, install one holding position sign and marking to delineate the ILS critical area and the POFZ. Caution - Runways with a displaced threshold and CAT I or better minima may result in POFZ penetrations on a parallel taxiway. This holding position sign and marking is located at the more conservative boundary of these two areas (see Figure 1-4). In this instance, the ILS critical

area/POFZ boundary holding position sign and marking cannot be replaced with, or used in lieu of, a runway holding position sign or marking.

- 1.5.3.3 The airport sponsor will designate the ILS (or MLS) critical area and POFZ boundaries for review and concurrence by the responsible FAA Airports office. The holding position sign for the ILS critical area or POFZ boundary is located on both sides of the taxiway when the holding position marking for the ILS critical area or POFZ boundary is located in the geometrical configurations described in paragraphs 1.5.1.1 through 1.5.1.4.

1.5.4 Holding Position Sign for Runway Approach/Departure Areas.

The inscription on a sign for a runway approach/departure area is the associated and complete runway designation followed by a dash and the abbreviation “## APCH – ## DEP”. See Figure 1-3, detail c. The order of the inscription is relative to the runway/taxiway intersection orientation. The first inscription is the protected surface to the left-hand side as one is facing the runway from the holding position. See Figure 1-4 for the holding positions for “33 DEP – 15 APCH” and “15 APCH – 33 DEP”.

- 1.5.4.1 The airport designates the boundaries of the POFZ and Approach/Departure surfaces on the airport layout plan using the applicable dimensional values in AC 150/5300-13. This establishes initial points for the FAA evaluation of potential conditional holding positions.
- 1.5.4.2 For the approach/departure surfaces, FAA uses data provided by the airport to evaluate the initial holding position locations established in paragraph 1.5.4.1. The relevant data typically includes:
1. Approach minima
 2. Surface elevation information (e.g. threshold, taxiway centerline, etc.)
 3. Airfield geometric layout
 4. Most demanding tail height using taxiway
- 1.5.4.3 For airports with an operating airport traffic control tower, coordinate in advance with the local air traffic control personnel to permit time for development of a local standard operating procedure for conditional holding positions and local controller training. The design phase is the optimum time to engage the local ATC and limit potential delays to marking installation.
- 1.5.4.4 Changes at an airport can affect existing protection measures in the approach and departure area. If such changes have potential to affect a conditional holding position, a new evaluation is necessary. This includes but is not limited to the following factors:

1. A change to most demanding aircraft tail height
2. Revised or new approach procedures
3. Geometric changes to airfield pavement in approach/departure area

- 1.5.4.5 The sign is installed on taxiways located in approach/departure areas where an aircraft on a taxiway would either enter or penetrate the airspace required for the approach or departure runway (including clearway). Install holding position sign in-line with the associated surface-painted marking.
- 1.5.4.6 A displaced runway threshold creates a situation where a taxiway may underlie an approach area but does not underlie a departure area. In such instances, it is acceptable to indicate only the approach runway information (e.g. “## APCH”) on the sign legend. This provision does not extend to a holding position in the approach/departure area off the end of a runway in which a penetration occurs only to one surface.
- 1.5.4.7 Approach/departure holding positions may also be located on runways used as taxiways where vehicles or taxiing aircraft will pass through a runway approach surface (see note 2 below).
- 1.5.4.8 Where the distance between holding position markings for an ILS critical area and approach/departure area is 50 feet or less, the ILS holding position sign can be co-located with approach/departure holding position sign. In this instance, the sign and the associated marking is located at the boundary that is the farthest from the runway edge. (See [Figure 1-4](#) for example.)
- 1.5.4.9 For standard End Around Taxiways (EATs), approach/departure signs are not necessary as aircraft can taxi without penetrating a protected surface.

Note 1: Consult with local air traffic personnel prior to design and installation to ensure awareness of holding position signs.

Note 2: The approach/departure hold sign may be installed on a runway for purpose such as snow removal operator’s situational awareness.

1.5.5 Holding Position Sign for CAT II/III Operations.

The inscription on a holding position sign for CAT II/III operations is the associated runway designation followed by a dash and the abbreviation “CAT II/III” for Category II/III operations (see [Figure 1-3](#), detail d). The sign is installed on a taxiway that is parallel to a runway used during CAT II/III operations to indicate where aircraft are to hold during CAT II/III operations to ensure proper aircraft separation. The regional FAA Airports office will determine the holding position location for CAT II/III operations for the airport operator. The holding position sign for CAT II/III operations is located on both sides of the taxiway when the holding position marking for CAT

II/III operations is located in the geometrical configurations described in paragraphs 1.5.1.1 through 1.5.1.4.

1.5.6 Holding Position Sign for Military Landing Zones.

The inscription on a holding position sign located at the intersection of a taxiway or designated runway and a military landing zone/assault strip that does not have a runway designation is: "MIL LZ". The sign should be collocated with a taxiway location sign and runway holding position markings. See AC 150/5300-13A, paragraph 315a, Table 3-5, for the location of the sign. The MIL LZ sign has been coordinated with the Department of Defense FAA Liaison Detachment and Air Traffic Control Flight Procedures.

1.5.7 No Entry Sign.

This sign indicates that entry into a particular area is prohibited to aircraft and is installed on the left side as seen by the pilot approaching the prohibited area. In some pavement configurations, it may be necessary to install the sign on both the left and right sides. The sign should be located adjacent to the pavement where entry is prohibited rather than prior to the intersection. The sign inscription is shown in Figure 1-3, detail e.

Note: For a taxiway that is used only as an exit from a runway, it is permissible to install a No Entry Sign. However, this sign may never be installed in lieu of the runway/taxiway holding position sign. The sign should be installed on the taxiway prior to the holding position sign.

1.6 Location Signs.

Location signs identify the taxiway or runway upon which the aircraft is located. A location sign has a yellow inscription with a yellow border on a black background. The yellow border is set in from the inner edge of the sign to yield a continuous black margin. The location sign does not contain arrows. Location signs include the following:

1.6.1 Taxiway Location Sign.

This sign identifies the taxiway on which an aircraft is located. A typical sign is shown in Figure 1-10, detail a.

1.6.2 Runway Location Sign.

This sign is installed on runways where the proximity of two runways could create confusion, as shown in Figure 1-6, detail b. This sign also is installed on runways at runway/taxiway intersections used for intersection takeoffs. A typical sign is shown in Figure 1-10, detail b. This sign is located to clearly identify the runways for pilots and only contains the runway designation for the one runway end.

1.7 **Boundary Signs.**

These signs are used to identify the boundary of the RSA/OFZ or ILS critical area for a pilot exiting the runway.

1.7.1 RSA/OFZ and Runway Approach/Departure Boundary Sign.

This sign identifies the boundary of the RSA/OFZ or the runway approach/departure area for pilots who are exiting these areas. It has a black inscription that depicts the holding position marking on a yellow background, as shown in [Figure 1-11](#), detail a. The sign is typically used only at controlled airports at the request of the airport traffic control tower and is located on taxiways where the controller commonly asks the pilot to report “clear of the runway” or where an aircraft is regularly required to stop upon exiting the runway – see [Figure 1-4](#) for examples. The pilot can use the sign as a guide in deciding when to report back to the controller. Consequently, the sign would not normally be installed at every runway exit or on taxiways having green/yellow color-coded centerline lights. However, this sign may be useful in areas where the centerline lights could be obscured by snow or ice.

1.7.2 ILS Critical Area/POFZ Boundary and CAT II/III Operations Sign.

This sign identifies either the boundary of the ILS critical area, or the POFZ, or the holding position for CAT II/III operations. The sign has a black inscription that depicts the ILS holding position marking on a yellow background, per [Figure 1-11](#), detail b. This sign is used at controlled airports on taxiways where the controller commonly asks pilots to report, “clear of the ILS critical area” when exiting these areas. The pilot can use the sign as a guide in deciding when to report back to the controller. This sign would not normally be installed on taxiways having green/yellow color-coded centerline lights but may be desirable in areas where the centerline lights could be obscured by snow or ice. This sign is installed only on the reverse side of an ILS, POFZ, or CAT II/III operations holding position sign (see [Figure 1-4](#) for examples).

1.8 **Direction Signs.**

These signs indicate directions of other taxiways leading out of an intersection. The signs have black inscriptions on a yellow background and always contain arrows. The arrows should be oriented to approximate the direction of turn. Generally, orienting the arrows in increments of 22.5 degrees (0, 22.5, 45, 67.5, and 90 degrees) should be sufficient for most signs. Direction signs are not to be collocated with holding position signs or boundary signs or installed between the holding position marking and the runway. When there is inadequate space between the holding position marking and an intersecting taxiway, locate the direction signs on the far side (i.e., on the other side of the intersection) of the intersecting taxiway. Signs used to indicate the direction of taxiways on the opposite side of a runway are located on the opposite side of the runway.

1.8.1 Taxiway Direction Sign.

A typical taxiway direction sign is shown in Figure 1-13, detail a. Application examples are shown in Figure 1-14, Figure 1-15, and Appendix A, Figure A-1, Figure A-2, and Figure A-3.

1.8.2 Runway Exit Sign.

A typical runway exit sign is shown in Figure 1-13, detail a, and application examples are shown in Appendix A, Figure A-1, Figure A-2, and Figure A-3. Signs for runway exits are located prior to the runway/taxiway intersection on the side and in the direction to which the aircraft is expected to exit. “Bracketing” a runway exit sign (where a sign is placed before and after the exit) is not permitted. A runway exit sign should never have more than one arrow for each taxiway designation shown on the sign.

1.8.2.1 If a taxiway crosses a runway and an aircraft can be expected to exit on either side, then exit signs are located on both sides of the runway.

1.8.2.2 For taxiways that are intended only to be used as exits from the runway in one direction, such as taxiways located near the end of the runway or intersecting the runway at an acute angle, the signs should be installed only for the runway direction in which they are intended to be used (see Appendix A).

1.8.2.3 When two acute-angle taxiways (i.e., high speed exits) are intended to be used in opposite directions and intersect the runway at a common point, the exit signs are located prior to each runway exit rather than in the area between the two exits (see Appendix A, Figure A-1, Taxiways B3 and B4).

1.9 **Taxiway Ending Marker.**

A taxiway ending marker sign indicates that a taxiway does not continue beyond an intersection. The sign is a frangible retroreflective barrier installed on the far side of an intersection if the normal visual cues, such as marking and lighting, are inadequate (see Figure 1-12 and Figure 1-13, detail e). See AC 150/5345-44, *Specification for Runway and Taxiway Signs*, for stripe dimensions and additional information.

1.10 **Destination Signs.**

A destination sign has a black inscription on a yellow background and always contains an arrow. This sign indicates the general direction to a remote location. At many larger airports, taxiway routing is a dynamic process, dependent on many variables, including airfield construction and runway use. In such cases, destination signs may provide information that conflicts with air traffic control direction. Therefore, use destination signs at such airports only in cases of remote locations and/or where taxiway location signs and direction signs alone would not adequately guide a pilot to the desired destination. Destination signs are more beneficial at uncontrolled airports. Signs

indicating two different directions to the same destination should not be installed so they are visible from the same point because the conflicting routing information can create confusion.

1.10.1 Outbound Destination Sign.

Outbound destination signs identify directions to takeoff runways. These routes usually begin at the entrance to a taxiway from an apron area. The inscription is the runway number plus an arrow indicating the direction (see [Figure 1-13](#), detail b). More than one runway number, separated by a dot, may be shown where the taxiing route is common to both runways (see [Figure 1-13](#), detail c). The outbound destination sign should always direct the pilot to the beginning of a takeoff runway.

1.10.2 Inbound Destination Sign.

Major destination areas are usually shown on inbound destination signs. For example, at many airports, signs indicating the route to the apron may be adequate; whereas, at other airports, it may be necessary to make a distinction between passenger aprons, cargo aprons, and military aprons or between aprons in different locations on the airport, such as the north apron, east apron, etc. Sign inscriptions should be consistent; do not use two different inscriptions for the same area (e.g. RAMP and APRON). At points closer to the major destination areas, more detailed destination signs should be provided to indicate specific areas that are designated for parking service, passenger handling, military aircraft, etc. (see [Figure 1-13](#), detail d, for a typical sign). The inscription on destination signs should contain a minimum of three letters, selected so that there is no confusion with other taxiway guidance signs. Common names and abbreviations used for inbound destinations are:

- **APRON** - general parking, servicing, and loading areas
- **RAMP** - synonymous with APRON
- **FUEL** - areas where aircraft are fueled or serviced
- **TERM** - gate positions at which aircraft are loaded or unloaded
- **CIVIL** - areas set aside for civil aircraft
- **MIL** - areas set aside for military aircraft
- **PAX** - areas set aside for passenger handling
- **CARGO** - areas set aside for cargo handling
- **INTL** - areas set aside for handling international flights
- **FBO** - fixed-base operator

1.11 **Vehicle Roadway Signs.**

- ##### 1.11.1
- Install standard highway stop signs (see [Figure 1-17](#)) on vehicle roadways at the intersection of each roadway with a runway or taxiway. At airports with Air Traffic

Control Towers, unless there is a letter of agreement with the air traffic control allowing drivers to cross taxiways without clearance, install “DO NOT PROCEED CONTACT ATC” signs (see [Figure 1-19](#)) on vehicle roadways instructing the driver not to proceed without clearance from air traffic control.

- 1.11.2 For an airport with more than one runway, where vehicle service roads enter or intersect a runway, a standard retroreflective runway holding position sign L-858R, Size 1, Style 4, (see [AC 150/5345-44](#) for additional information about unlighted mandatory instruction signs) should be installed to help vehicle operators maintain their situational awareness when approaching runways and provide a visual reference to aid in identifying them. The holding position sign should be installed separately from the STOP and DO NOT PROCEED signs. For the holding position sign, arrange the runway designations to indicate the direction towards the corresponding runway threshold. See [Figure 1-16](#) for an example of a typical installation of stop, holding position, and information signs.
 - 1.11.2.1 The holding position sign should be located outboard of the STOP sign. It should be installed at a minimum of 2 feet (0.6 m) from the outermost edge of the STOP sign.
 - 1.11.2.2 Install the long dimension of the holding position sign to be level.
 - 1.11.2.3 Use a minimum of two support legs (additional support legs may be necessary for signs using wide characters) to provide adequate stability in windy conditions for holding position signs.
 - 1.11.2.4 Maximum height of holding position sign: Do not exceed 30 inches (0.9 meter) above grade (measured from the top edge of the sign to grade).
- 1.11.3 Install roadway signs located near a runway outside the runway safety area (RSA) and clear of the obstacle free zone (OFZ) surface. See Table 3-5 of [AC 150/5300-13A](#) for RSA and OFZ surfaces and dimensions.
- 1.11.4 Install signs located in proximity to taxiways outside of the associated Taxiway Object Free Area (TOFA). See [AC 150/5300-13A](#), Table 4-1, for TOFA dimensional standards.
 - 1.11.4.1 To increase vehicle driver situational awareness, a type L-858Y, size 1, style 4, taxiway direction sign may be installed with the STOP/DO NOT PROCEED CONTACT ATC sign at locations where a vehicle service road intersects a taxiway.
 - 1.11.4.2 Install the taxiway direction sign as a separate assembly located a minimum of 2 feet (0.6 m) outboard from the outermost edge of the STOP sign. Limit the sign height to be no greater than 30 inches (0.9 meter) above grade (measured from the top edge of the sign to grade). Use two support legs at all installations to provide adequate sign stability for wind loading.

