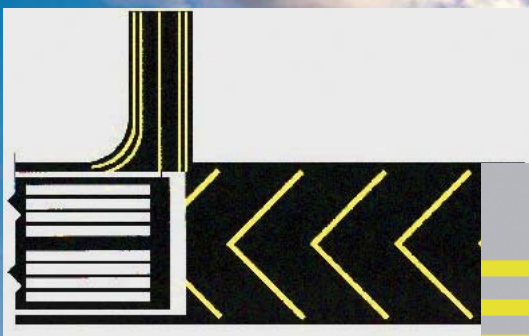
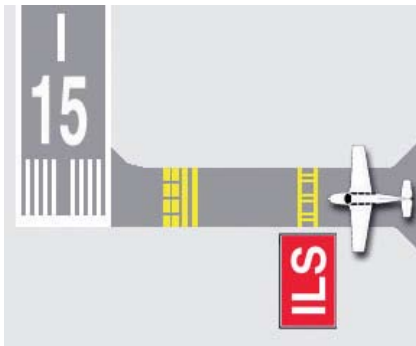


AOPA's Airports Signage & Markings





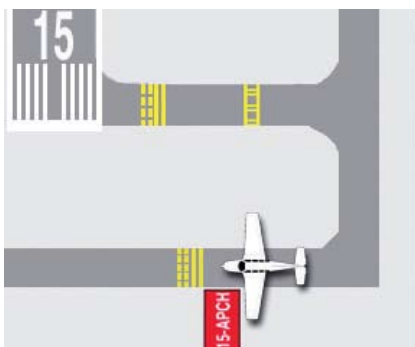
ILS Critical Area Holding Position Sign:

Hold at this sign on a taxiway 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



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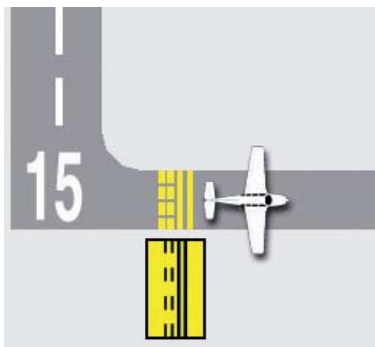
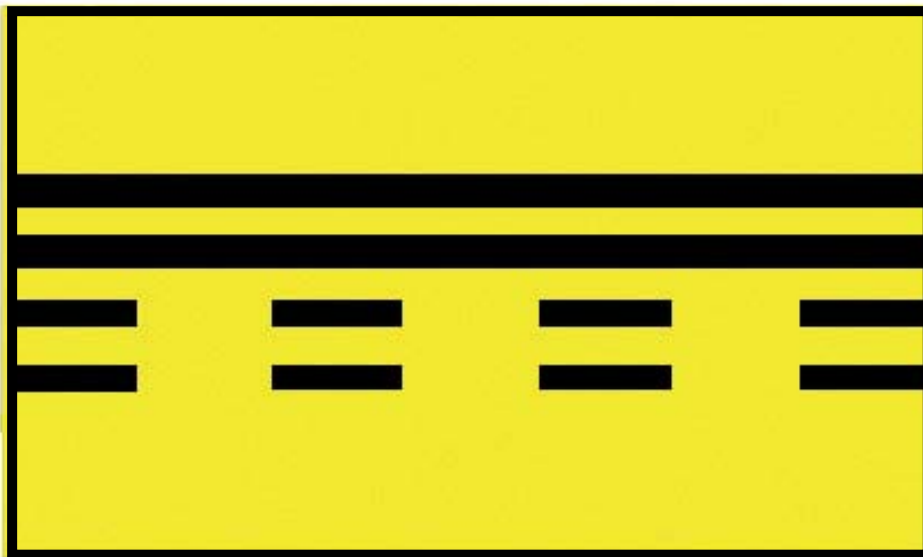
Runway Approach Area Holding Position Sign:

Taxiing past this sign may interfere with operations on the runway. (In this case, aircraft arriving to runway 15 or departing from runway 33.) It is located next to the yellow holding position markings painted on the taxiway pavement.

