



ASF Runway Safety Flash Cards



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Courtesy of the AOPA Air Safety Foundation
and FAA Office of Runway Safety

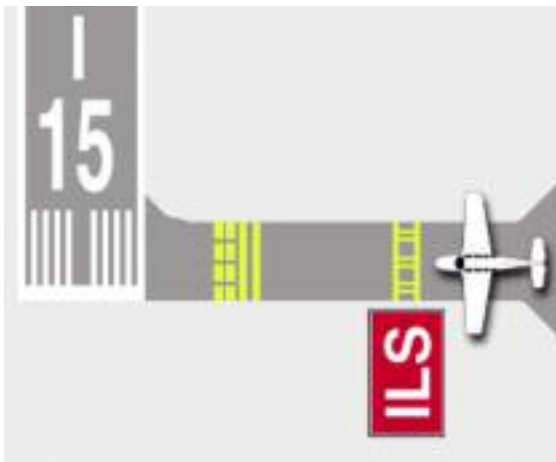


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Edition 3, 3/09, 403004



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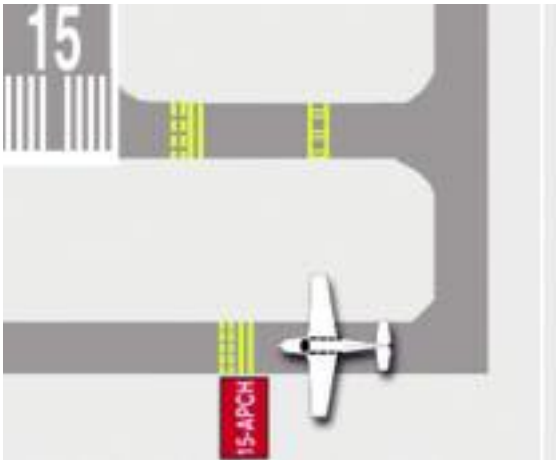
ILS Critical Area Holding Position Sign:

Unless cleared by ATC, aircraft should hold at this sign when the ILS is in use *and* the weather is less than 800 feet and 2 miles. Aircraft taxiing beyond this point may interfere with the ILS signal to approaching aircraft.

Ref. AIM Para. 2-3-8 and FAA Order 7110.65



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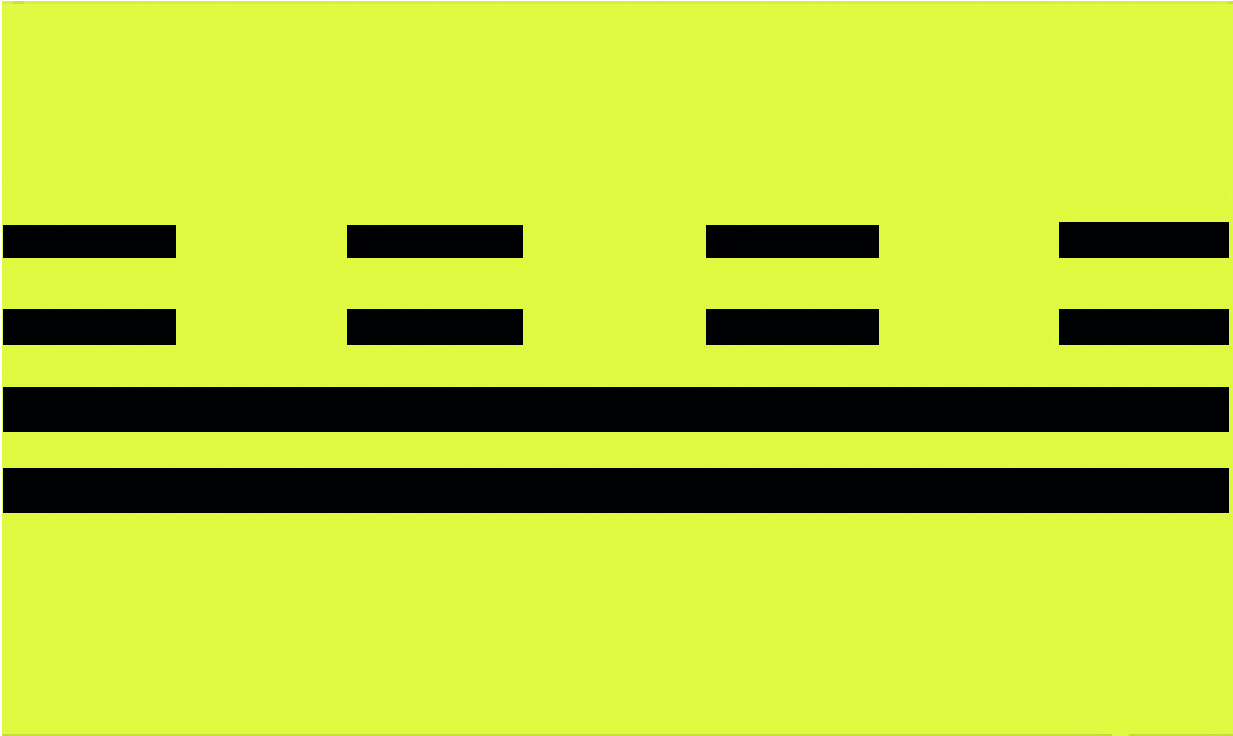


**Runway Approach Area
Holding Position Sign:**

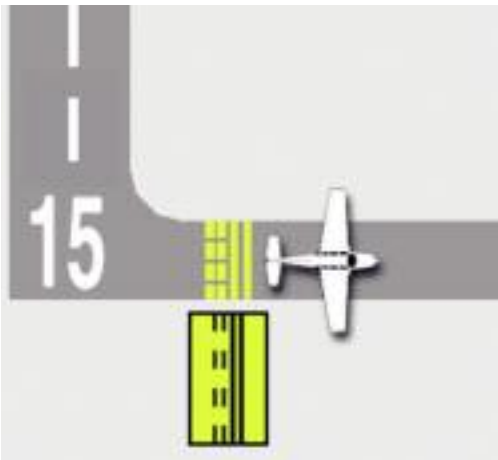
Located next to the yellow holding position markings, aircraft should not move beyond this sign unless cleared by ATC. Taxiing past this sign may interfere with operations on the runway.