- 1.11.5 Where vehicle service roads enter or intersect an ILS critical area or a POFZ, an ILS holding position sign L-858R, Size 1, Style 4, (see AC 150/5345-44 for additional information about unlighted mandatory instruction signs) should be installed to help vehicle operators maintain their situational awareness when approaching these areas.
- 1.11.6 Aircraft clearance requirements and jet blast may preclude the use of the signs shown in Figure 1-16 on roadways that are located on the apron or other parts of the air operations area.
- 1.11.7 Where possible, signs located on the airfield that are intended solely for vehicle operators should conform to the standards in the Federal Highway Administration (FHWA) publication Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. The manual is available at <https://mutcd.fhwa.dot.gov>. The sign location, size, and installation criteria may have to be varied from the manual so that they do not conflict with the airfield environment (e.g., wing tip clearances). See Figure 1-16, Figure 1-17, Figure 1-18, and Figure 1-19 for vehicle roadway sign dimensions.

1.12 Information Signs.

Information signs are signs that are installed on the airside of an airport, other than mandatory instruction signs, taxiway guidance signs (as described in this chapter) and runway distance remaining signs (described in Chapter 2, paragraph 2.2). An information sign has a black inscription on a yellow background, and provides adequate clearance to aircraft. Examples of information signs are: noise abatement procedures, crossing vehicle roadways, or other specialized information. These signs need not be lighted, and the size and message of the inscription is at the discretion of the airport operator; however, they should be retro-reflective and mounted on frangible couplings per paragraph 1.17). In addition, care should be taken to ensure that information signs do not take on the appearance of a taxiway direction or destination sign.

1.12.1 VOR Receiver Checkpoint Sign.

This sign has an overall mounting height of not less than 24 inches (61 cm) and not more than 30 inches (76.2 cm). It is located as nearly as practicable on an extension of the VOR Receiver Checkpoint Marking diameter line and faced perpendicularly to the line-of-sight of the viewer in the circle (see Figure 1-20).

- 1.12.1.1 The inscription on the sign shows the facility identification, channel, radial selected (published) for the check, and the plotted distance from the antenna (when applicable).
- 1.12.1.2 The station identification and course numerals are at least 7 inches (17.8 cm) high and the other letters and numerals at least 3 inches (7.6 cm) high.
- 1.12.1.3 The sign is installed in accordance with the height and distance standards in Table 1-1. An example of this sign is shown in Figure 1-20. (See AC 150/5340-1, *Standards for Airport Markings*, paragraph 37, for more details about the VOR Receiver Checkpoint Markings.)

1.13 General Signing Conventions.

- 1.13.1 Unless otherwise stated, signs are always placed on the left side of the taxiway as seen by the pilot of the approaching aircraft (see exceptions in paragraph 1.13.2). If signs are installed on both sides of the taxiway at the same location, the sign faces are identical, except for holding position signs, as explained in paragraph 1.13.4, where the taxiway location signs are located outboard of the runway holding position sign. There is also an exception for runway exits, where an RSA/OFZ boundary sign is installed on the right side of the exit taxiway and if a taxiway direction sign is needed, then a taxiway direction sign maybe installed on the left side. Signs are not installed between the taxiway location/runway holding position sign and the runway.
- 1.13.2 Signs may be located on the right side of the taxiway when necessary to meet clearance requirements or where it is impractical to install them on the left side because of terrain or conflicts with other objects.
- 1.13.3 Some signs may be installed on the back side of other signs, although it may result in the sign being on the right side of the taxiway. Signs that may be installed in this manner include:
- 1.13.3.1 RSA/OFZ boundary signs (see Figure 1-11, detail a), which may be installed on the back of taxiway/runway intersection holding position sign (see Figure 1-4).
 - 1.13.3.2 ILS critical area boundary signs (see Figure 1-11, detail b), which may be installed on the back of ILS critical area holding position signs (see Figure 1-3, detail b, and Figure 1-4).
 - 1.13.3.3 Taxiway location signs, which may be installed on the back of direction signs when they are installed on the far side of an intersection.
Note: Location signs installed in this manner do not negate the need for location signs installed on the left of the runway holding position sign prior to the intersection.
 - 1.13.3.4 Taxiway location signs, which may be installed on the back of holding position signs (see Figure 1-4, Taxiways A1 and A2).
 - 1.13.3.5 Destination signs, which may be installed on the back of direction signs on the far side of intersections when the destination referred to is straight ahead (see Appendix A, Figure A-1).
- 1.13.4 Taxiway location signs installed in conjunction with holding position signs for taxiway/runway intersections are installed outboard of the holding position sign (see Figure 1-4, Taxiway B).
- 1.13.5 Location signs are normally included as part of a direction sign array, which is located prior to the taxiway intersection. Except for intersections of only two taxiways (see

paragraph 1.13.8), the location sign is placed in the array so the designations for all turns to the left are located to the left of the location sign; the designations for all turns to the right or straight ahead, when required (see paragraph 1.13.7), are located to the right of the location sign (see [Figure 1-14](#)).

- 1.13.6 When more than one taxiway direction sign is installed at the same location, the designations of the intersecting taxiways and their respective arrows are arranged left to right in a clockwise manner, starting from the taxiway or runway on which the aircraft is located (see [Figure 1-14](#)).
- 1.13.7 All direction signs have arrows. Arrows on signs are oriented to the approximate direction of the turn. Except as noted in paragraph 1.13.8, each designation appearing in an array of direction signs is accompanied by only one arrow. A direction sign with an arrow indicating that a taxiway continues straight ahead (25 degrees or less change in alignment at the intersection) is not normally needed. Where the intersection alignment changes more than 25 degrees, a sign with an arrow approximating the direction of the taxiway is used (see [Figure 1-14](#), detail b). If the taxiway continues straight ahead (25 degrees or less change in alignment) and the designation of the taxiway changes at the intersection, then a direction sign with an arrow is used (see [Figure 1-14](#), detail d).
- 1.13.8 When a taxiway intersection comprises only two crossing taxiways, it is permissible to use a double arrow direction sign in place of separate direction sign panels (see [Figure 1-14](#), detail a). In this case, the location sign panel is on the left side of the sign array. For this type of installation, the taxiway that the pilot is on may not change designation or alignment (more than 25 degrees) on the other side of the intersection (see [Figure 1-14](#), details b and d).
- 1.13.9 In some cases, location signs may not be needed in conjunction with direction signs (see [Figure 1-15](#)). Consider all information concerning the intersection when analyzing the need for a location sign. This would include but is not limited to:
- Complexity of the intersection layout.
 - Distance from the last location sign.
 - Complexity of prior intersections.
 - Traffic flow patterns through the intersection.
 - Visibility conditions under which the intersection is used.
- 1.13.10 Destination signs are usually installed in advance of intersections prior to turns. However, they may also be installed on the far side of an intersection when the taxiway route continues ahead and the destination sign is installed on the back of another sign, as shown in [Figure A-1](#) for east bound traffic on Taxiway Bravo approaching Taxiway

Charlie. Destination signs usually are not collocated with other signs because it could result in abnormally long signs.

- 1.13.11 Information signs are not collocated with mandatory instruction, location, direction, or destination signs.
- 1.13.12 Each designation and its associated arrow included in an array of direction signs or destination signs are delineated from the other designations in the array by a black vertical border. When it is appropriate, a location sign may be used to provide this delineation (see [Figure 1-15](#)).
- 1.13.13 On a sign face, a dot means “and.” It is used on signs where one arrow is common to two designations. For example, if the routes to two different runway ends involve the same taxiways, the runway numbers appearing on an outbound destination sign would be separated by a dot; the directional arrow on the sign face would be applicable to both runway ends. See [Figure 1-13](#), detail c.
- 1.13.14 A dash is used only with mandatory instruction signs. On these signs, a dash is used to separate the designations for opposite ends of the same runway (for example: 18-36) or to separate the runway designation from the abbreviation “APCH” or “DEP” on holding position signs for runway approach/departure areas. See [Figure 1-3](#), detail c.
- 1.13.15 When replacing sign panels due to damage or changing message elements, the entire message element should be replaced. This will avoid panel-to-panel color changes that may be distracting to pilots. See [AC 150/5345-44](#) for additional information about replacement sign panels.
- 1.13.16 A sign may be “canted” or angled towards the pilot’s line of vision when necessary to improve its visibility. This situation is illustrated in [Figure 1-7](#), detail b where a pilot would have difficulty seeing the sign on the left due to its proximity to the edge of the parallel taxiway. The back of a canted sign is not available for use because it may not be visible to pilots.
- 1.13.17 When using two separate signs in an array, do not separate message elements between the two signs. For example, do not locate the arrow for a sign panel on a separate sign in the array. Extension of an existing sign (i.e., physically increase its length by adding modules to it) requires all of the following criteria be met:
 - The existing sign meets the applicable standards in [AC 150/5345-44](#).
 - The length of the sign (existing plus extension) cannot exceed the maximum overall length limitations per [AC 150/5345-44](#).
 - Unless the extension involves the addition of only a location sign, the sign face (existing plus extension) meets the standards for legend, borders, arrows, spacing, and color per [AC 150/5345-44](#).
 - The extension meets the electrical and frangibility standards of [AC 150/5345-44](#).

- The separation between individual sign housings meets the requirements in AC 150/5345-44.

1.14 **Sign Size and Location.**

Signs are to be manufactured and installed in accordance with the current version of AC 150/5345-44.

1.14.1 Sign Size.

Three sizes (heights) of signs are available (see Table 1-1).

1.14.2 Choosing a Sign Size.

When selecting a sign size, take into account factors such as effectiveness, aircraft clearance, jet blast, and snow removal operations. Normally, the larger the sign and the closer it is located to the runway or taxiway edge, the more effective it is. However, aircraft clearance requirements and jet blast effects require smaller signs when located near the pavement edges, while effectiveness requires larger signs when located at further distances. Also, the effects of snow removal operations on the signs should be considered in the choice of sign size and location.

1.14.3 Sign Clearances.

Provide a minimum 12 inches (30 cm) of clearance between the top of the sign and any part of the most critical aircraft using, or expected to use, the airport when the aircraft's wheels are at the defined pavement edge. All signs in an array, e.g., a runway/taxiway holding position sign array consisting of a runway holding position sign and a taxiway location sign, are the same size and same height.

1.14.4 Runway Holding Position Sign Locations.

The distances shown in AC 150/5300-13A, paragraph 315a, Runway Holding Position (hold line), and Table 3-5, are used in determining the location of runway holding position signs. Holding position signs are located in-line with the holding position markings; a tolerance of up to 10 feet (3m) farther away from runway centerline than the holding position marking is allowed. Also, use Table 1-1 below to determine the distance of runway signs from the pavement edge.

1.14.5 Taxiway Sign Locations.

The distances used in determining the sign locations at intersecting taxiways are shown in Table 4-1, Item "Taxiway Centerline to Fixed or Movable Object," of AC 150/5300-13A. Use the values for the largest airplane design group serving the airport. For signs installed at holding positions, the signs are in-line with the holding position markings; a tolerance of up to 10 feet (3 m) farther away from the intersecting taxiway centerline is acceptable. Where there is no operational need for taxiway holding position markings (at taxiway/taxiway intersections), the signs may be installed in the area from the taxiway point of tangency to the location where holding position markings would be installed (see AC 150/5300-13 for additional marking location information). However,

locating the signs where the holding position marking would be installed avoids the need to relocate the signs if the operational need for a taxiway holding position develops in the future. Also, use [Table 1-1](#) below to determine the distance of taxiway signs from the taxiway edge.

Table 1-1. Sign Heights and Location Distances for Taxiway Guidance Signs

Sign Size	Legend Height [inches (cm)]	Legend Panel Height [inches (cm)]	Installed (max.) [*] [inches (cm)]	Perpendicular distance from defined pavement edge to near side of sign [feet (m)]
1	12 (30)	18 (46)	30 (76)	10-20 (3-6)
2	15 (38)	24 (61)	36 (91)	20-35 (6-10.5)
3	18 (46)	30 (76)	42 (107)	35-60 (10.5-18)

Note: ^{*} The height referred to in this column is the distance from top of the sign to grade measured at the side of the sign that is nearest to the applicable runway, taxiway, or apron. In accordance with paragraph [1.14](#), this height should be reduced, if necessary, to provide the required 12-inch clearance between the top of the sign and the critical aircraft (as noted in paragraph [1.14.3](#)).

1.15 **Sign Operation.**

Holding position signs for runways, ILS critical areas CAT II/III, approach/departure areas, and their associated taxiway location signs are illuminated when the associated runway lights are illuminated. Runway exit signs are illuminated when the associated runway lights are illuminated. Other taxiway guidance signs are illuminated when the associated taxiway lights are illuminated. Lighted signs are installed with a power source that will ensure consistent illumination and eliminate varying illumination when runway/taxiway lights are activated at all brightness steps. For additional information about power sources required to illuminate signs, see [AC 150/5345-44](#).

1.16 **Painted Signs on Pavement.**

Where signs cannot be installed and/or there is a need for additional guidance, directional guidance or location information may be painted on the pavement. See [AC 150/5340-1](#) for additional information and requirements for adding painted signs on pavement.

1.17 **Installation.**

The signs are mounted on a concrete slab, concrete pedestals, or angle iron stakes so the top of the sign is level. The concrete edges or stakes may not protrude above grade. Signs are oriented so that the face is perpendicular to the centerline of the taxiway or runway. For special situations where visibility would be improved, single-sided signs may be canted. Power to the signs is provided through breakaway cable connectors installed within the frangible coupling portion of the sign's mounting legs. Auxiliary

equipment, such as isolation transformers or series circuit power adapter units, is installed below ground level in an L-867 light base. See AC 150/5340-30, *Design and Installation Details for Airport Visual Aids*, for installation details.