Ref. AIM Para. 2-3-8



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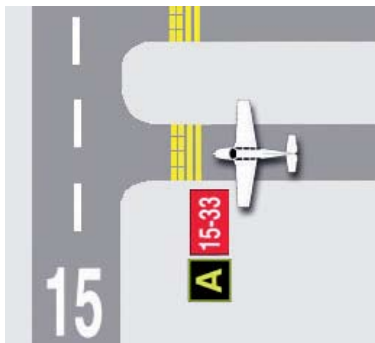
**Runway Boundary Sign:**

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 you are on. (May be co-located with direction signs or runway holding position signs, as shown in graphic.)

Ref. AIM Para. 2-3-9



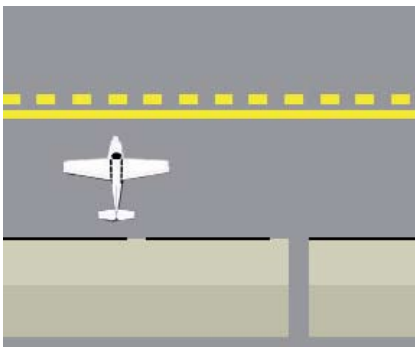
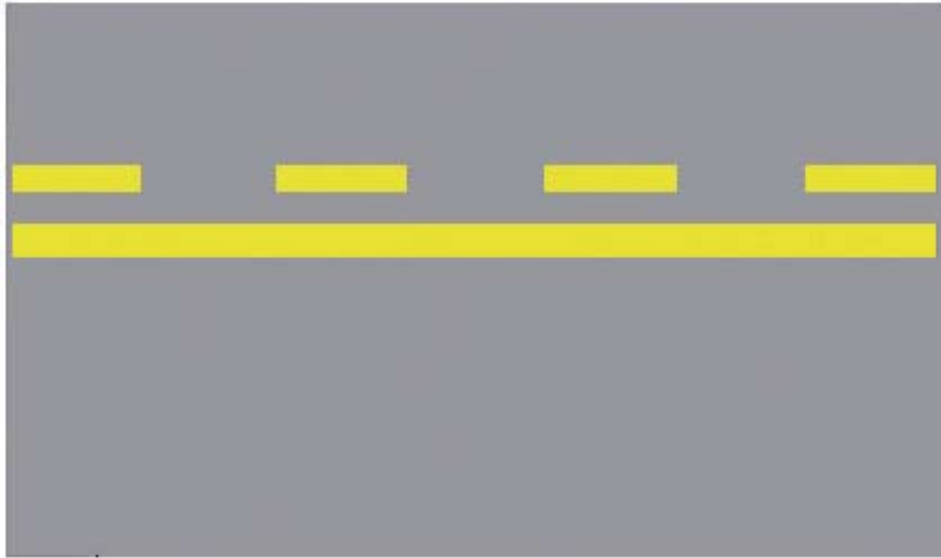
**Runway Holding Position Sign:**

Hold here. In this example, the threshold for runway 15 is to your left and the threshold for runway 33 is to your right. This sign is located next to the yellow holding position marking painted on taxiways.

Ref. AIM Para. 2-3-8



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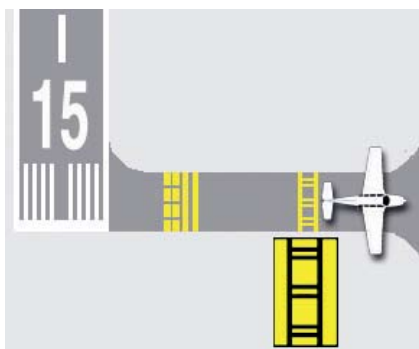
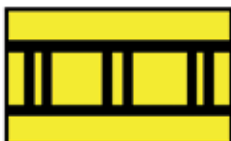
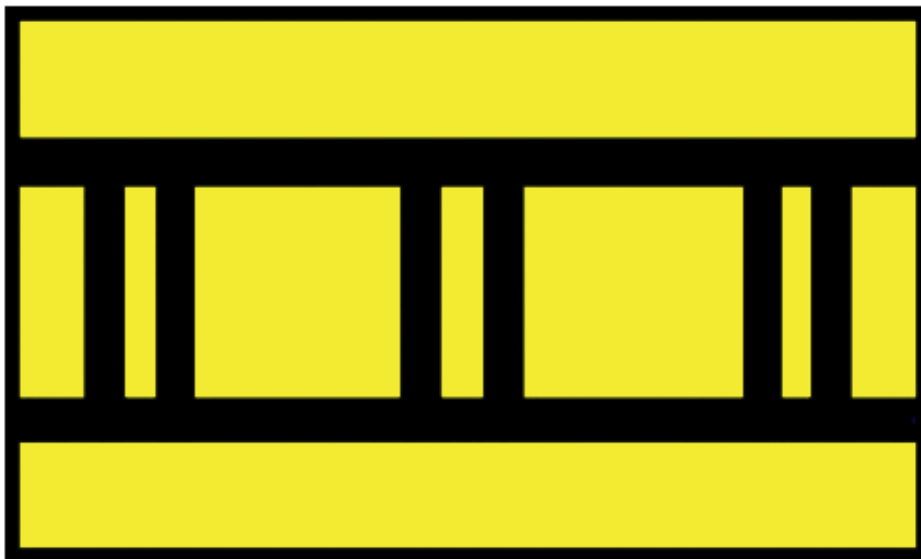
Non-Movement Boundary Area:

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. This marking can be seen at airports where hangar areas are located adjacent to a taxiway at a tower-controlled airport.

Ref. AC 150/5340-1J



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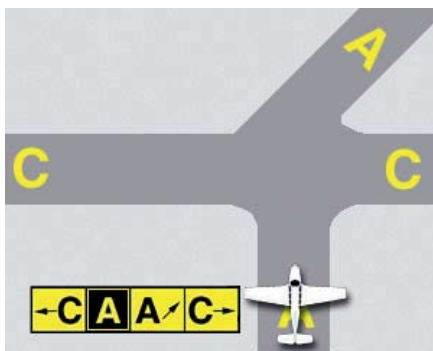


ILS Critical Area Boundary Sign:

Located next to the ILS holding position markings and is 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, be sure your aircraft has passed beyond this sign before stopping on the taxiway.

Ref. AIM Para. 2-3-9



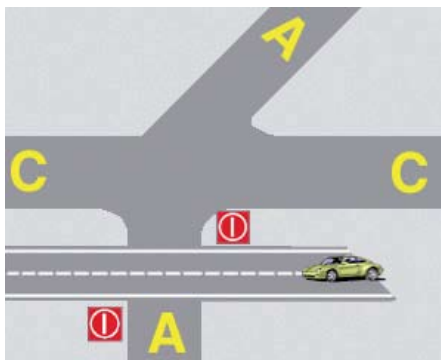


Taxiway Direction:

The yellow direction signs, usually seen next to a taxiway location sign, indicate the direction of intersecting taxiways. In this example, taxiway Charlie is to the left and right, and Alpha takes a turn to the right ahead.

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



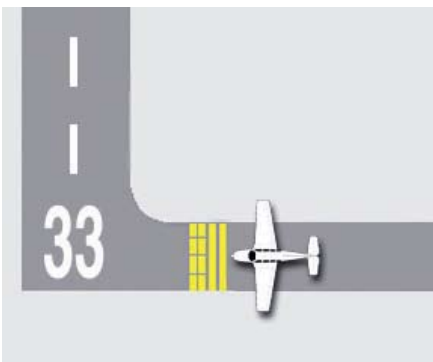
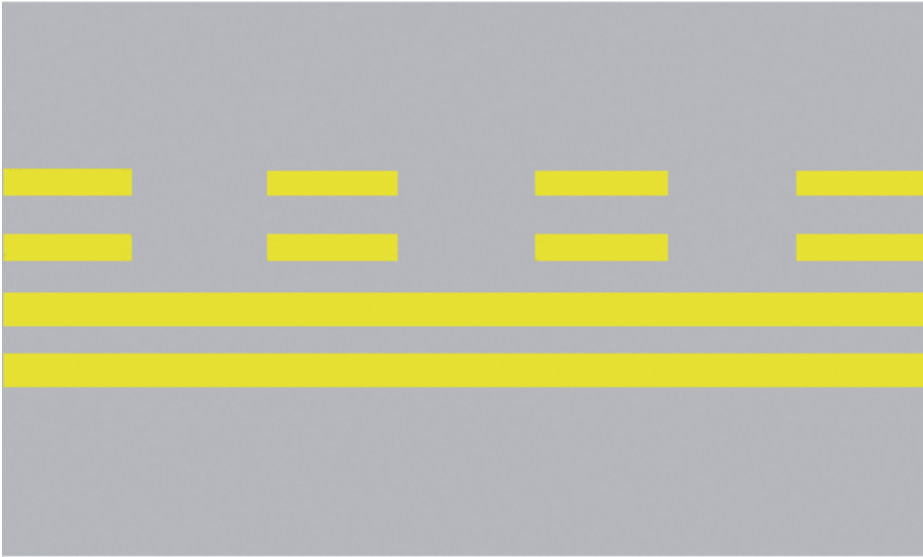
**No Entry Sign:**