Ref. AIM Para. 2-3-8





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Runway Boundary Sign:

This sign faces the runway and is visible to pilots exiting the runway. It is located next to the yellow holding position markings painted on the taxiway pavement. Taxi past this sign to be sure you are clear of the runway.

Ref. AIM Para. 2-3-9



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Taxiway Location Sign:

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

Ref. AIM Para. 2-3-9



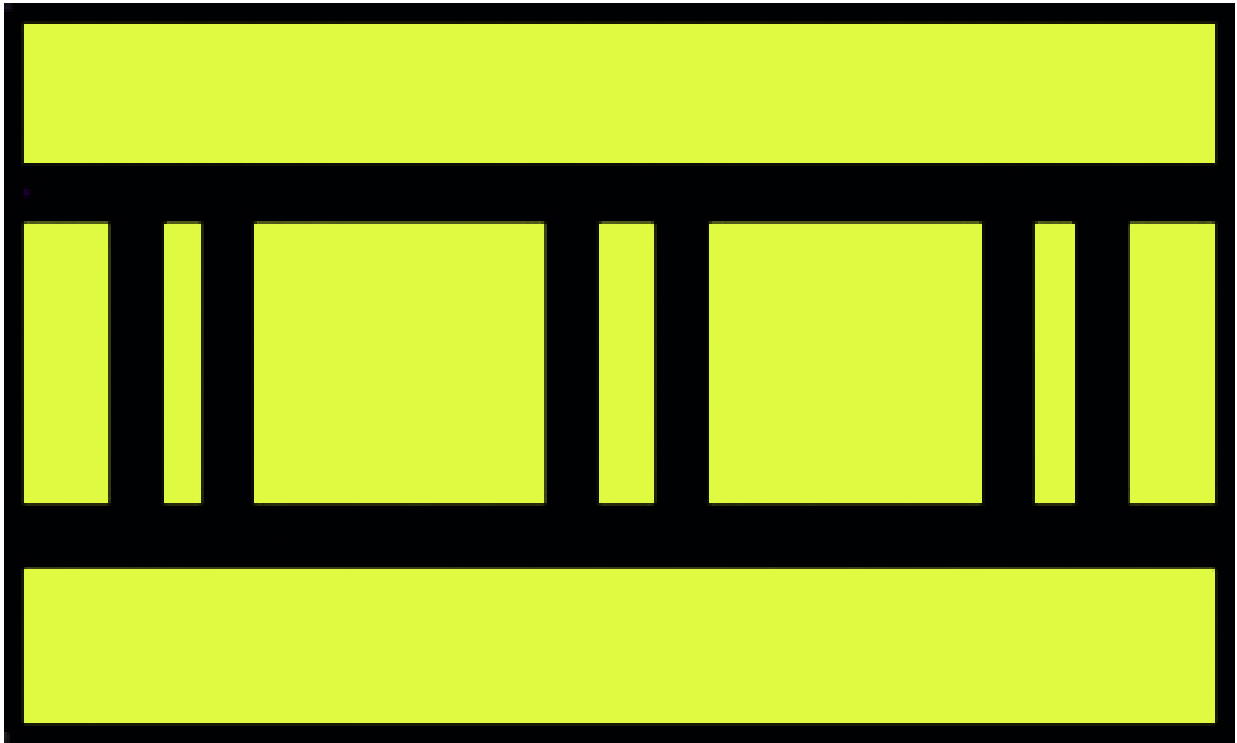
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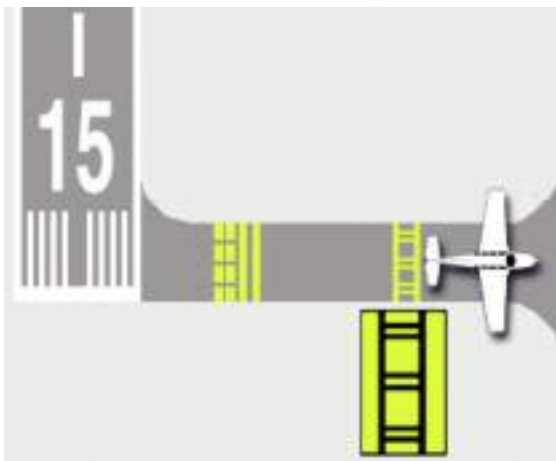
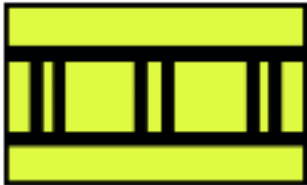
Runway Holding Position Sign:

Located next to the holding position markings on taxiways or runway intersections. In this example, the threshold for runway 15 is to the left and the threshold for runway 33 is to the right. Aircraft should not move beyond this sign until cleared by ATC.

Ref. AIM Para. 2-3-8



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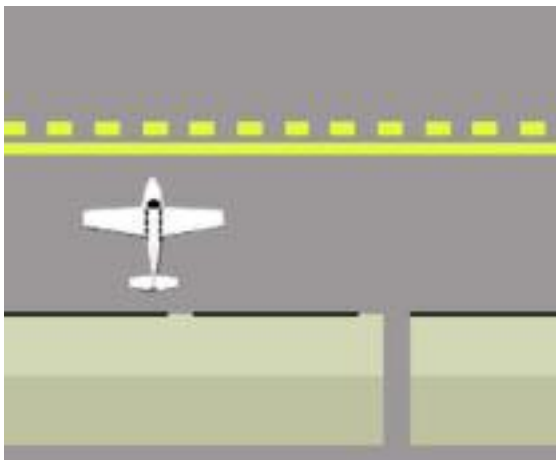
ILS Critical Area Boundary Sign:

Located next to the ILS holding position markings and seen by pilots leaving the ILS critical area. When the ILS is in use *and* the weather is less than 800 feet and 2 miles, aircraft should pass beyond this sign before stopping on the taxiway.

