



Figure 14-10. Runway holding position sign at a location other than the takeoff end of Runway 18-36 with collocated Taxiway Alpha location sign.

Runway 36 is to the right. The sign also indicates that you are located on Taxiway Alpha.

If the runway holding position sign is located on a taxiway at the intersection of two runways, the designations for both runways are shown on the sign along with arrows showing the approximate alignment of each runway. [Figure 14-11A and B] In addition to showing the approximate runway alignment, the arrows indicate the direction(s) to the threshold of the runway whose designation is immediately next to each corresponding arrow.

This type of taxiway and runway/runway intersection geometry can be very confusing and create navigational challenges. Extreme caution must be exercised when taxiing onto or crossing this type of intersection. Figure 14-11A and B shows a depiction of a taxiway, runway/runway intersection and is also designated as a “hot spot” on the airport diagram. In the example, Taxiway Bravo intersects with two runways, 31-13 and 35-17, which cross each other.

Surface painted runway holding position signs may also be used to aid you in determining the holding position. These markings consist of white characters on a red background and are painted on the left side of the taxiway centerline. Figure 14-12 shows a surface painted runway holding position sign that is the holding point for Runway 32R-14L.

You should never allow any part of your aircraft to cross the runway holding position sign (either a vertical or surface painted sign) without a clearance from ATC. Doing so poses a hazard to yourself and others.

When the tower is closed or you are operating at a nontowered airport, you may taxi past a runway holding position sign only when the runway is clear of aircraft, and there are no aircraft on final approach. You may then proceed with extreme caution.

Runway Holding Position Marking

Noncompliance with a runway holding position marking may result in the FAA filing a Pilot Deviation against you. Runway holding position markings consist of four yellow lines, two solid and two dashed, that are painted on the surface and extend across the width of the taxiway to indicate where the aircraft should stop when approaching a runway. These markings are painted across the entire taxiway pavement, are in alignment, and are collocated with the holding position sign as described above.

As you approach the runway, two solid yellow lines and two dashed lines will be visible. Prior to reaching the solid lines, it is imperative to stop and ensure that no portion of the aircraft intersects the first solid yellow line. Do not cross the double solid lines until a clearance from ATC has been received. [Figure 14-13] When the tower is closed or when operating at a nontowered airport, you may taxi onto or across the runway only when the runway is clear and there are no aircraft on final approach. You should use extreme caution when crossing or taxiing onto the runway and always look both ways.

When exiting the runway, the same markings will be seen except the aircraft will be approaching the double dashed lines. [Figure 14-14] In order to be clear of the runway, the entire aircraft must cross both the dashed and solid lines. An ATC clearance is not needed to cross this marking when exiting the runway.

Runway Distance Remaining Signs

Runway distance remaining signs have a black background with a white number and may be installed along one or both sides of the runway. [Figure 14-15] The number on the signs indicates the distance, in thousands of feet, of landing runway remaining. The last sign, which has the numeral “1,” is located at least 950 feet from the runway end.

Runway Designation Marking

Runway numbers and letters are determined from the approach direction. The runway number is the whole number nearest one-tenth the magnetic azimuth of the centerline of the runway, measured clockwise from the magnetic north. In the case where there are parallel runways, the letters differentiate between left (L), right (R), or center (C). [Figure 14-16] For example, if there are two parallel runways, they would show the designation number and then either L or R beneath it. For three parallel runways, the designation number would be presented with L, C, or R beneath it.