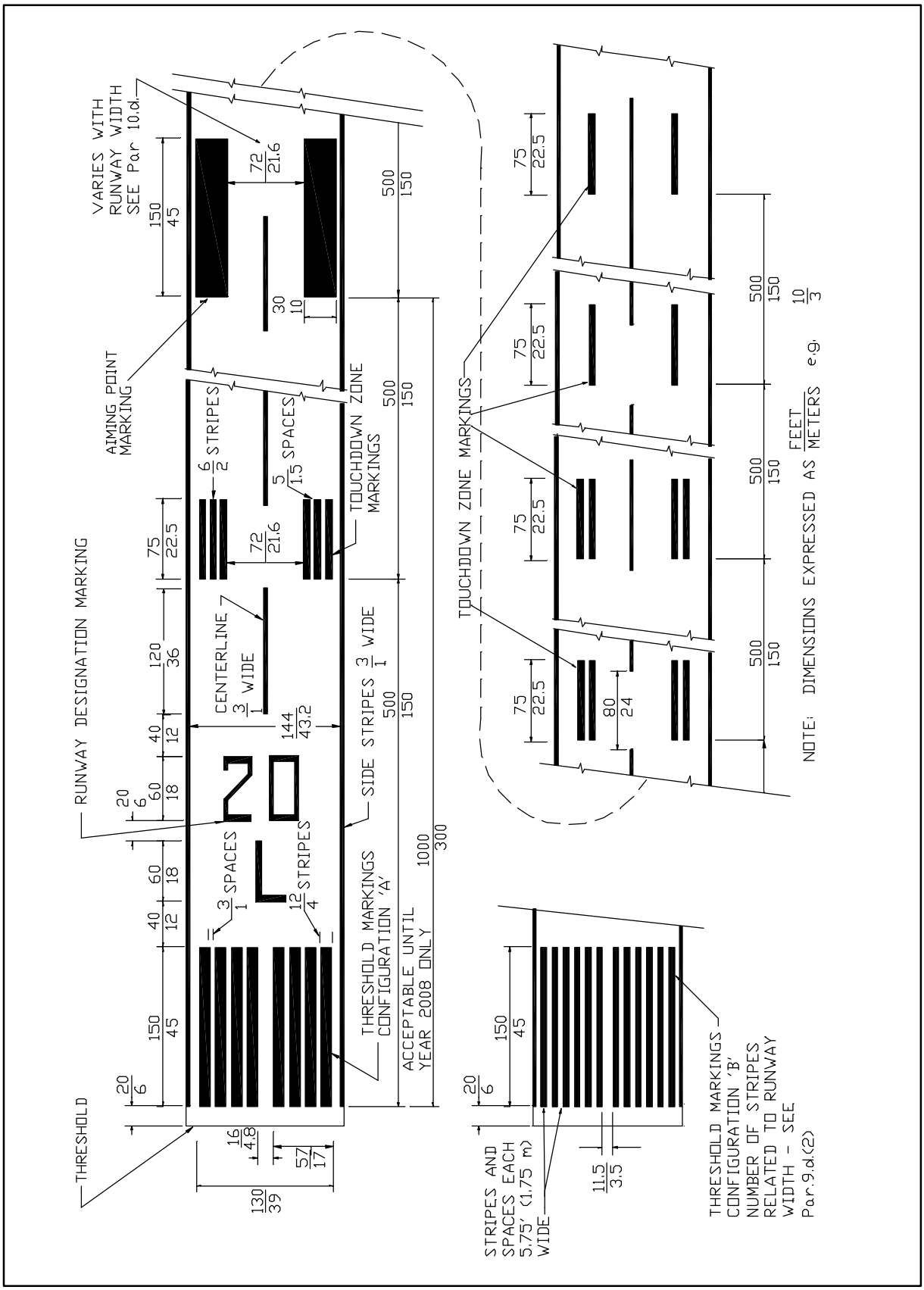


Figure 1. Precision Runway Markings