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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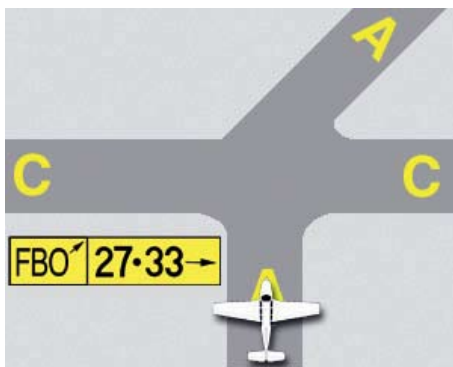


Runway Holding Position Markings:

This marking is found on taxiways at runway intersections and indicates where an aircraft is to stop. 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.

Ref. AIM Para. 2-3-5



**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



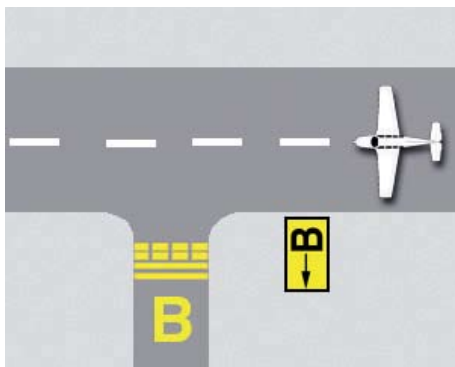
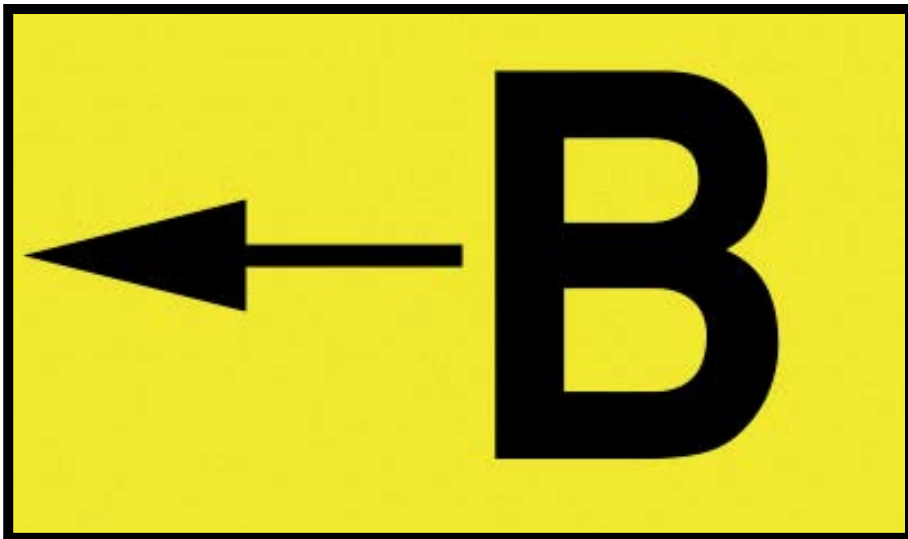


Runway Location Sign:

Identifies the runway on which your aircraft is located.