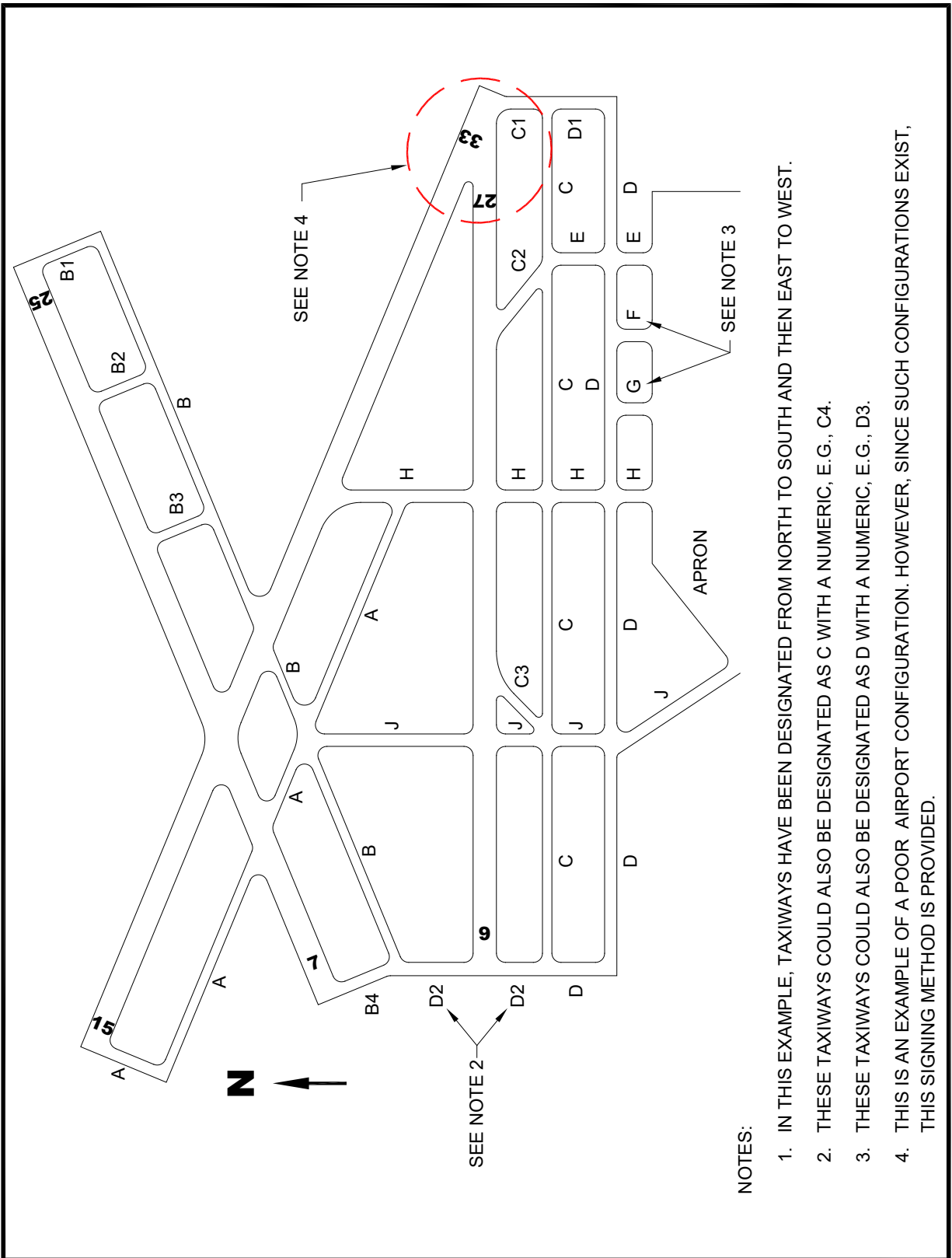
Figure 1-1. Example of Taxiway Designations.

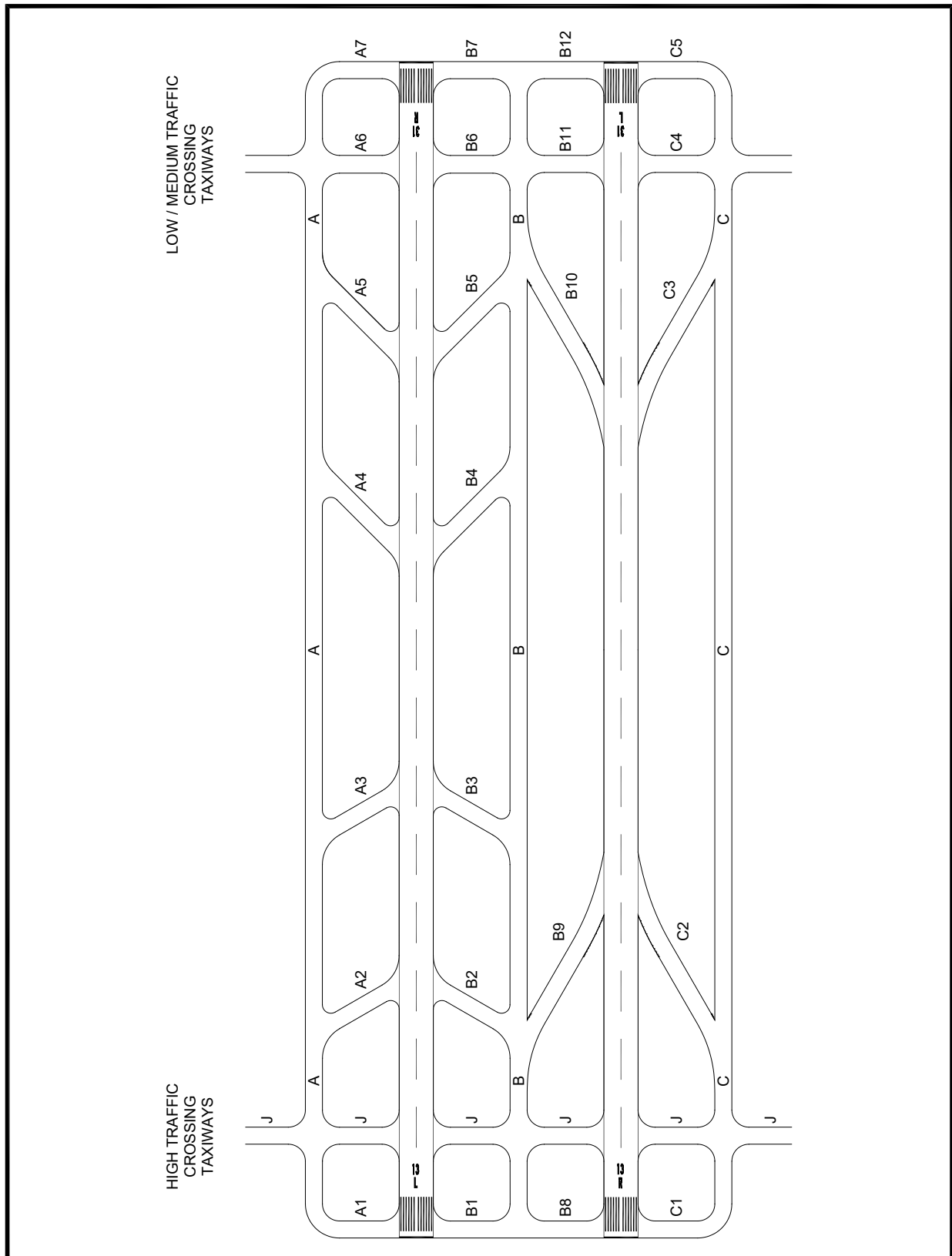
Figure 1-2. Typical Taxiway Layout.

Figure 1-3. Examples of Mandatory Instruction Signs.



(a) Holding Position Sign



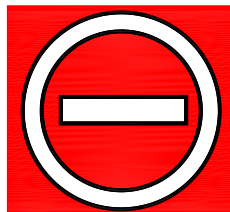
(b) ILS Holding Position Sign



(c) Holding Position Sign for Approach/Departure Areas



(d) Holding Position Sign for CAT II/III Operations



(e) No Entry Sign

Figure 1-4. Application Examples for Holding Position Signs.

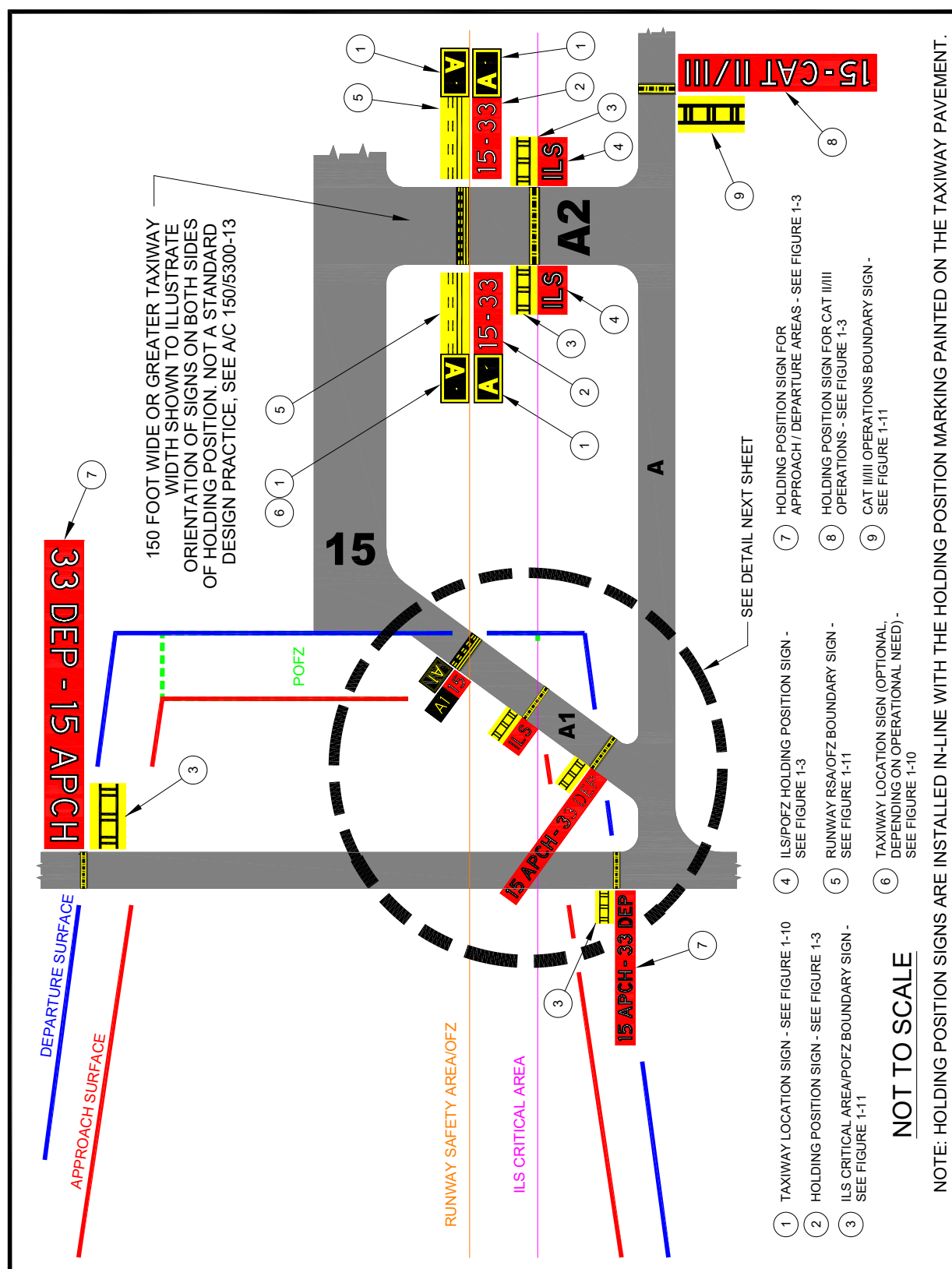


Figure 1-5. Application Examples for Holding Position Signs Detail.

