Examples of Standard Airport Signs & Markings

Airport Signs

Mandatory Instruction Signs:
Signs with red backgrounds are mandatory signs.

4-22 TAXIWAY/RUNWAY HOLDING POSITION: Hold Short of Runway on Taxiway
   RED AND WHITE = RUNWAY IN SIGHT

Location Signs:
Black backgrounds show you where you are located.

B TAXIWAY LOCATION: Identifies Taxiway on which Aircraft is Located
   YELLOW ON BLACK = LOCATION SIGN
   Remember: Black square, you’re there.

Direction & Destination Signs:
Yellow backgrounds identify with arrows the directions to destinations on the airfield.

B → TAXIWAY DIRECTION: Defines Direction & Designation of Intersecting Taxiway(s)

TERM → INBOUND DESTINATION: Defines Directions for Arriving Aircraft
   BLACK ON YELLOW = DIRECTION SIGN
   Remember: Yellow array points the way.

Airport Markings:

RUNWAY markings are WHITE
   “See white? Make sure you’re right!”

RUNWAY HOLDING POSITION: Hold Short of Intersecting Runway.

STOP at the SOLID LINES = SOLID WALL
Dash through the DASHED LINES

NON-MOVEMENT AREA BOUNDARY: Defines boundary of Movement Area and Non-Movement Area

Contact Us

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(800) 552-0666
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FAA Northwest Mountain Region
Runway Safety Team
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Renton, WA 98055-4056
(425) 227-1223
www.nw.faa.gov/runwaysafety/
Our Mission is Safety
The mission of the Federal Aviation Administration (FAA) and the Washington State Department of Transportation (WSDOT) Aviation is to provide the safest possible aviation system for the flying public. Reducing runway incursions is a significant step toward that ultimate goal.

What are Runway Incursions?
A runway incursion is “any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land.”

What are the Causes?
The causes of runway incursions are categorized as follows:
- Operational Errors (OE) – Attributed to air traffic controllers.
- Vehicle/Pedestrian Deviations (V/PD) – Attributed to ground operations.
- Pilot Deviations (PD) – Attributed to pilot errors.

Our data indicates that 55% of all runway incursions are attributed to pilot error.

Possible Projects
Under the grant program the FAA Northwest Mountain Region Runway Safety Team is available to visit each candidate airport to conduct a Runway Safety Assessment. The assessment will help to identify eligible projects that would contribute to increased runway safety. Upon request, the FAA Runway Safety Team will also develop a plan for the airport sponsor to improve the standardization of signs and markings at airports throughout the state.

Examples of eligible improvement items

An Innovative Solution
To promote runway safety at Washington State airports, WSDOT Aviation and the FAA have partnered on an innovative strategy to both educate pilots and increase safety at airports. Through the *WSDOT Runway Safety Grant Program*, airports across the state can apply for up to $2,500 in funds to make life-saving runway safety improvements.

Who is Eligible?
To be eligible for *WSDOT Runway Safety Grant Program* funds, an airport sponsor must promote runway safety by hosting an education and training event for local pilots. This event must be coordinated through WSDOT and the FAA Northwest Mountain Region, Runway Safety Team. Grants are available to any publicly owned/public-use airport that sponsors an education event.

For More Information
Interested sponsors are asked to contact WSDOT Aviation to begin coordination of the education and training event. Please contact:

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Complete details on the *WSDOT Runway Safety Grant Program* can be found at: www.wsdot.wa.gov/aviation/grants/RnwySafeGrProg.htm