Ref. AIM Para. 2-3-9 and FAA Order 7110.65



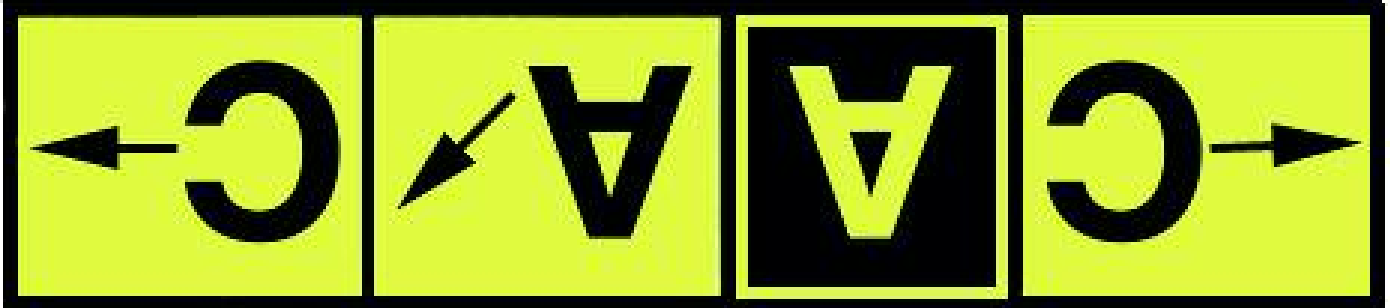
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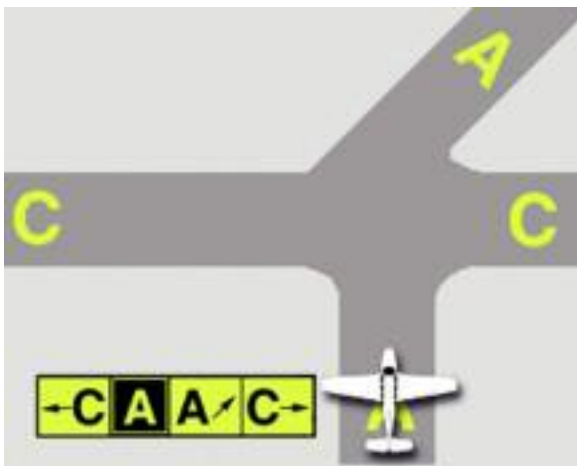
Movement Area Boundary Markings:

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

Ref. AC 150/5340-1



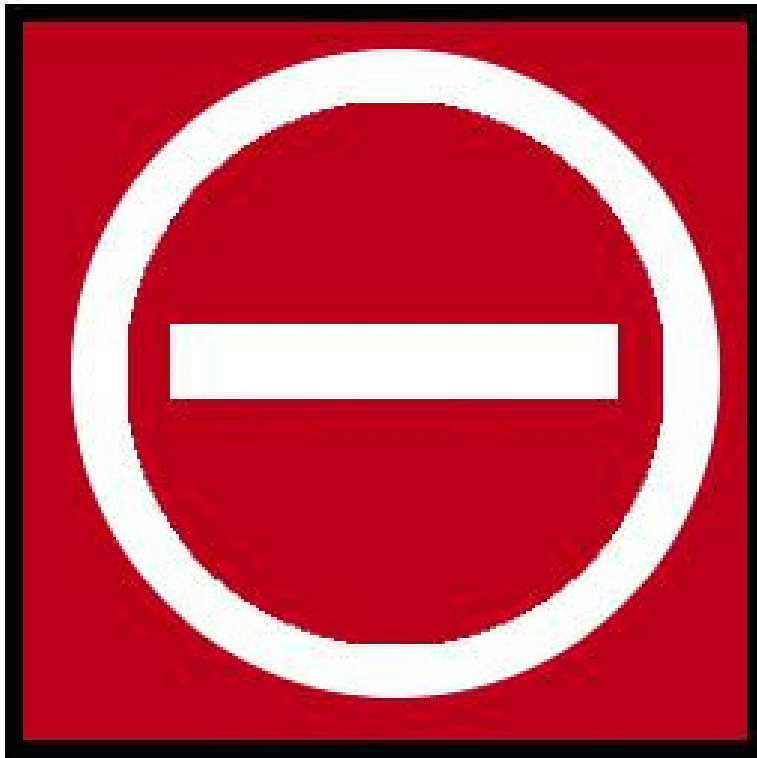
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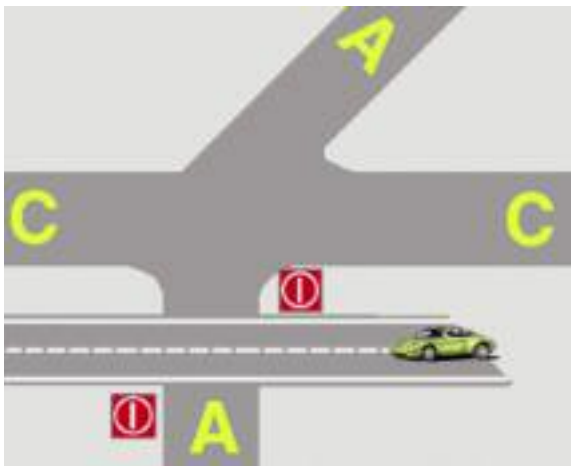
Taxiway Direction:

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

Ref. AIM Para. 2-3-9 and 2-3-10



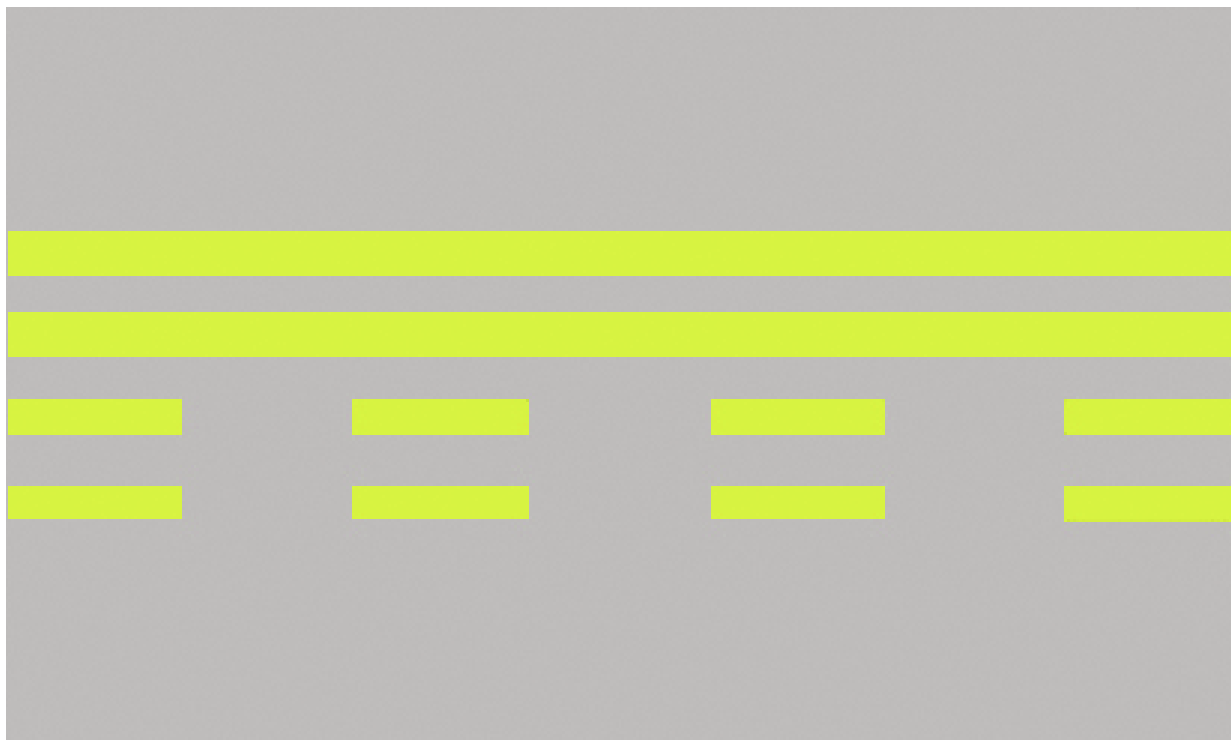
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No Entry Sign:

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

Ref. AIM Para. 2-3-8



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Runway Holding Position Markings:

These markings can be found on taxiway or runway intersections, or runways regularly used for land-and-hold-short operations (LAHSO). The solid lines are on the side where the aircraft is to hold and the dashed lines are on the side toward the runway. Do not cross this marking until cleared by ATC.

Ref. AIM Para. 2-3-5

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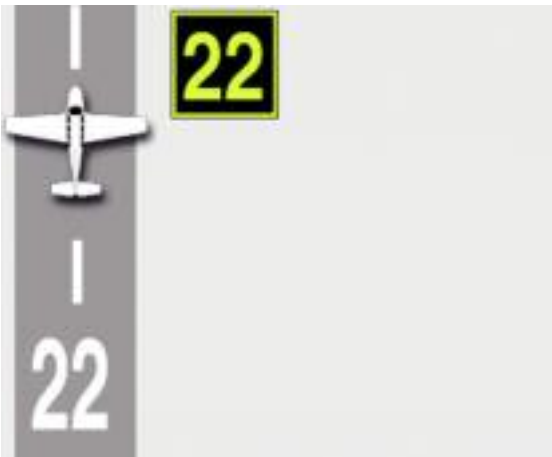


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Runway Location Sign:
Identifies the runway on which
the aircraft is located.

Ref. AIM Para. 2-3-9

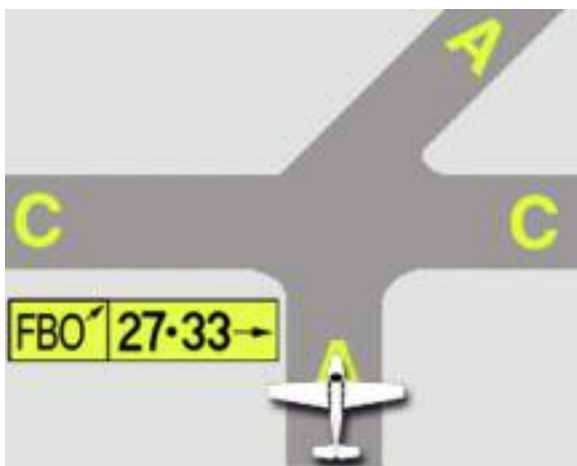


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Destination Sign:

Indicates the direction of a taxi route to a runway(s) or other location. In this example, the FBO is ahead and to the right, and runways 27 and 33 are to the immediate right.

Ref. AIM Para. 2-3-11



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Closed Runway and Taxiway Marking:

Indicates a closed runway or taxiway. It will also be placed at each entrance of a permanently closed taxiway. A raised-lighted **X** may be used in lieu of a pavement marking.