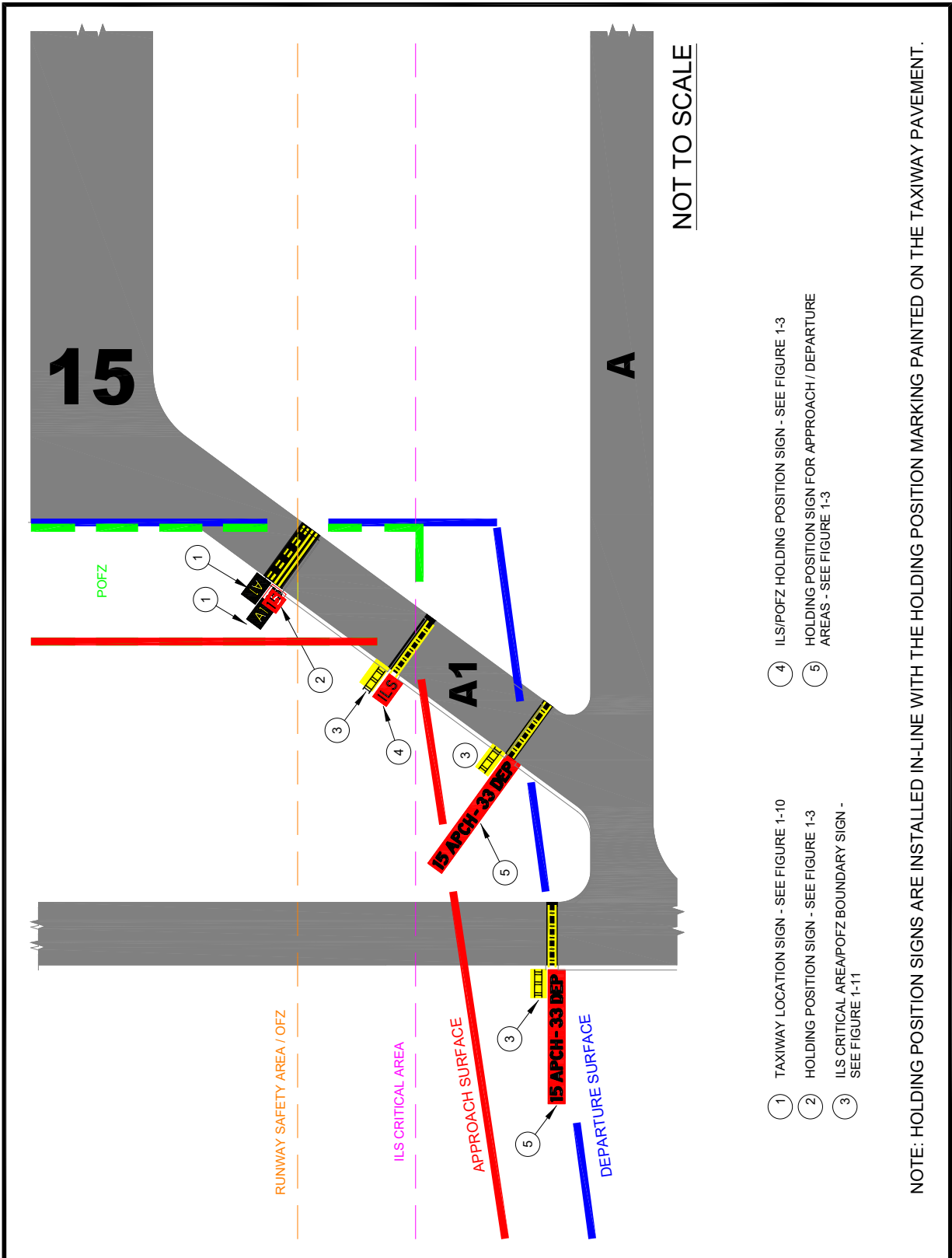
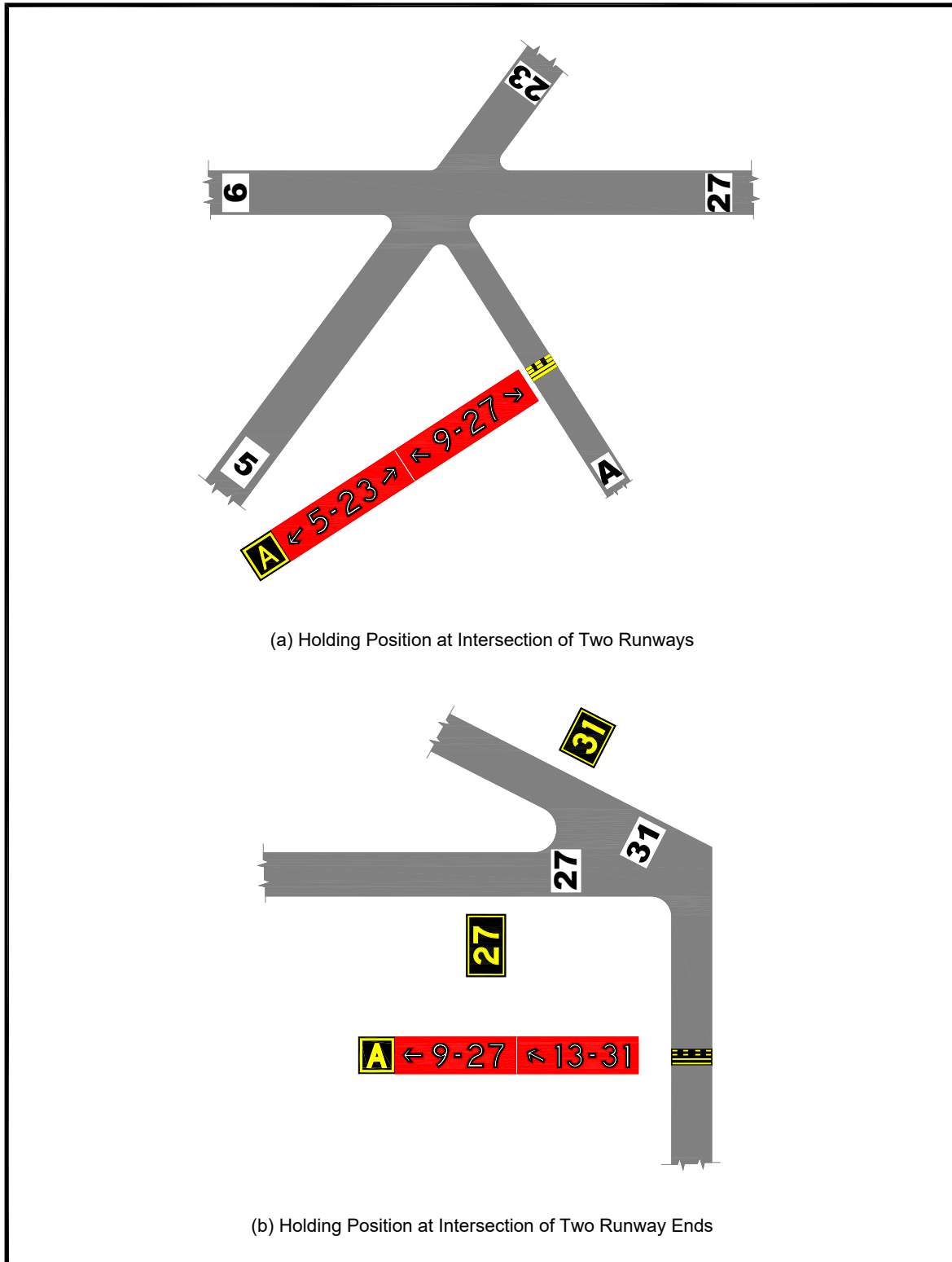


Figure 1-6. Runway Location Signs and Arrows on Holding Position Signs.

Note: Non-standard configuration shown.

Figure 1-7. Examples of Siting Holding Position Signs for Non-Typical Conditions.

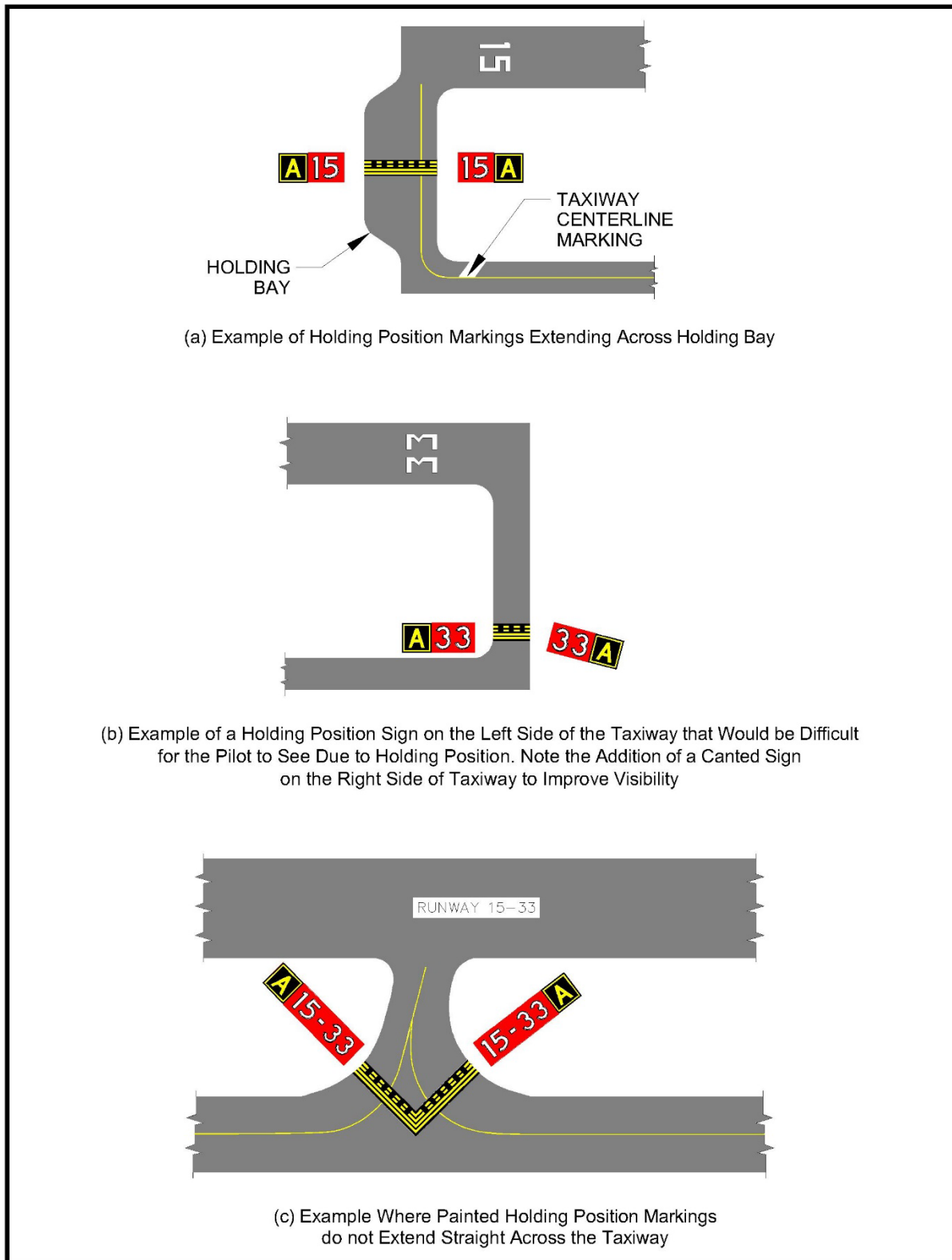


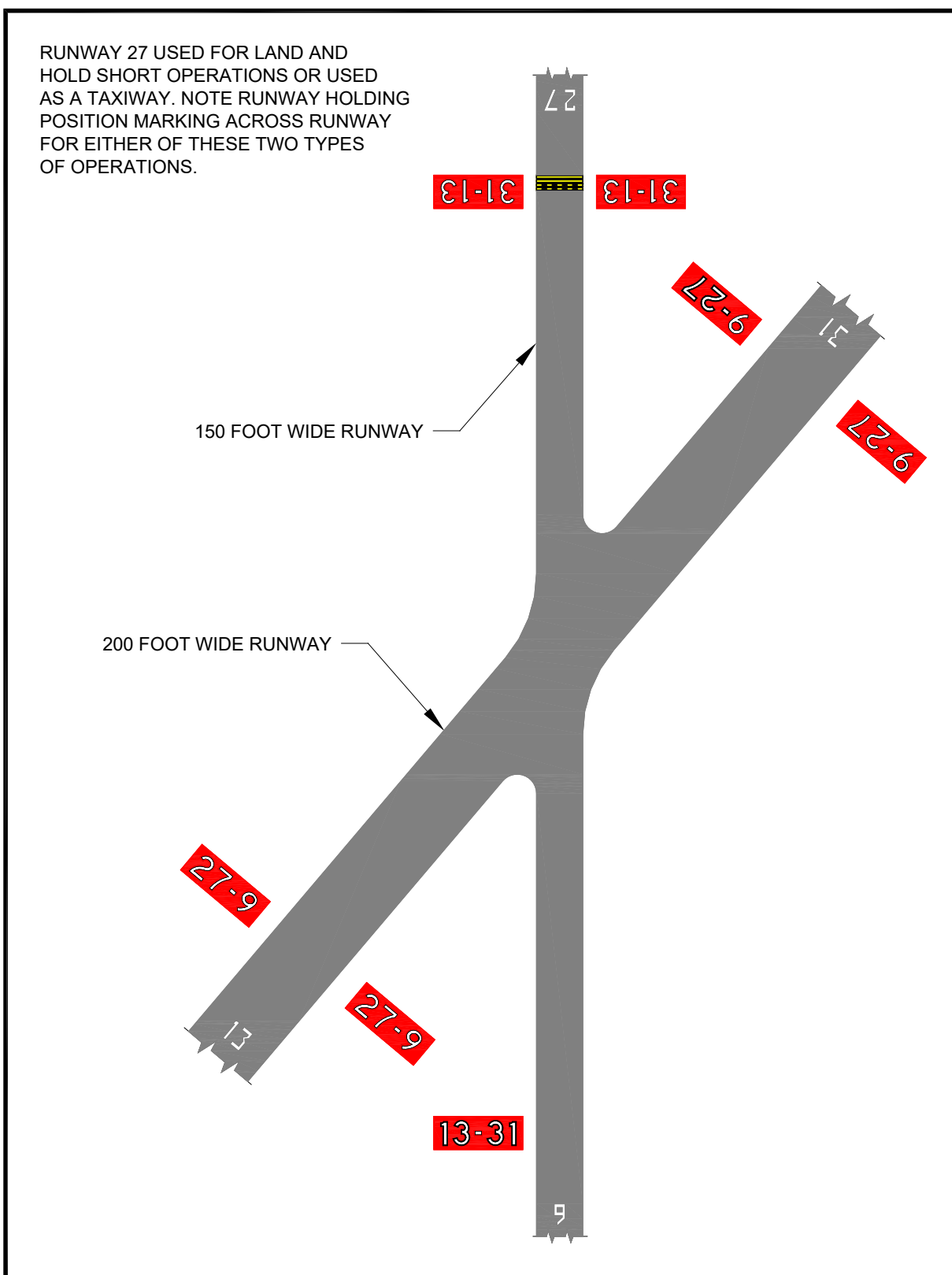
Figure 1-8. Examples of Holding Position Signs at Runway/Runway Intersections.

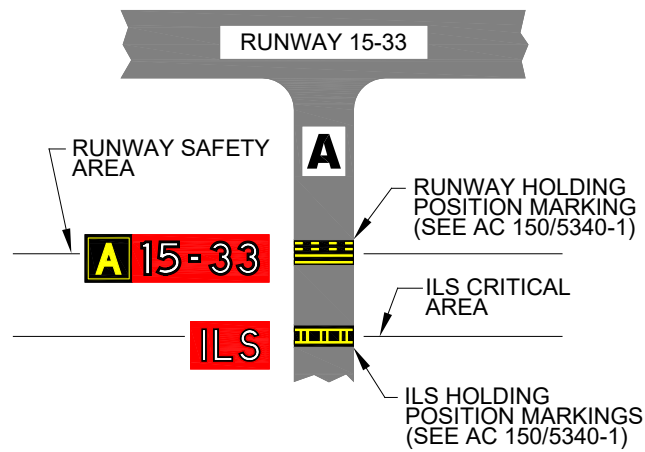
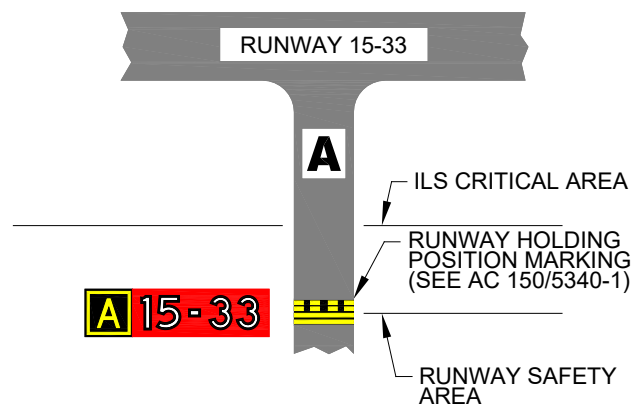
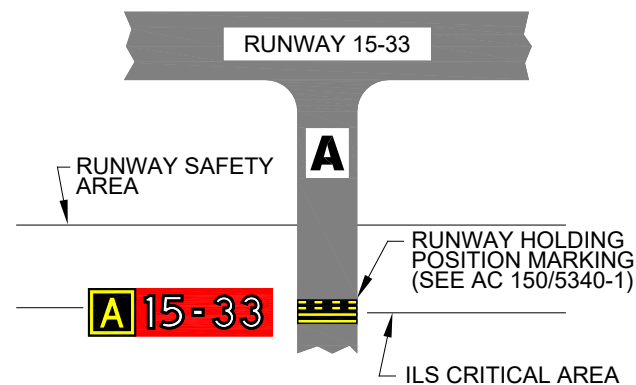
Figure 1-9. Sign Applications for ILS Critical Areas.**a. ILS Holding Position Sign Required****(b) ILS Holding Position not Required****(c) Acceptable Substitute for (a) when Distance Between Runway Safety Area Boundary and ILS Critical Area Boundary is 50 Feet or Less**

Figure 1-10. Examples of Location Signs.

