



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

Office of Airport Safety and  
Standards

800 Independence Avenue, SW  
Washington, DC 20591

October 23, 2020

Dear Industry Stakeholder:

The Federal Aviation Administration's (FAA's) Office of Airports (ARP), Office of Airport Safety & Standards (AAS), and Office of Airport Engineering (AAS-100), invite comments on proposed changes to Advisory Circulars (ACs) 150/5340-1M, *Standards for Airport Marking* and 150/5340-18G, *Standards for Airport Sign Systems*.

The principal change for both documents is the revision to implementation information for the marking and signage of approach and departure area holding positions. We have also added related language addressing the following:

1. The role of dimensional values for approach and departure surfaces in AC 150/5300-13.
2. The FAA's evaluation of proposed holding positions in the approach/departure area.
3. The importance of advance coordination with the local air traffic control tower for development of a standard operating procedure (SOP).
4. The effect of airport operational changes on existing approach/departure holding positions.

Recent revisions to the Initial Climb Area of the United States Standard for Terminal Instrument Procedures (TERPs) have led to a corresponding change to the departure surface dimensions in AC 150/5300-13A, *Airport Design*, as contained in Engineering Brief 99A. As a result, it is now necessary for the FAA to evaluate all approach/departure holding positions at towered airports to verify the need for conditional holding positions. The timeframe currently indicated for initiation and completion of the approach/departure changes is not adequate for these evaluations. FAA is thus moving away from specific dates for implementation and instead are placing emphasis on necessary actions (i.e. evaluation, coordination, SOP development, etc.). Additionally, actions necessary to revise Air Traffic policy for SOP development are pending the findings of the initial evaluations.

We request your review and comment of these proposed changes. Please provide reasoning and justification for all comments submitted. Also, please use the attached comment matrix if submitting comments. We respectfully ask that reviewers limit their comments to the proposed changes. For any unrelated comments, FAA will defer action to the next publication revision. Due to time constraints, we request reviewers submit any comments no later than **November 9, 2020**, to [mike.rottinghaus@faa.gov](mailto:mike.rottinghaus@faa.gov). Thank you very much for your support and coordination.

Sincerely,

Michael A. Meyers, P.E.  
Acting Manager, AAS-100  
Airport Engineering Division

Enclosure