Ref. AC 150/5340-1



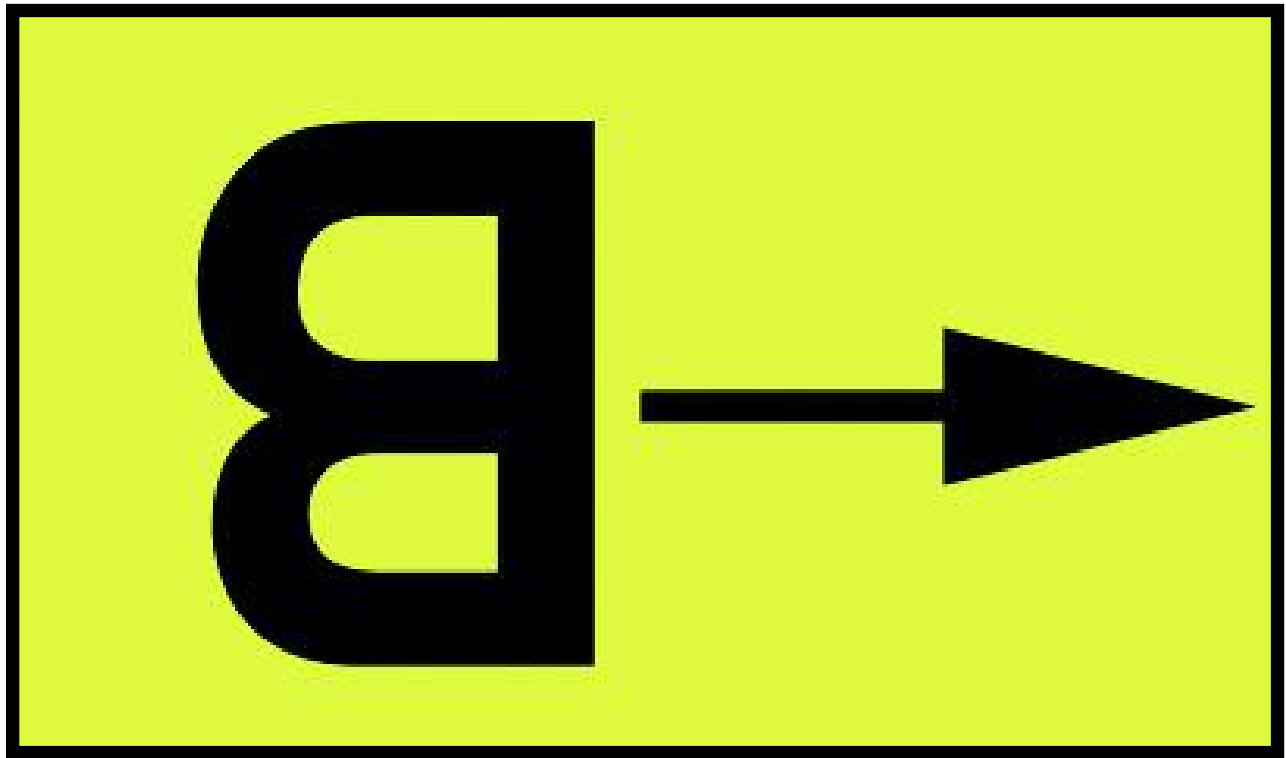
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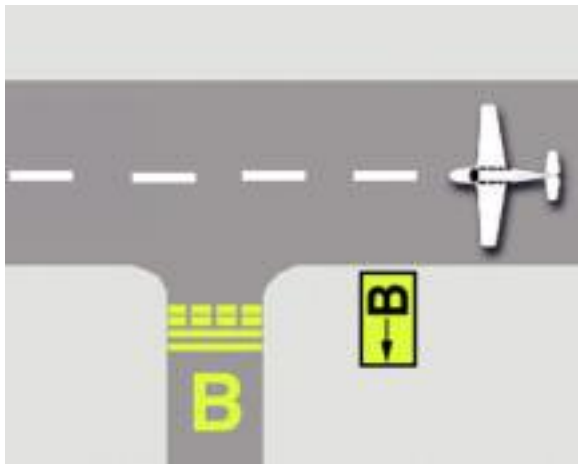
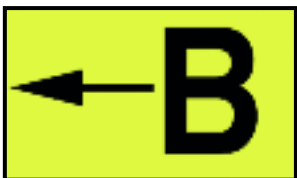
Taxiway Ending Marker:

Located on the far side of an intersection, this sign indicates that the taxiway does not continue. (Typically installed if pavement markings or lighting are inadequate.)

Ref. AC 150/5340-18



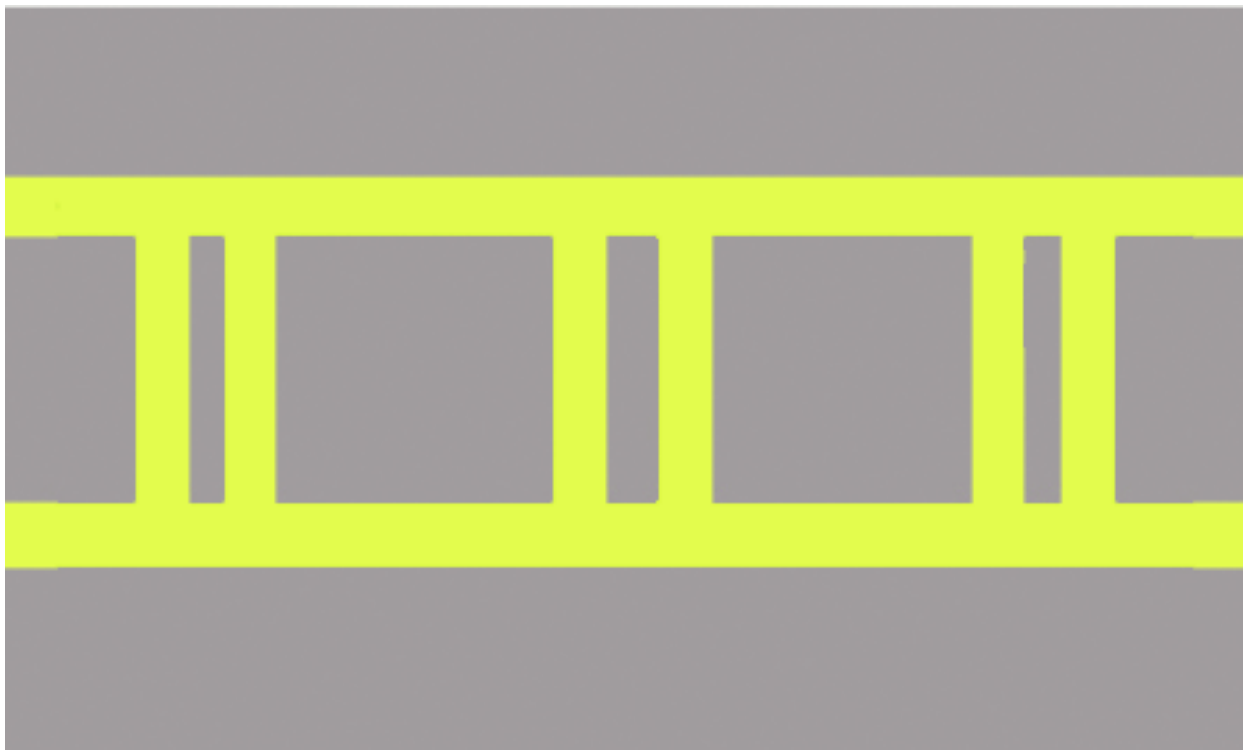
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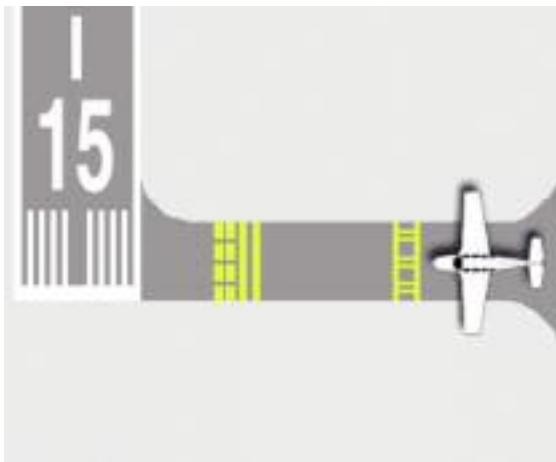
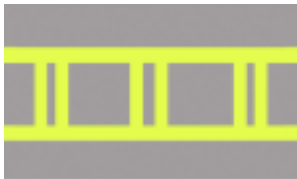
Direction Sign for Runway Exit:

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

Ref. AIM Para. 2-3-10



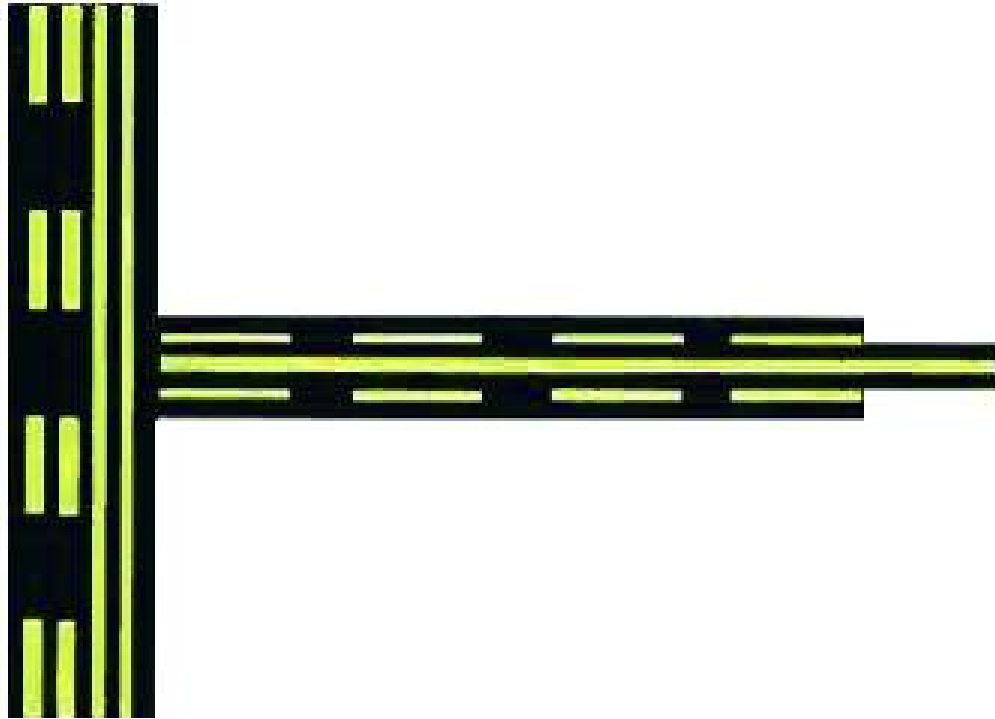
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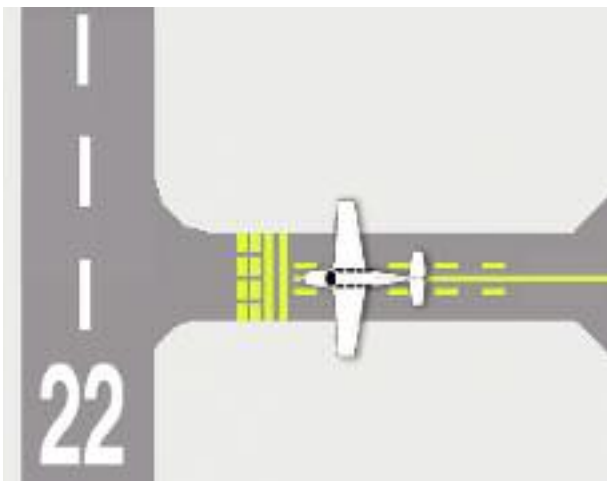
Holding Position Marking for ILS:

Indicates the boundary of the ILS critical area. Unless cleared by ATC, aircraft should not cross this marking when the ILS is in use *and* the weather is less than 800 feet and 2 miles.

Ref. AIM Para. 2-3-5 and FAA Order 7110.65



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Enhanced Taxiway Centerline Markings:

Used mostly at larger airports, these markings indicate that the aircraft is approaching a runway. Prior to a runway holding position marking, the taxiway centerline will be “enhanced” to include a set of yellow dashed lines.