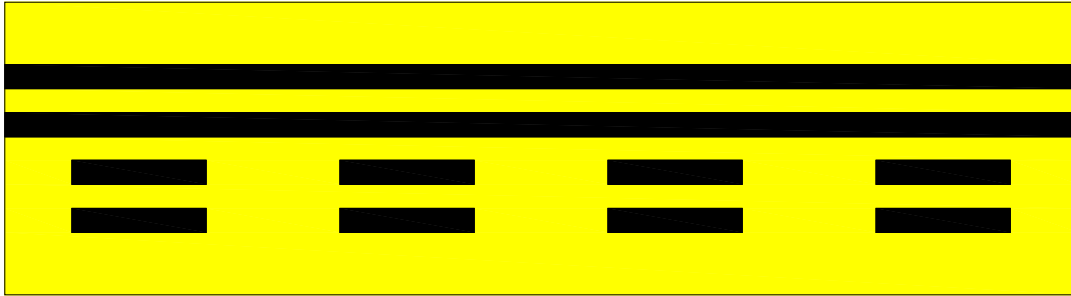


(a) Taxiway Location Sign

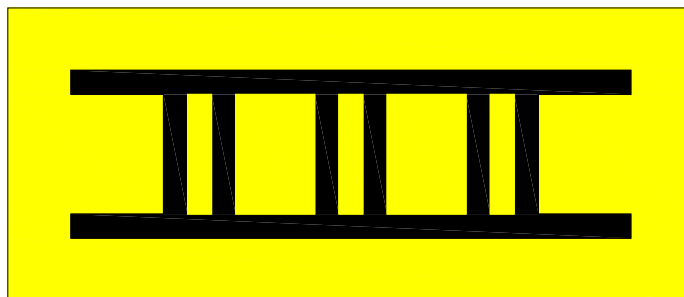


(b) Runway Location Sign

Figure 1-11. Examples of Boundary Signs.



(a) Boundary sign for RSA/OFZ



(b) ILS Critical Area/POFZ Boundary / CAT II/III Operations and Runway Approach / Departure Area

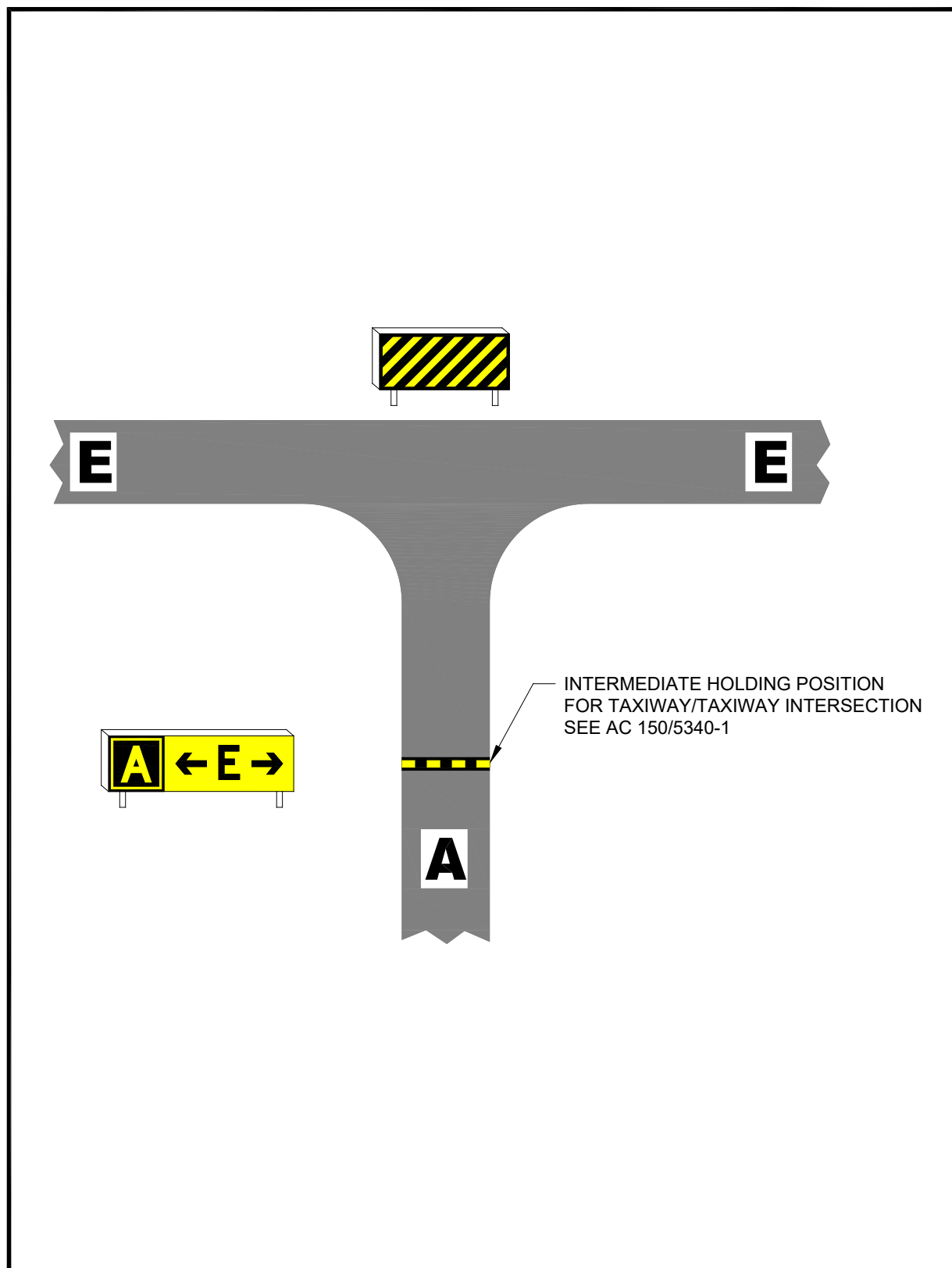
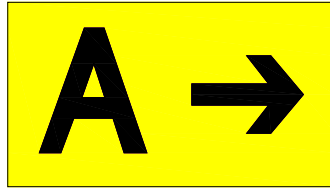
Figure 1-12. Taxiway Ending Marker.

Figure 1-13. Examples of Direction Signs, Destination Signs, and Taxiway Ending Marker.



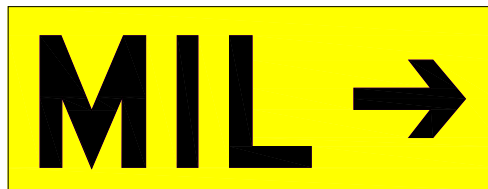
(a) Direction/Runway Exit Sign



(b) Typical Outbound Destination Sign



(c) Outbound Destination Sign to Different Runways



(d) Inbound Destination Sign



(e) Taxiway Ending Marker

Figure 1-14. Examples of Signs at a Taxiway/Taxiway Intersection.

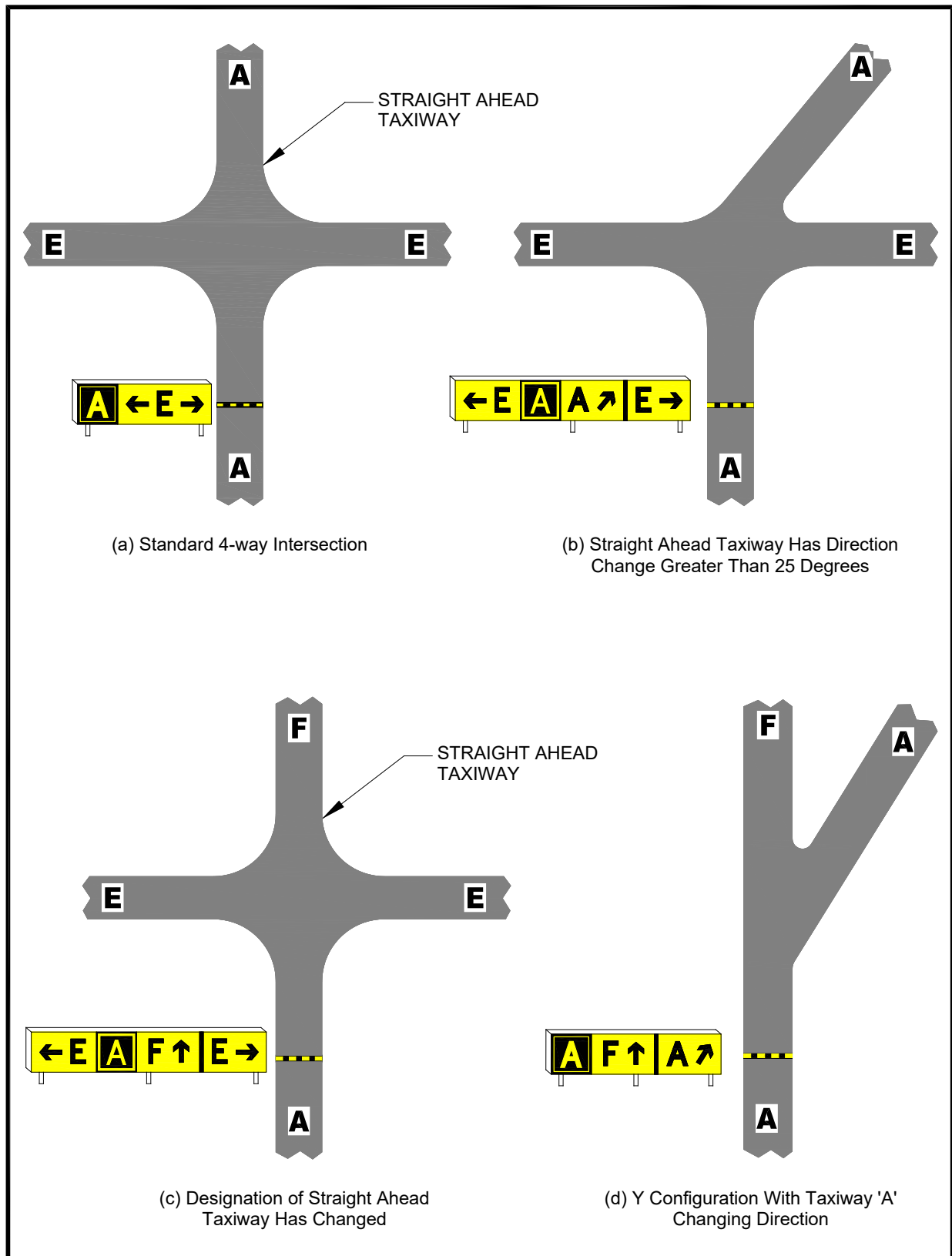
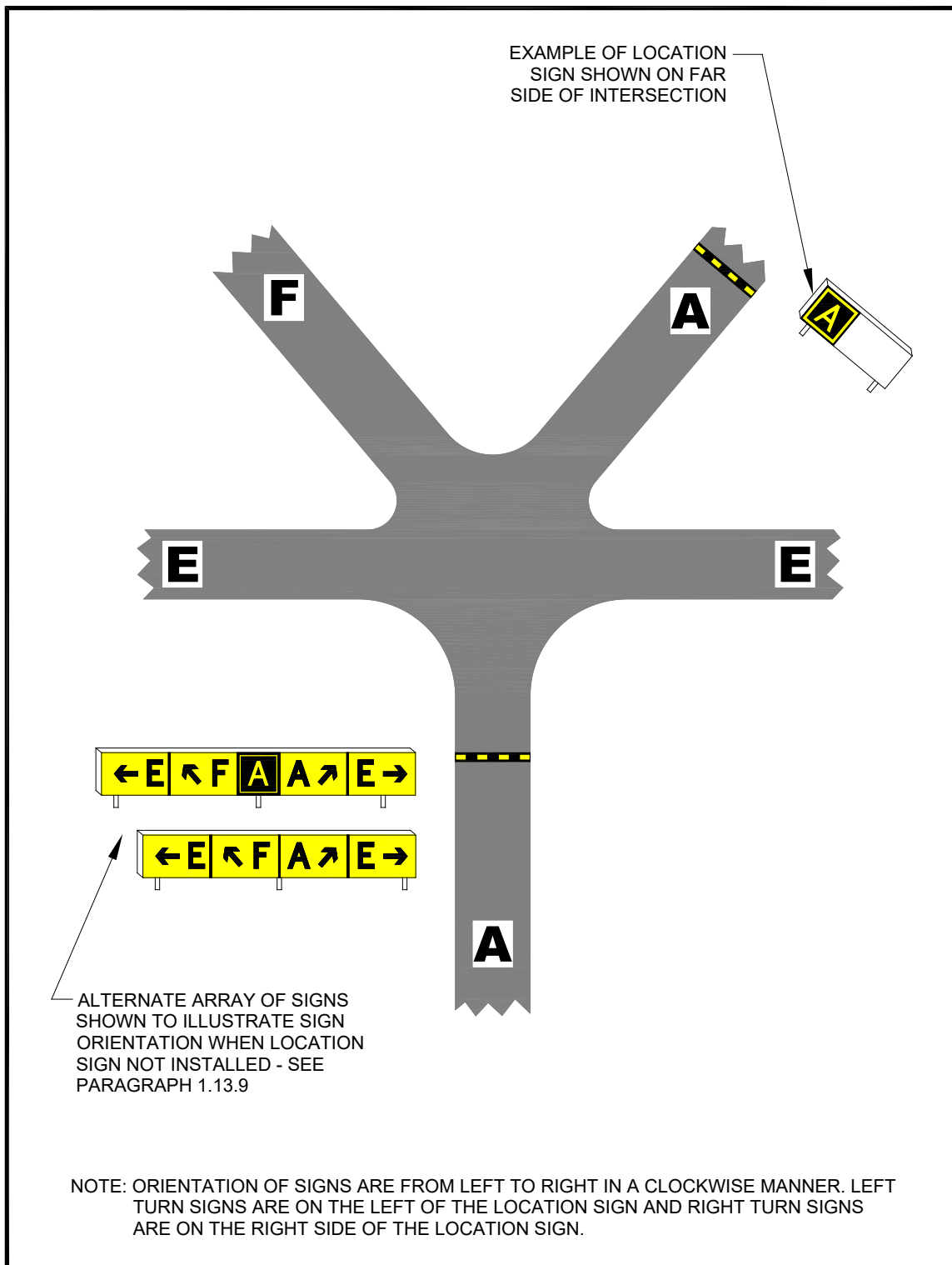


Figure 1-15. Examples of Signs at an Existing Complex Taxiway/Taxiway Intersection.