Ref. AIM Para. 2-3-9





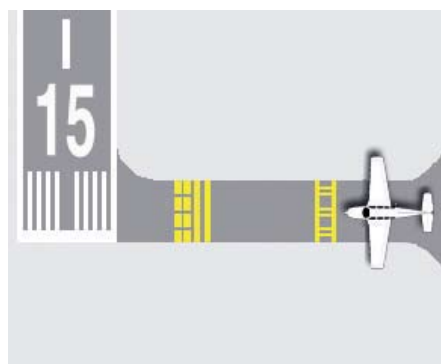
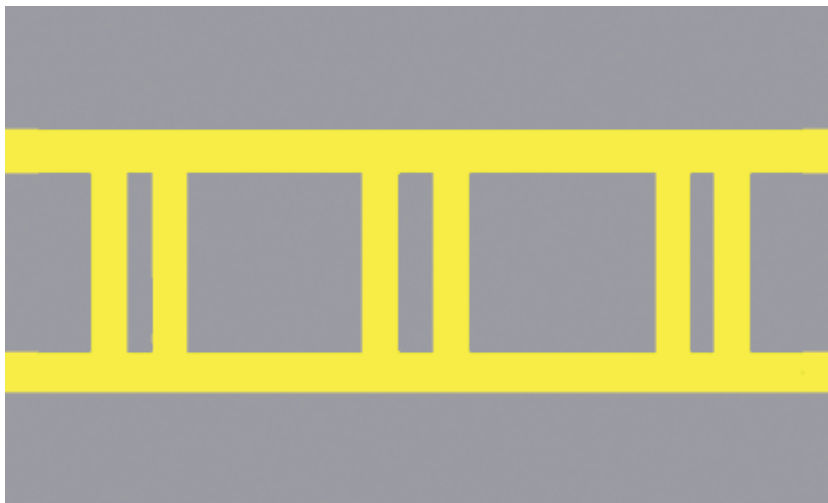
Direction Sign for Runway Exit:

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. Don't cross when the ILS is in use *and* the weather is less than 800 feet and 2 miles.

Ref. AIM Para. 2-3-5



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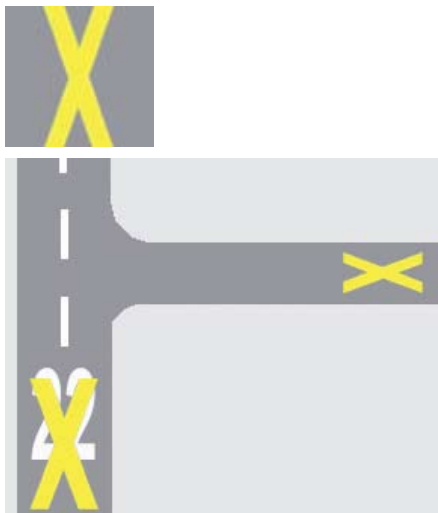
**Taxiway Ending Marker:**

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

Ref. AC 150/5340-18C



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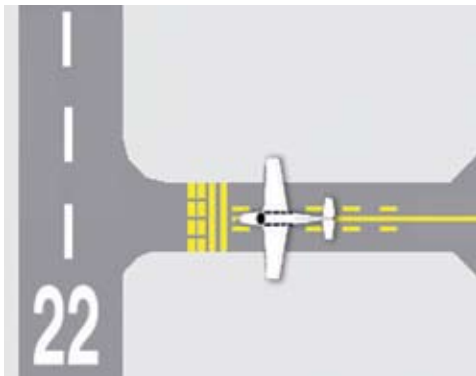
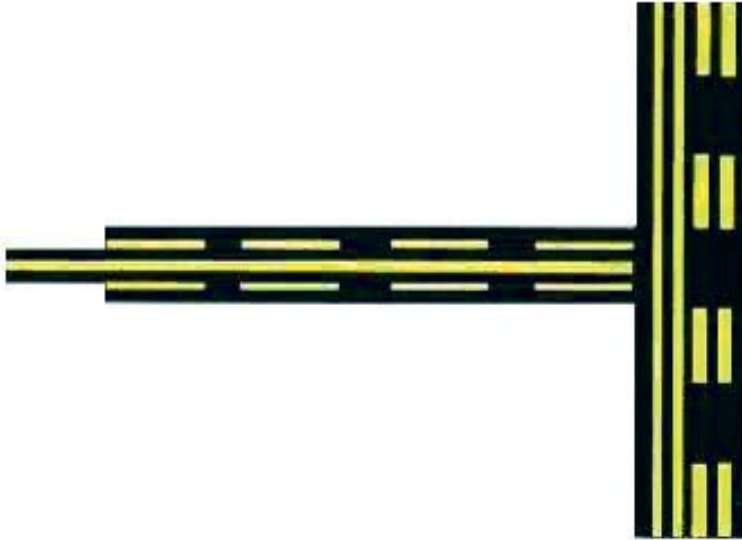


Closed Runway and Taxiway Marking:

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 150/5340-1J



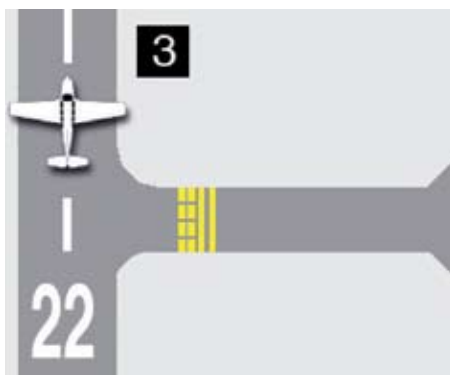


Enhanced Taxiway Centerline Markings:

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

Ref. AIM Para. 2-3-4



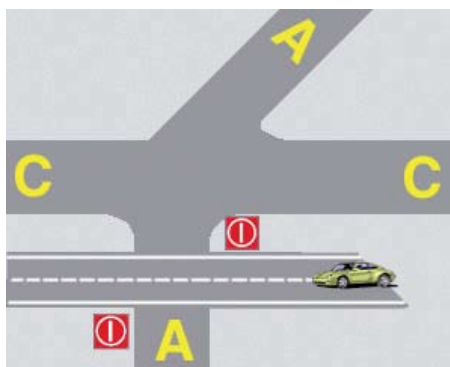
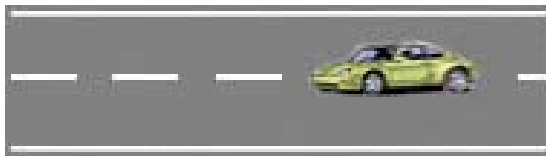


Runway Distance Remaining Sign:

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



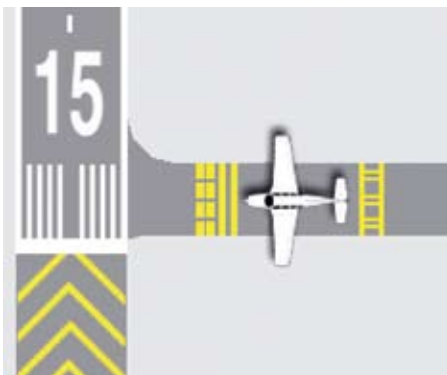
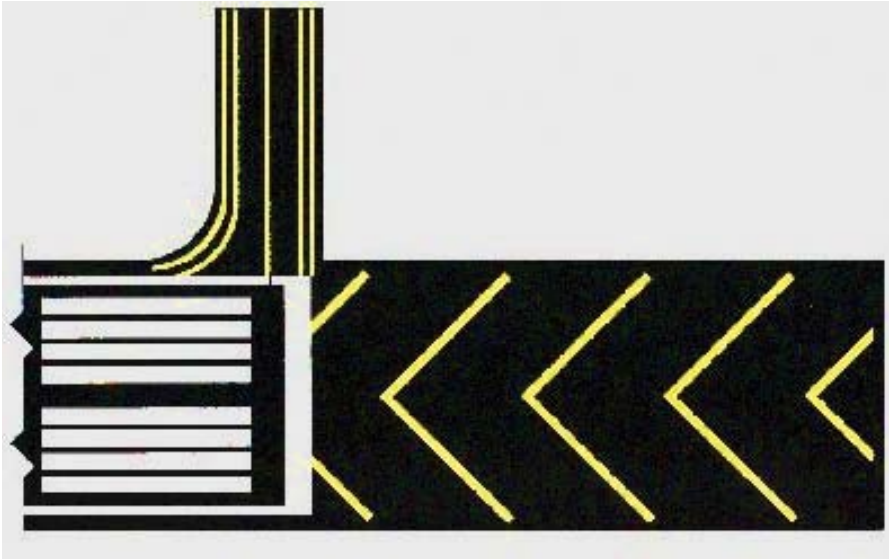


Vehicle Roadway Markings:

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





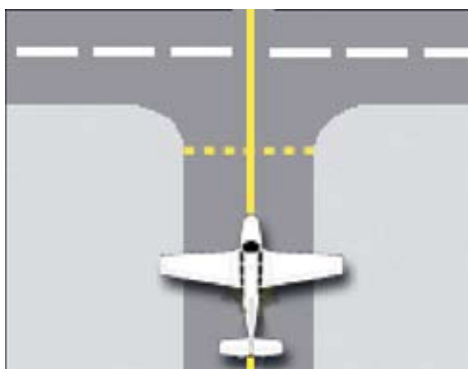
Chevron Markings:

Indicates 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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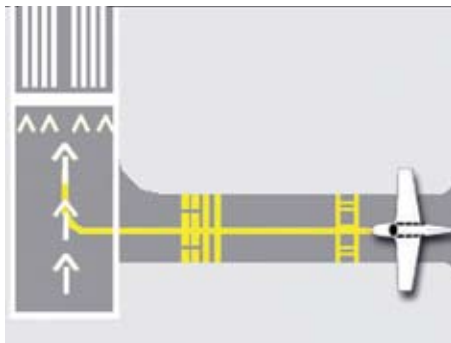
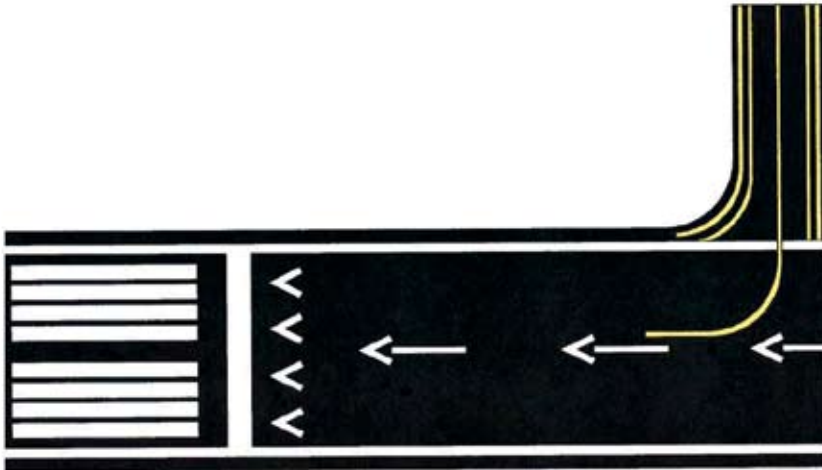
Holding Position Markings for Taxiway/Taxiway Intersections:

Indicates an area where aircraft can be held short of a taxiway intersection. If instructed by Air Traffic Control 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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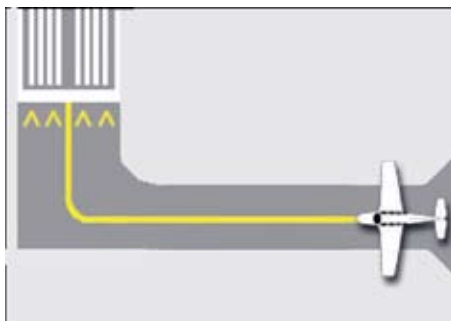
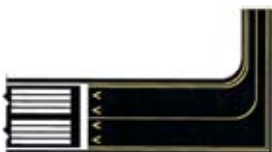
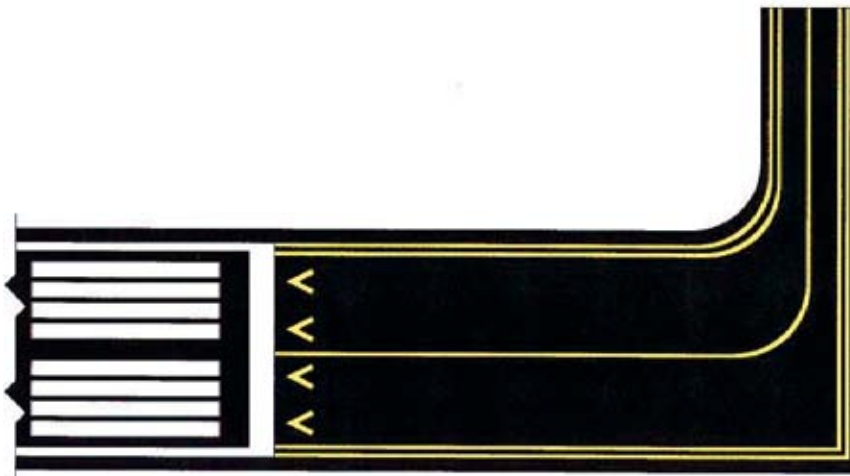
Displaced Threshold:

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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**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



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