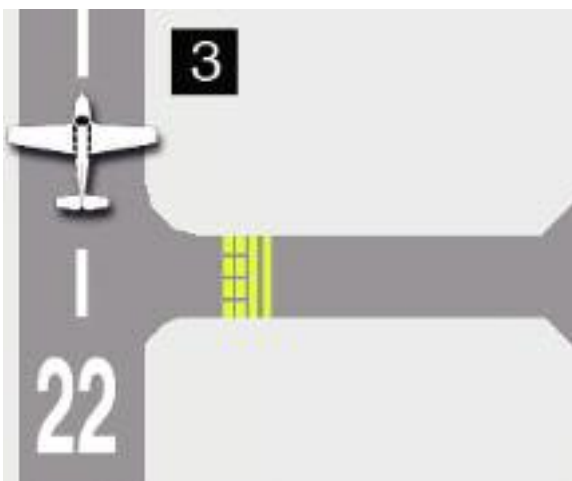
Ref. AIM Para. 2-3-4

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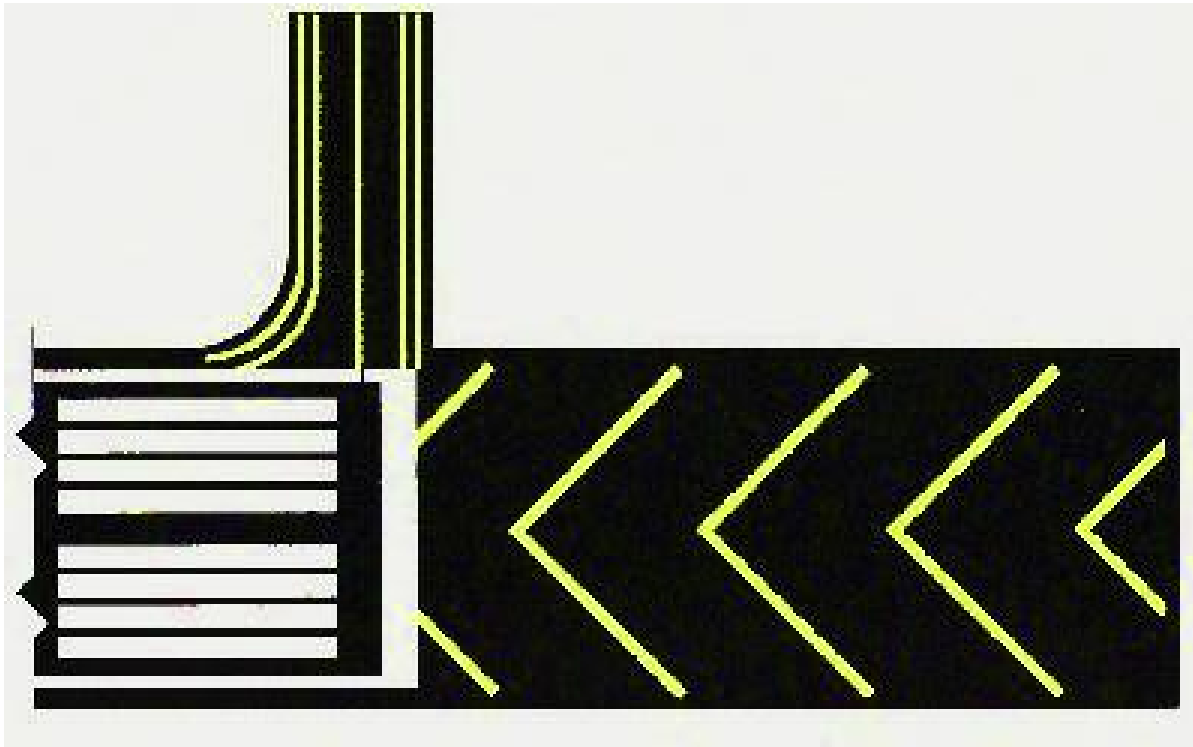
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Runway Distance Remaining Sign:

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

Ref. AIM Para. 2-3-13



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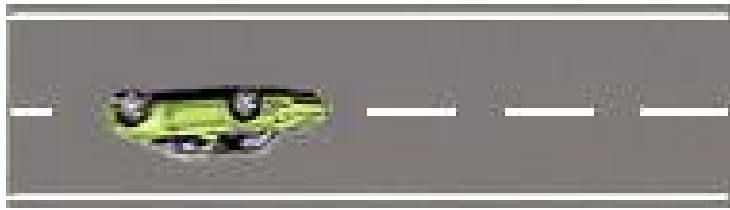
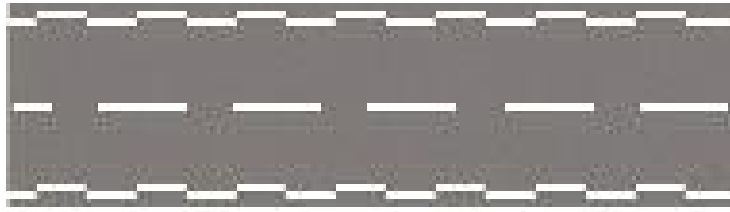
Chevron Markings:

Indicate areas of pavement aligned with the runway that are unusable for taxi, takeoff, or landing. Chevrons cover blast pads or stopways, which are constructed to protect areas from erosion caused by jet blasts (blast pad) and to provide extra stopping distance for aircraft (stopways).