Note: This is a non-standard configuration, not recommended for new construction.

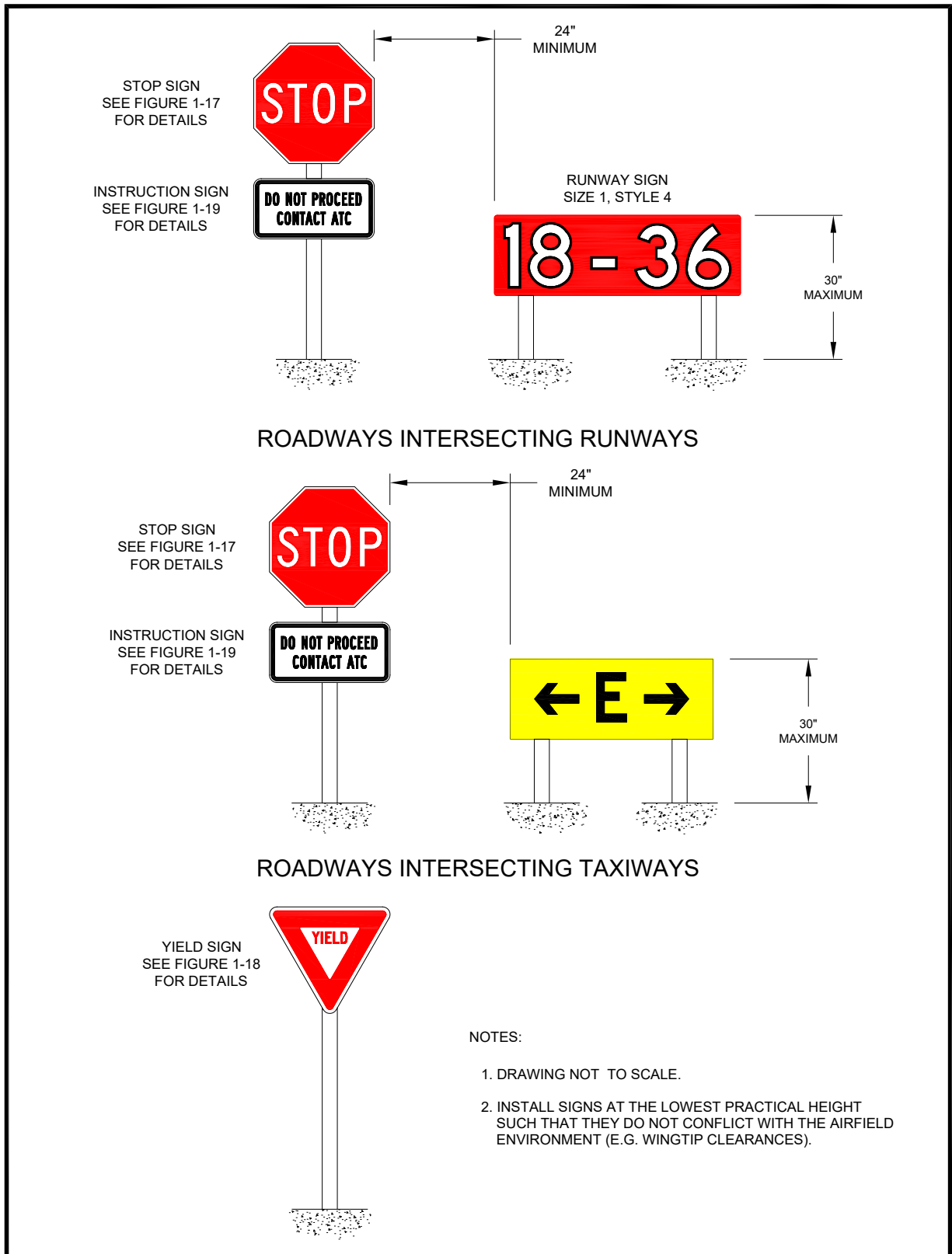
Figure 1-16. STOP and YIELD Sign Assemblies.

Figure 1-17. STOP Sign.



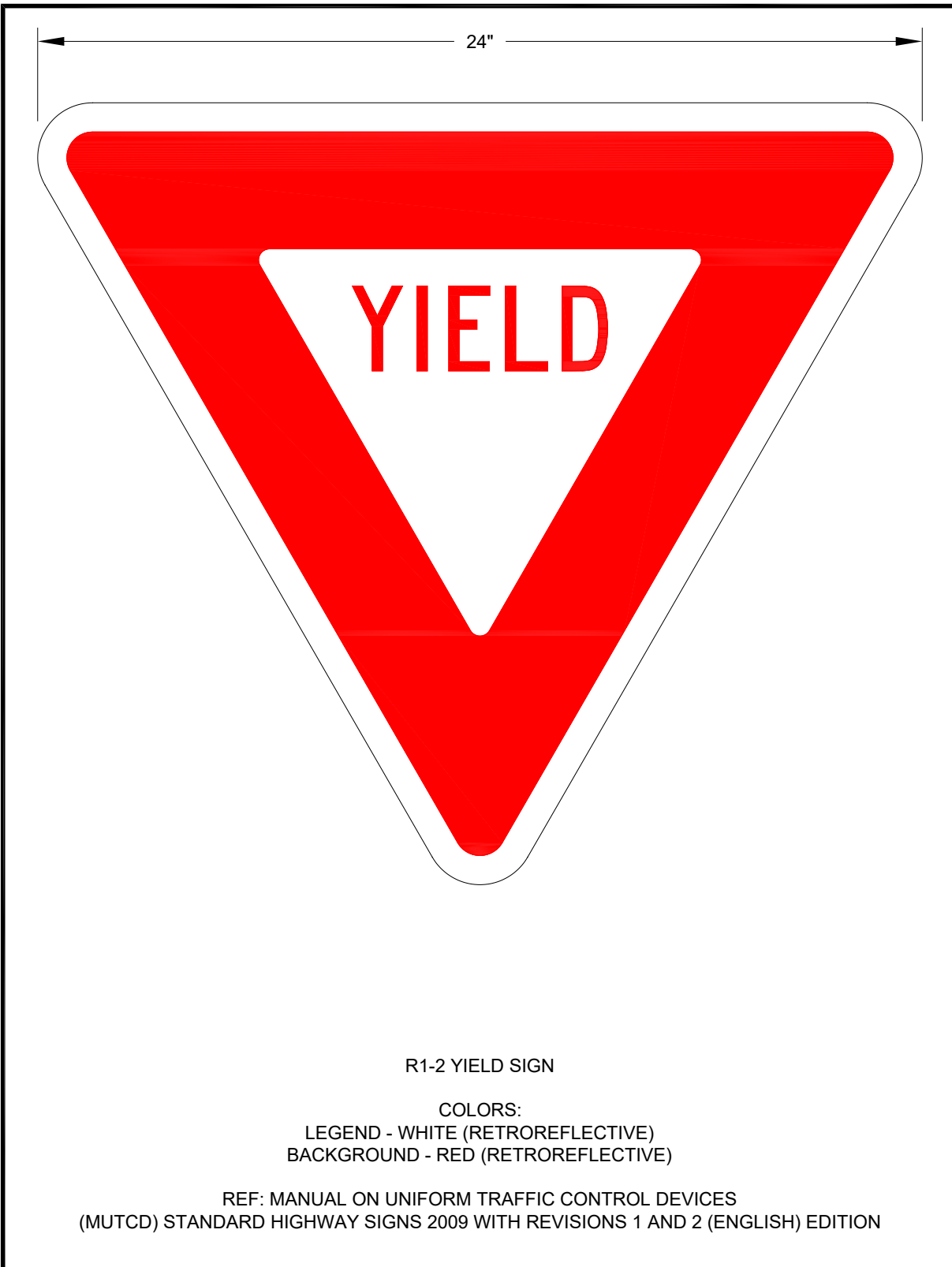
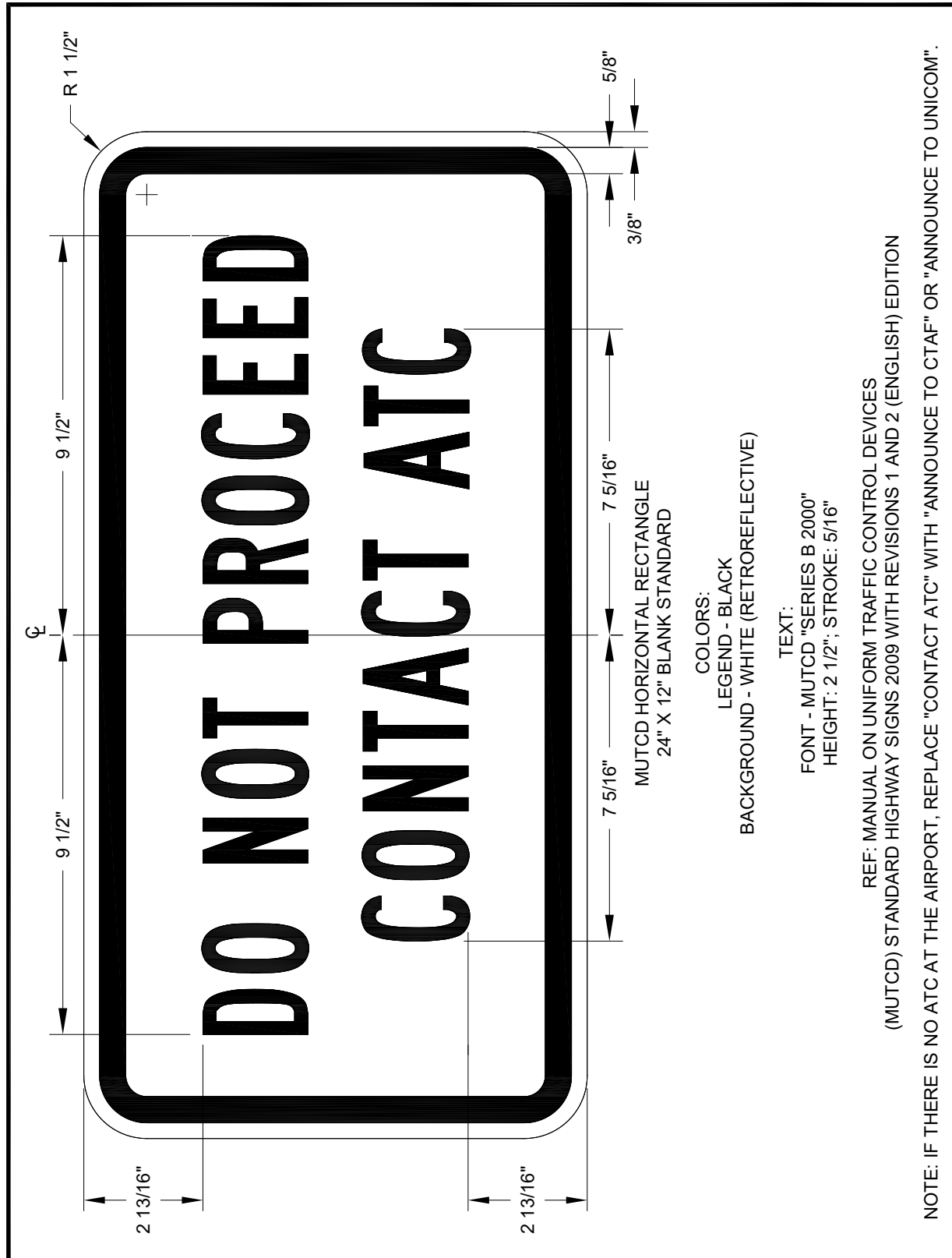
Figure 1-18. YIELD Sign.

Figure 1-19. DO NOT PROCEED Sign Detail.



CHAPTER 2. RUNWAY DISTANCE REMAINING SIGNS

2.1 General.

Runway distance remaining signs are used to provide distance remaining information to pilots during takeoff and landing operations. Declared distances do not affect the location of runway distance remaining signs. Runway distance remaining signs per the standards of this chapter are intended to serve runways with frequent turbojet aircraft operations at commercial service airports.

2.2 Description.

2.2.1 Runway Distance Remaining Sign.

The signs are located along the side(s) of the runway, and the inscription is a white numeral on a black background, as shown in Figure 2-1 to indicate the runway distance remaining in increments of 1,000 feet.

2.2.2 One-Half Distance Remaining Sign.

The sign inscription is a white 1/2 numeral on a black background per Figure 2-2. The one-half distance remaining sign is only used in the take-off direction on unpaved runways less than 3000 feet in length where both ends of the runway are not readily visible. The sign identifies the point on the runway where one-half the takeoff distance remains. Do not use the one-half distance remaining sign in combination with runway distance remaining signs.

2.3 Configuration.

2.3.1 The runway distance remaining signs may be configured by any of three different methods, as shown in Figure 2-3 and as described below. Displaced threshold areas that are used for takeoffs and/or rollout are treated as part of the runway for purposes of locating the signs. The method chosen should be based on cost considerations and adaptability to the specific airport configuration. When using the preferred method or alternate method #2 for runway lengths that are not an exact multiple of 1,000 feet, one-half of the excess distance is added to the distance of each sign from each runway end. For example, for a runway length of 6,500 feet, the excess distance is 500 feet and the location of the last sign on each runway end is 1,000 feet plus 1/2(500) or 1,250 feet. If a sign cannot be installed at its standard location, a tolerance of ± 50 feet (1200 ft to 1300 ft, for the example in Figure 2-3) is allowed for that sign, although no sign may be located closer than 1000ft from the runway end. The sign should be omitted if it cannot be installed within this tolerance.

2.3.1.1 **Preferred Method.**

The most economical installation consists of double-faced signs located on only one side of the runway. Where this method is used, the signs should be placed on the left side of the runway as viewed from the most often

used direction. However, the signs may all be placed on the right side of the runway where necessary because of runway/taxiway separation distances or conflicts between intersecting runways or taxiways.

2.3.1.2 Alternate Method #1.

This method uses single-faced signs installed on both sides of the runway. The advantage of this method is that the runway distance remaining can be more accurately reflected in cases where the runway length is not an exact multiple of 1,000 feet.

2.3.1.3 Alternate Method #2.

This method uses double-faced signs installed on both sides of the runway. The advantage of this method is that if a sign on one side of the runway is removed because of clearance conflict, the information will still be displayed on the other side of the runway.

