U.S. Department
of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Standards for Airport Sign Systems | **Date:** XX/XX/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.**

No change to paragraph 4, Applicability, dated 5/10/2019.

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 1.5.4 appended to add four new subparagraphs 1.5.4.1, 1.5.4.2, 1.5.4.3, and 1.5.4.4.

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. Approach/Departure Signage. Implementation of the APCH/DEP signage and conditional marking employs a delayed approach to allow time for: stakeholder outreach; update of the Aeronautical Information Manual (AIM); revision of FAA Orders 7110.65, *Air Traffic Control,* and 7210.3, *Facility Operation and Administration*; FAA assessment of affected runways; advance coordination with local ATC for development of a local standard operating procedure (SOP); and controller training. Upon completion of an assessment, FAA provides verification to the airport if conditional holding positions are necessary in the approach/departure area. Upon receiving verification, the FAA expects:
   a. Towered airports and airports certified under 14 CFR Part 139 to implement the necessary changes to the holding position signage within two years.

b. Non-towered, non-certificated airports to implement signage changes with the next airfield development project following the revision of the Aeronautical Information Manual addressing conditional holding marking.

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 1.5.4, Figure 1-4, and Figure 1-5). See FAA Technical Report DOT/FAA/TC-16/26, *Evaluation of 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.**

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/signed/

John R. Dermody
Director of Airport Safety and Standards

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 Approach/Departure surfaces for review and concurrence by the responsible FAA office. The dimensional values in AC 150/5300-13 for the Approach/Departure surfaces represent preliminary points for the FAA evaluation.

1.5.4.2 FAA applies data provided by the airport, (e.g. approach minima, surface elevation information, airfield geometry, most demanding tail height, etc.) to evaluate the preliminary holding position locations.

1.5.4.3 For towered airports, advance coordination with the local air traffic control tower is necessary to permit time for development of a local standard operating procedure for conditional holding positions and controller training. The design phase is the optimum time to engage the local ATC and limit potential delays to signage installation.

1.5.4.4 Changes at an airport can affect existing protection measures in the approach and departure area. In the event of changes to factors that influence a conditional holding position, a new evaluation is necessary using applicable information provided by the airport. This may include 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