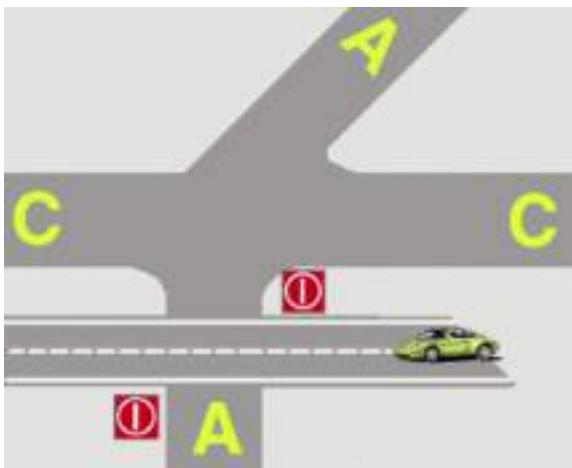
Ref. AIM Para. 2-3-3

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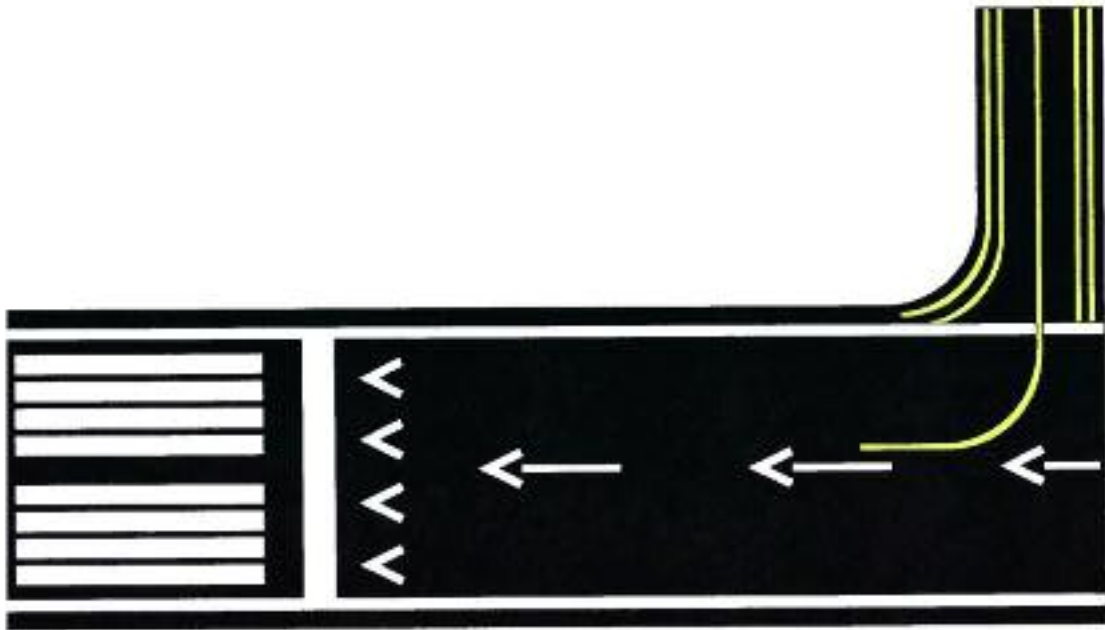
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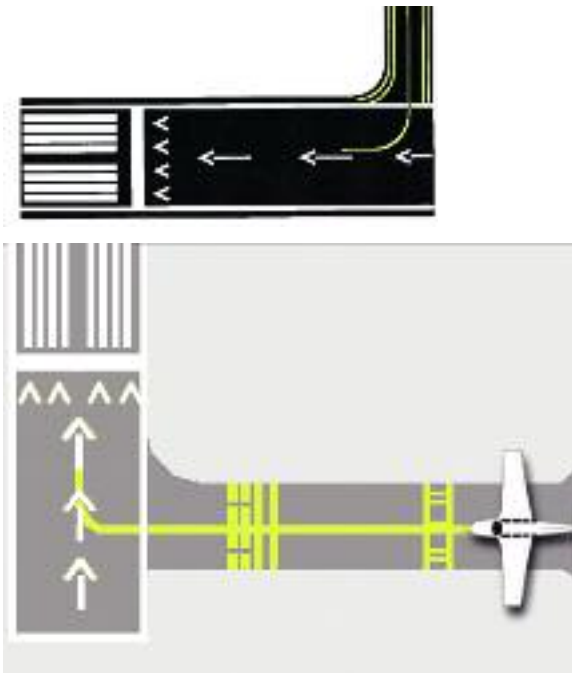
Vehicle Roadway Markings:

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

Ref. AIM Para. 2-3-6



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Displaced Threshold:

Indicates the beginning of the available landing runway. The area before the displaced threshold is available for takeoffs (in either direction) and landings (from the opposite direction).

Ref. AIM Para. 2-3-3



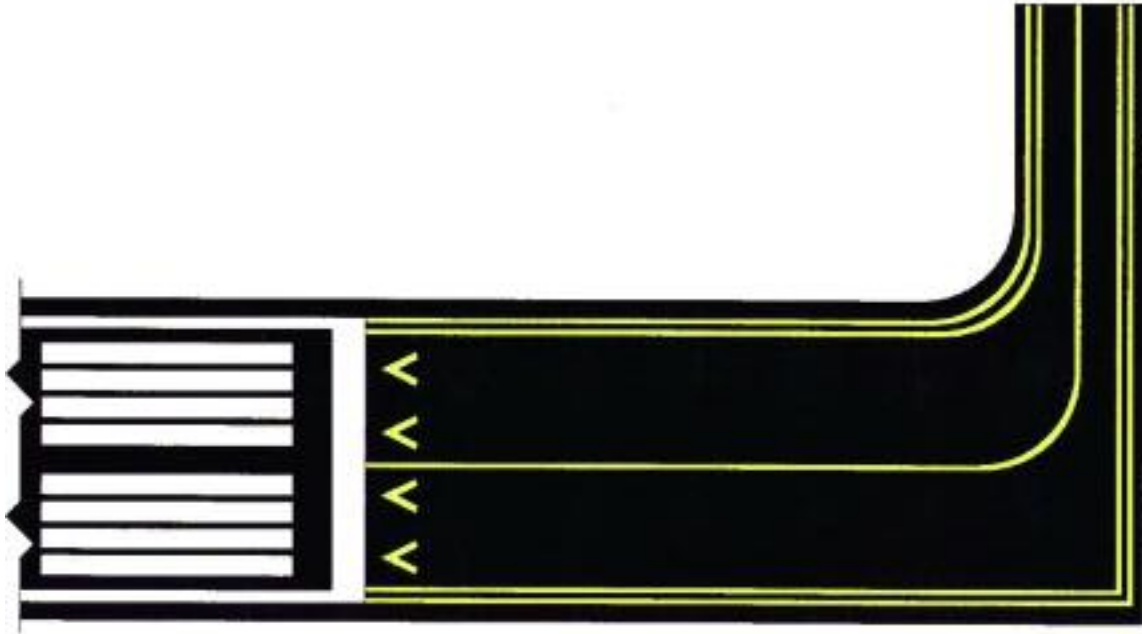
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Holding Position Markings for Taxiway/Taxiway Intersections:

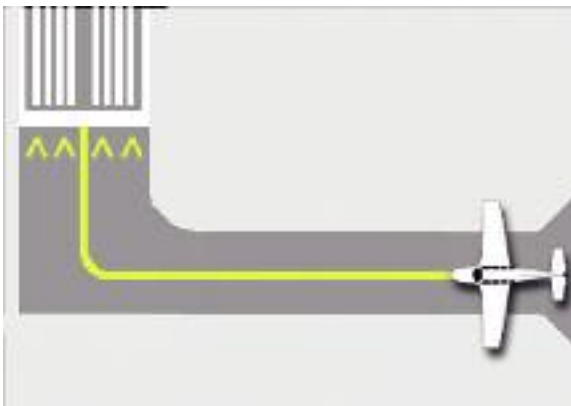
Indicates an area where aircraft can be held short of a taxiway intersection. If instructed by ATC to hold short of a taxiway, the pilot must stop the aircraft before it crosses the taxiway holding lines.

Ref. AIM Para. 2-3-5





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Relocation of a Threshold:

Indicates that the runway threshold has been relocated. Possible causes for threshold relocation include construction or other airport maintenance.

Ref. AIM Para. 2-3-3