- 2.3.2** Install the one-half runway distance remaining sign on the left side of the most used runway direction for takeoff operations only. Locate the sign to mark the midpoint of the runway total length. Position the sign 10 to 15 feet (3 to 4.6 m) from the runway edge and ± 30 feet (9.1 m) from the runway midpoint.

2.4 Sign Operation.

The sign system is designed so signs are illuminated at all times when the runway edge lights are illuminated.

2.5 Size and Location.

Signs are to be manufactured in accordance with the provisions of AC 150/5345-44. There are 2 types of runway distance remaining sign, size 4 signs (48-inch sign face with a 40-inch legend) or size 5 (30-inch sign face with a 25-inch legend). All signs on one runway are the same size. There is only one size available for the one-half distance remaining sign: size 5 (30-inch sign face with a 25-inch legend). The choice of a size should take into account several factors such as effectiveness, aircraft clearance, and jet blast. Normally, the larger the sign and the closer it is located to the runway or taxiway edge, the more effective it is. However, aircraft clearance requirements and jet blast effects require smaller signs when located near the pavement edges. Also, the effects of snow removal operations on the signs should be considered in the choice of sign size and location. Provide 12 inches (30 cm) of clearance between the top of the sign and any part of the most critical aircraft using, or expected to use, the airport when the aircraft wheels are at the pavement edge.

2.6 Installation.

The signs are located with respect to the runway as shown in Table 2-1 and installed in accordance with paragraph 1.17.

Table 2-1. Sign Heights and Location Distances for Runway Distance Remaining Signs

Sign Size	Legend Height [inches (cm)]	Legend Panel Height [inches (cm)]	Installed (max.) * [inches (cm)]	Perpendicular Distance from defined runway pavement edge to the near side of the sign [feet (m)]
4	40 (100)	48 (120)	60 (152)	50-75 (15-22.5)
5	25 (64)	30 (76)	42 (107)	20-35 (6-10.5) **

Note: * The height referred to in this column is the distance from top of the sign to grade measured at the side of the sign that is nearest to the applicable runway. In accordance with paragraph 1.14, this height should be reduced, if necessary, to provide the required 12-inch clearance between the top of the sign and the critical aircraft.

Note: ** This dimension does not apply to one-half distance remaining signs (see paragraph 2.3.2).

Figure 2-1. Runway Distance Remaining Sign.



Figure 2-2. One-Half Distance Remaining Sign.

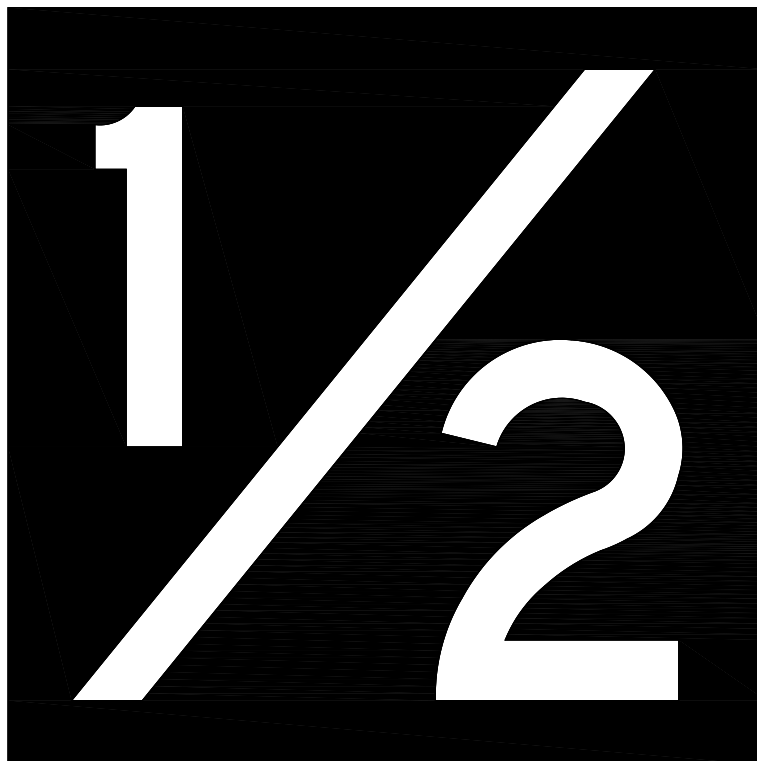
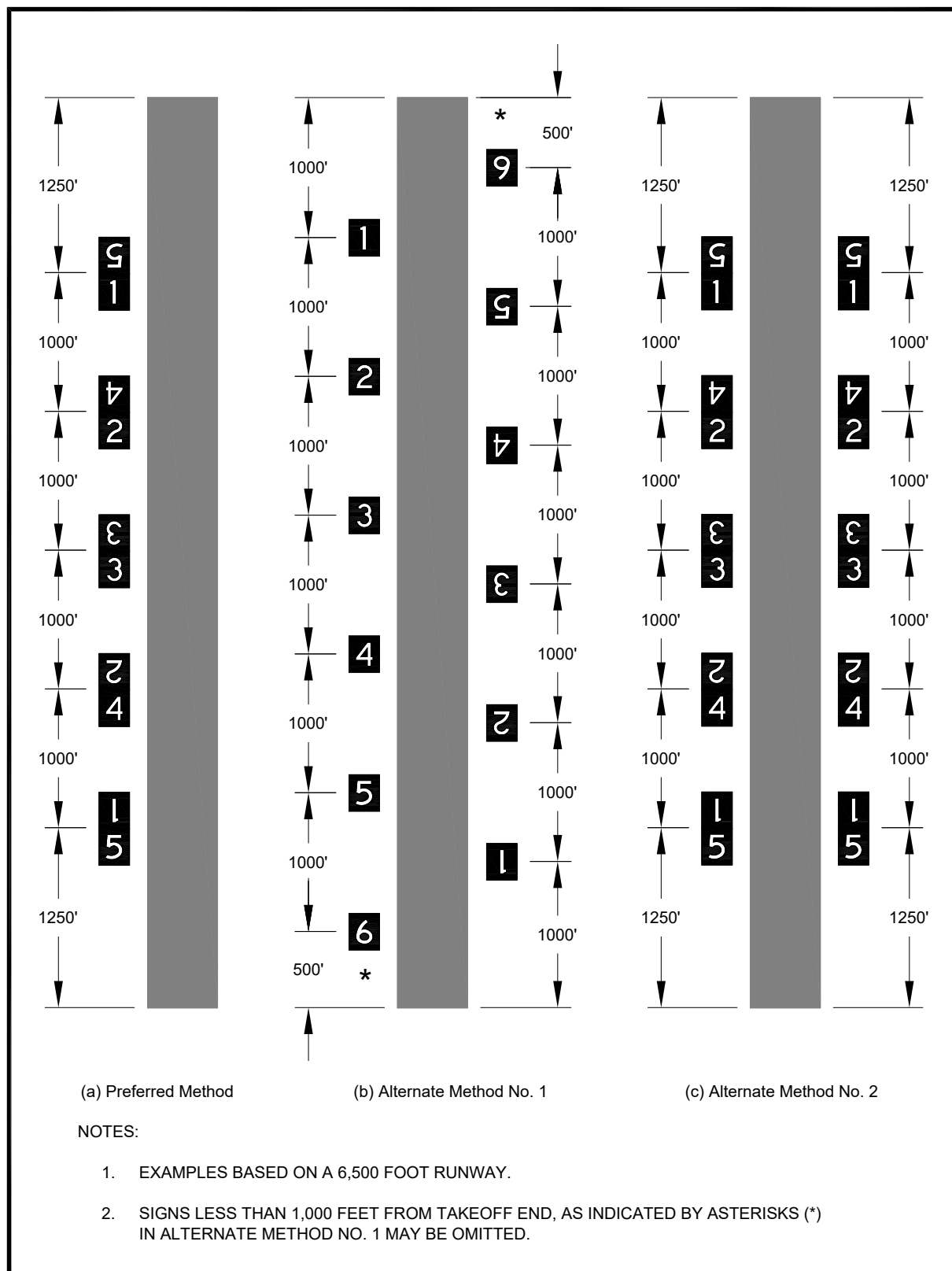


Figure 2-3. Runway Distance Remaining Sign Configurations.

Appendix A. AIRPORT SIGNING EXAMPLES

A.1 General.

This appendix depicts examples of signs that might be installed on various airport configurations. To understand why some signs are included in this system while others are omitted, it is important to understand the functional layout of each of these airports. For this reason, this section provides a brief description of the airport with each example as well as a brief rationale on why certain signs were installed or omitted. The intent of these examples is to illustrate that the types and locations of the signs included in an airfield sign system reflect a determination made by the airport operator in consultation with the users and the FAA.

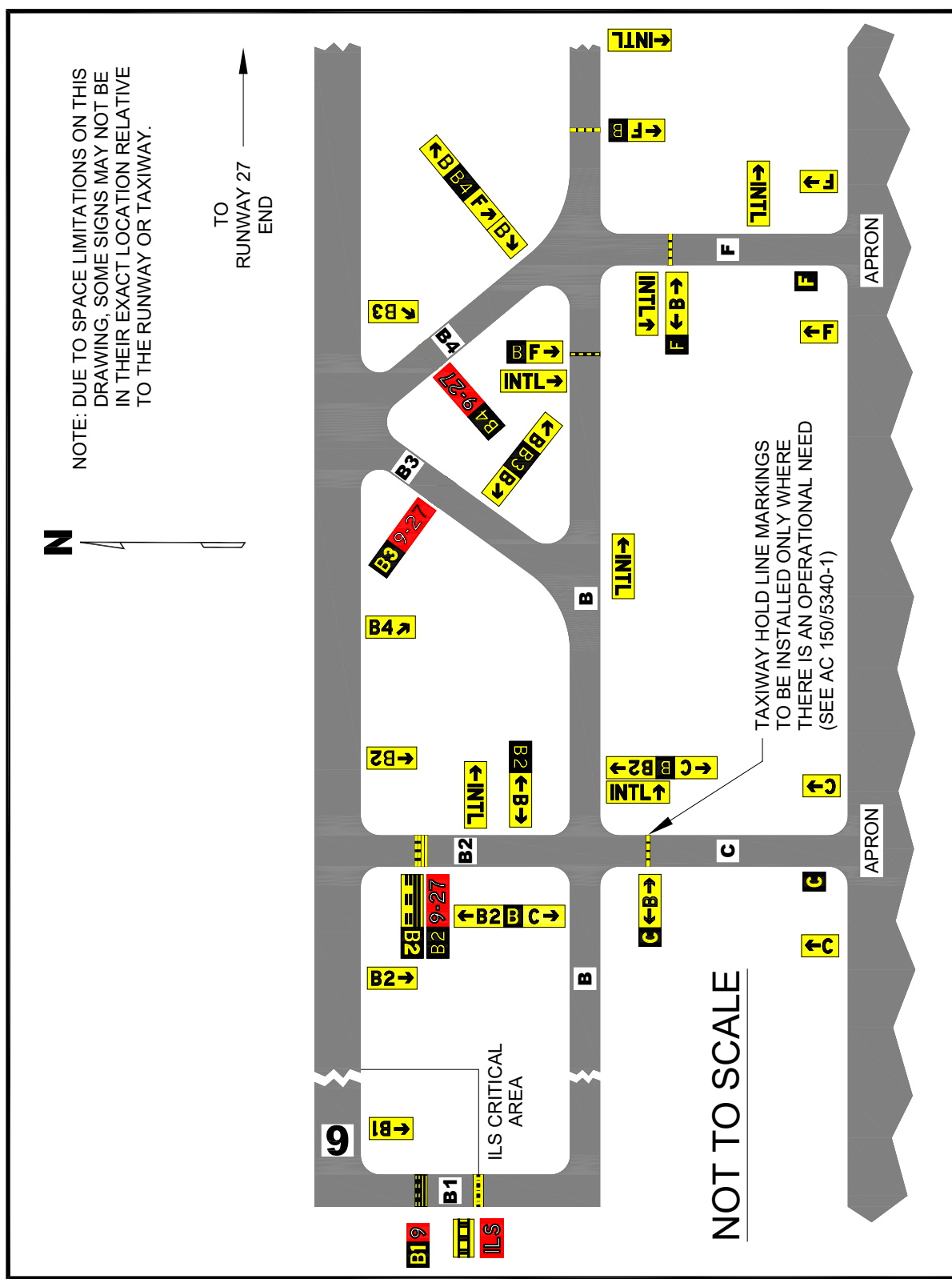
A.2 Example 1—Complex Airport.

Figure A-1 depicts a taxiway guidance sign system for a portion of a complex airport. The airport serves both domestic and international air carriers, as well as general aviation, and is controlled. The apron area shown at the south of this figure is for air carriers, with the international terminal being located on the eastern end of the apron. The two high-speed exits (Taxiways B3 and B4) have centerline lights. All the other taxiways have edge lights. General aviation aircraft also commonly use this intersection for intersection departures. Taxiway holding position markings are shown on the taxiways where a pilot would normally be requested by air traffic control to hold because of traffic on an intersecting taxiway. The airport is in a southern state where it rarely snows. With this background, the signs included in this system are as follows:

- A.2.1 Holding position signs along with taxiway location signs are installed on all taxiways that intersect the runway.
- A.2.2 Taxiway B1 passes through the ILS critical area. Because the critical area is not within the area protected by the standard runway holding position marking, an ILS holding position sign is also necessary on this taxiway.
- A.2.3 On Runway 9, exit signs are shown for Taxiways B2 and B4, because aircraft using Runway 9 would normally use these taxiways as exits. On Runway 27, exit signs are shown for Taxiways B1, B2 and B3 because aircraft using Runway 27 would normally use these taxiways as exits. The exit signs for Taxiways B3 and B4 are installed in accordance with the guidance provided in paragraphs 1.8.2.2 and 1.8.2.3.
- A.2.4 Taxiways B3 and B4 are both high-speed exits that are equipped with centerline lights. Since the lights on these taxiways are color coded (green/yellow), RSA/OFZ boundary signs are not needed even though air traffic control commonly asks pilots to report when they are clear of the runway. Also, because an aircraft would not normally use these taxiways as an entrance to the runway, it is not necessary to install direction signs on Taxiway B1.

- A.2.5 Pilots that use Taxiway B2 as an exit are commonly asked by air traffic control to report when they are clear of the runway. To assist these pilots in judging when their aircraft is clear of the runway, a RSA/OFZ boundary sign has been installed on the back of the holding position sign on Taxiway B2.
- A.2.6 Pilots exiting the runway on Taxiway B1 during instrument meteorological conditions are asked to report when they are clear of the ILS critical area. Since this taxiway is not equipped with color coded (green/yellow) centerline lights, an ILS critical area boundary sign is included on the back of the ILS holding position sign to identify the perimeter of the critical area.
- A.2.7 As illustrated at the intersection of Taxiways B1, B4, and F, taxiway direction signs are placed only at the intersections for the taxiways on which a pilot would normally turn.
- A.2.8 On Taxiway B, direction signs are provided only for Taxiway F because an aircraft would not be expected to turn onto Taxiway B4.
- A.2.9 On Taxiway B4, direction signs are provided for both Taxiways B and F because an aircraft could be expected to turn onto any of these taxiways.
- A.2.10 On Taxiway F, a direction sign is provided only for Taxiway B because an aircraft would not normally proceed from Taxiway F onto Taxiway B4.
- A.2.11 Aircraft departing the apron on Taxiways B2 and F arrive at these taxiways from various directions depending upon their gate positions. Some aircraft approach these taxiways by taxiing along the edge of the apron, while others approach these taxiways straight on. Direction signs have been placed on the edge of the apron for the former case while location signs have been installed on these taxiways for the latter case.
- A.2.12 In the past, the airport has had problems with international airline pilots becoming lost as they taxied to the international terminal. For this reason, the air traffic control tower developed a preferred routing for these pilots. The airport operator has decided to install destination signs to indicate this preferred routing in addition to the taxiway direction signs. At the intersection of Taxiways B and B2 and the intersection of Taxiways B, B4 and F, destination signs that indicate the direction of the international terminal are located on the far side of the intersection on the right side of the taxiway. This is permissible in accordance with the signing conventions provided in paragraph 1.13.3.5. The destination sign at the intersection of Taxiways B and B3 is located on the far side of the intersection even though it indicates a turn. This is permissible in accordance with the signing conventions provided in paragraph 1.13.10 because Taxiway B3 ends at this intersection. Taxiway direction signs also are provided on Taxiway B3 prior to the intersection.

Figure A-1. Signing Example for a Complex Airport.

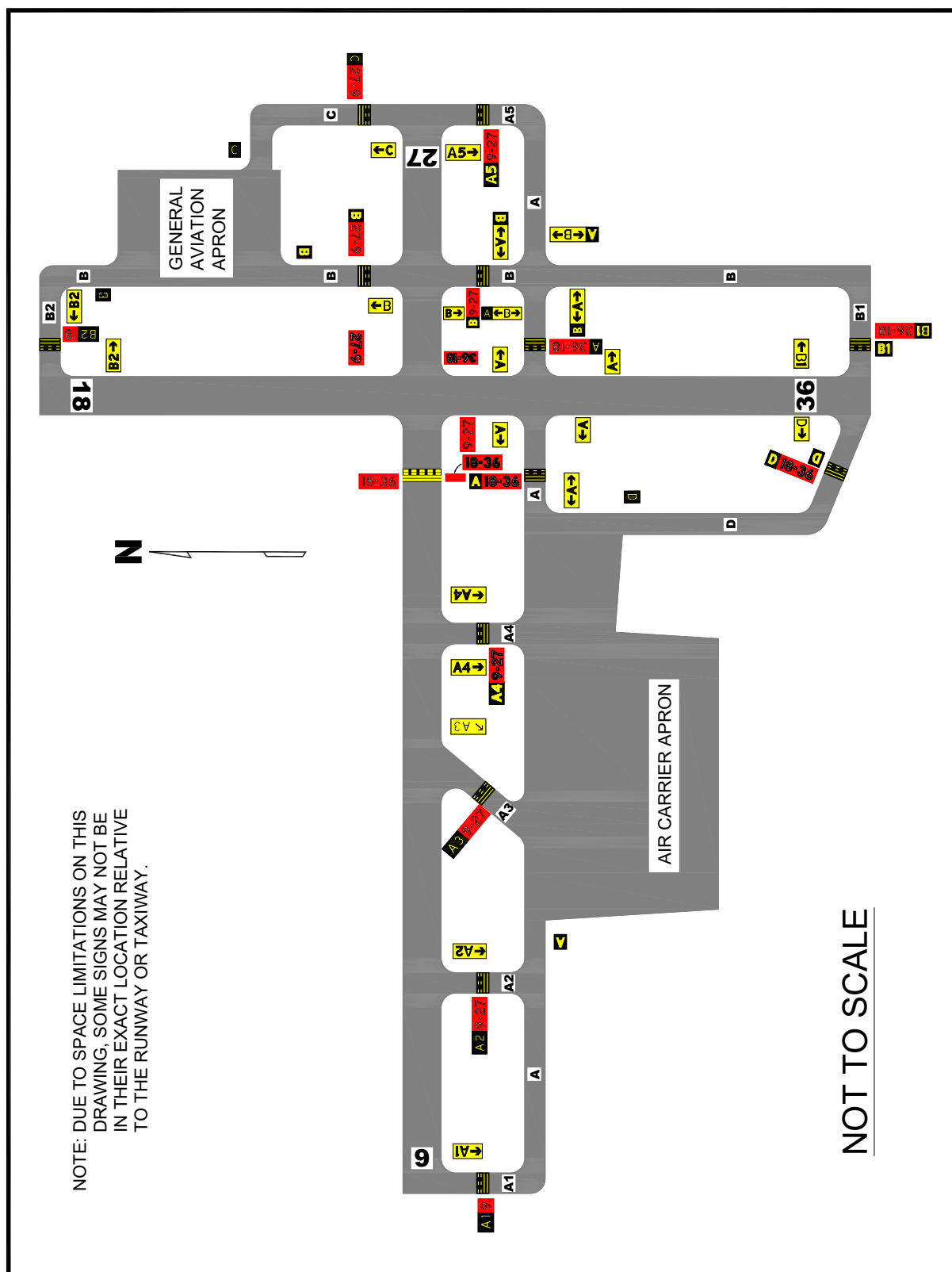


A.3 Example 2—Airport with Two Intersecting Runways.

Figure A-2 shows an airport with two intersecting runways. The main runway, 9-27, is 8,500 feet in length, while the crosswind runway, 18-36, is 5,000 feet in length. The air carriers use only Runway 9-27, while the commuters and general aviation use both runways. The air carrier and commuter terminal is on the south side of the airport, and all general aviation facilities are located on the north side. The airport has an air traffic control tower. When general aviation aircraft are landing on Runway 9, air traffic control will often ask them to hold short of Runway 18-36 so it can be used for a general aviation departure.

With this background, the signs included in this system are as follows:

- A.3.1 Holding position signs along with taxiway location signs are installed on all taxiways that intersect the runways. It is possible to cross the runway at the thresholds for Runway 27 and Runway 36; a sign with both runway designations is installed at each of the runway holding positions located on these taxiways to read as A5/27-9 or B1/36-18. Since air traffic control does not use Taxiways A1 or B2 to cross its respective runways, there is no operational need to have two runway designations on these signs (see paragraph 1.5.1).
- A.3.2 Holding position signs have been installed at the intersection of the two runways. Because Runway 9 is used for “land and hold short” operations, two signs are installed at its intersection with Runway 18-36.
- A.3.3 Exit signs are installed for the taxiways where aircraft normally exit. For Runway 9, exit signs have been installed at Taxiways A4, B, C, and A5. Because Taxiway B crosses this runway, it is necessary to install an exit sign on both the left and right side of the runway. For Runway 27, exit signs are installed on Taxiways A1, A2, A3, and A4. Exit signs are installed on Runways 18 and 36 at Taxiway A as well as at the runway ends.
- A.3.4 Because of the straightforward layout of this airport, the airport operator, in conjunction with the users and the FAA, determined that taxiway direction signs were only needed at two intersections. This airport's configuration requires the majority of the aircraft to taxi through or turn at the intersection of Taxiways A and B. For this reason, direction signs and the associated location sign were installed on each leg of this intersection. A direction sign was also installed on Taxiway D at its intersection with Taxiway A. Because the left side of Taxiway D is contiguous with the air carrier apron at this point, the sign is installed on the right side of Taxiway D.
- A.3.5 A location sign is installed on Taxiway A where it leaves the west side of the air carrier apron. A similar sign is not included on the east side because the location sign installed with the runway holding position sign is sufficient to provide location information to the pilot. A location sign is installed on Taxiway D where it leaves the air carrier apron. Location signs have also been installed on Taxiways B and D where they leave the general aviation apron.
There was no need to install RSA/OFZ boundary signs on this airport.

Figure A-2. Signing Example for an Airport with Two Intersecting Runways.

A.4 Example 3—Airport with a Single Runway.

Figure A-3 involves an airport with a single runway and parallel taxiway. The runway is 4,500 feet in length. The airport is uncontrolled. The apron serves both general aviation and the scheduled commuter.

With this background, the signs included in this system are as follows:

A.4.1 Holding position signs along with taxiway location signs are installed on all taxiways that intersect the runway.

A.4.2 Exit signs have been installed for both runway directions at Taxiways A2 and A3 as well as at the end of each runway for Taxiways A1 and A4.

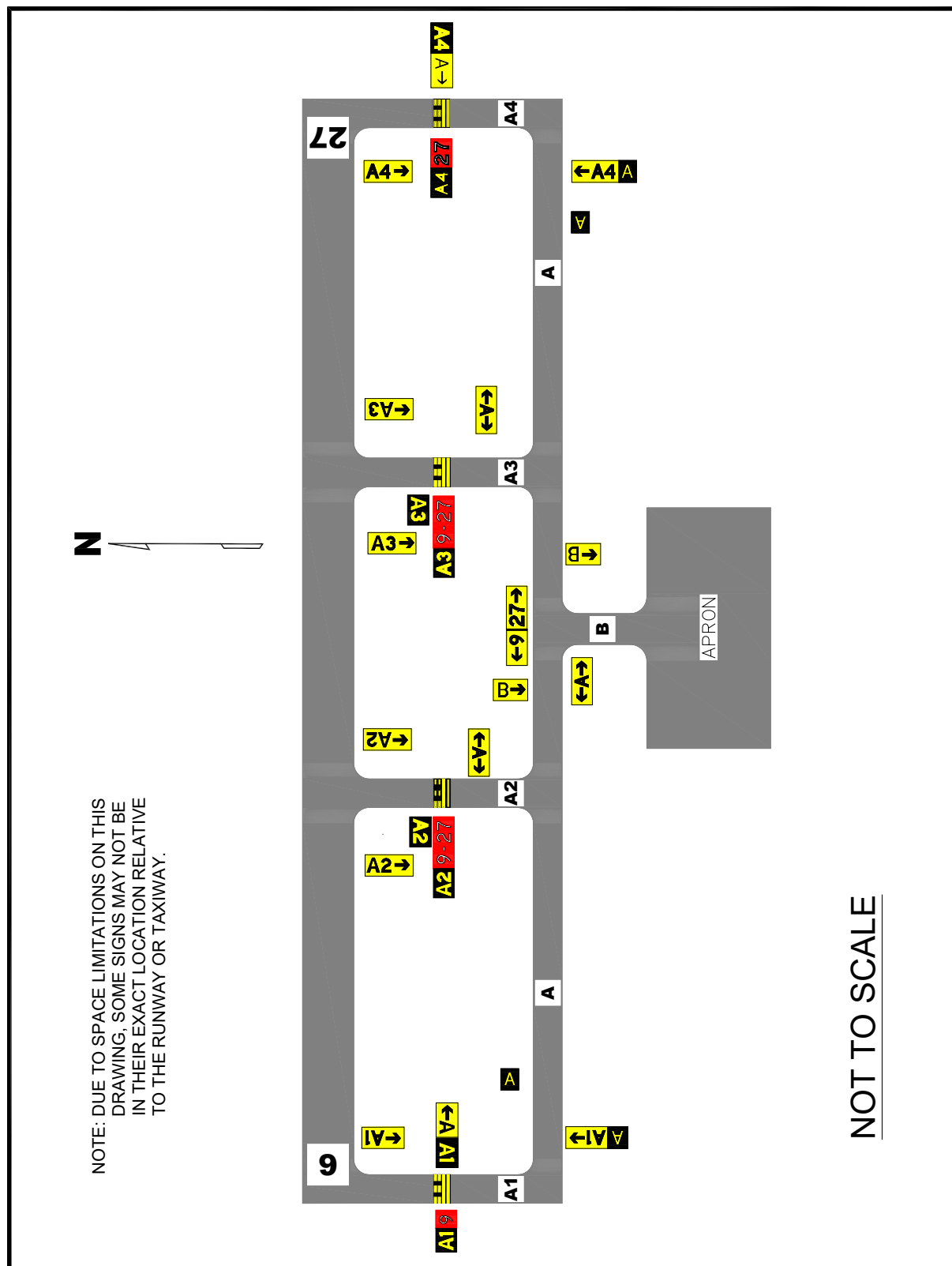
A.4.3 Direction signs for Taxiway A have been installed at the intersections of Taxiways A2, B, and A3. Direction signs for Taxiway B have also been installed on Taxiway A.

Note: Since this airport is uncontrolled, an analysis might have concluded that it was advantageous to install destination signs in lieu of direction signs.

Location signs have not been installed as part of the direction sign arrays, because in the case of Taxiways A2 and A3, location signs were installed on the back of the runway holding position array. For the intersection of Taxiways A and B, it was determined by the airport operator in conjunction with the users and the FAA, that location signs were not needed because this location should be obvious to the pilot. This determination was based on the relatively simple configuration of this airport and that there is only one parallel taxiway and one apron with a single taxiway providing access to it.

A.4.4 Location signs have been placed along Taxiway A for aircraft taxiing from the runway ends toward the terminal.

A.4.5 An outbound destination sign for the runway ends has also been placed at the intersection of Taxiways A and B. Because this is a “T” intersection and direction signs are provided prior to the intersection, it is permissible to install this sign on the far side of the intersection (see paragraph 1.13.10). On the face of this sign, the runway numbers are separated by a vertical border rather than a dash because this is a destination sign. In this case, each runway designation and its associated arrow is considered to be a separate panel and, therefore, separated by a black vertical border (see paragraph 1.13.12).

Figure A-3. Signing Examples for an Airport with a Single Runway.

Advisory Circular Feedback

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by (1) mailing this form to Manager, Airport Engineering Division, Federal Aviation Administration ATTN: AAS-100, 800 Independence Avenue SW, Washington DC 20591 or (2) faxing it to the attention of the Office of Airport Safety and Standards at (202) 267-5383.

Subject: AC 150/5340-18G, Change 1

Date: _____

Please check all appropriate line items:

- ☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.
- ☐ Recommend paragraph _____ on page _____ be changed as follows:

- ☐ In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

- ☐ Other comments:

- ☐ I would like to discuss the above. Please contact me at (phone number, email address).

Submitted by: _____

Date: _____