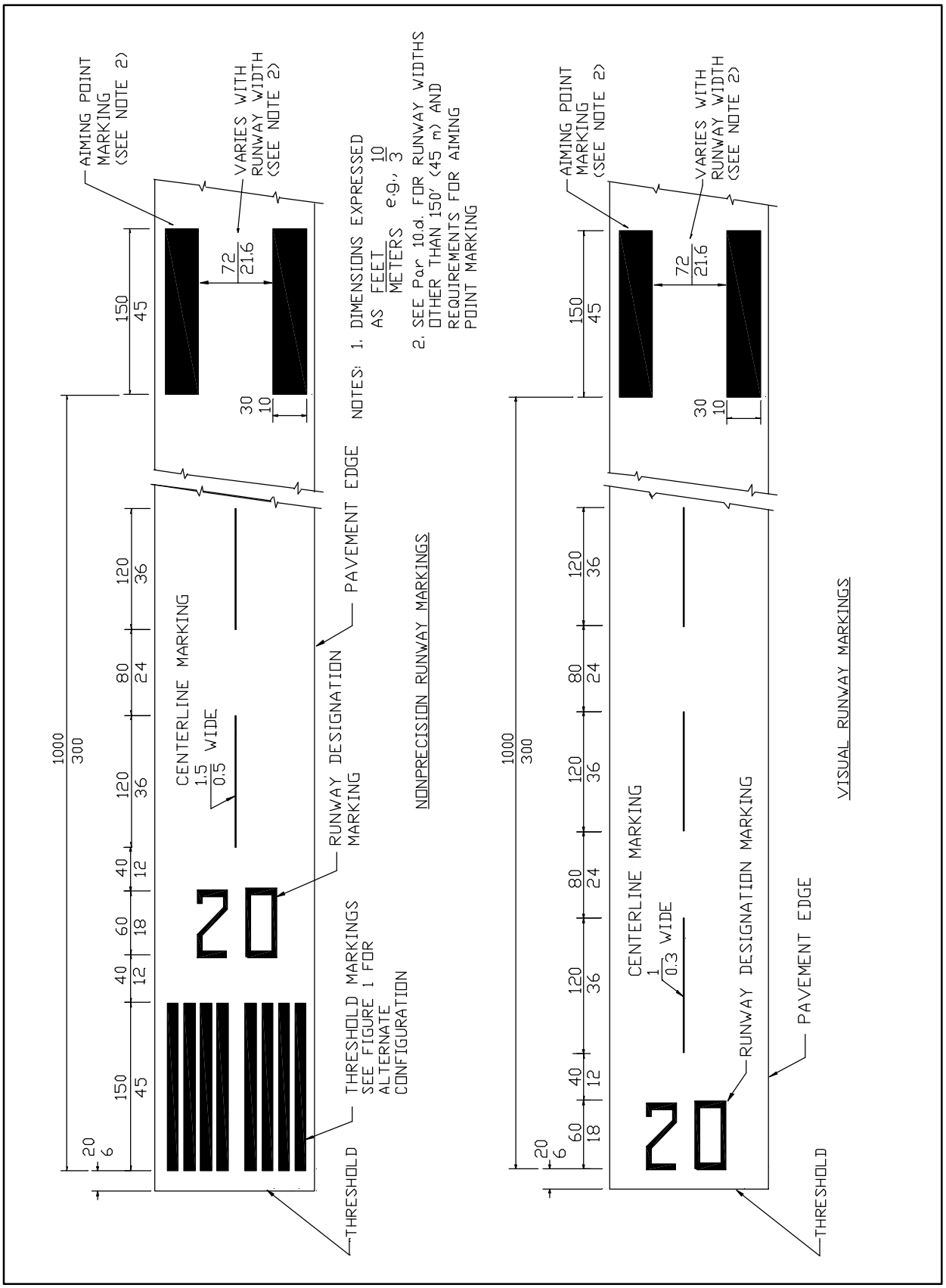


Figure 2. Nonprecision Runway and Visual Runway Markings

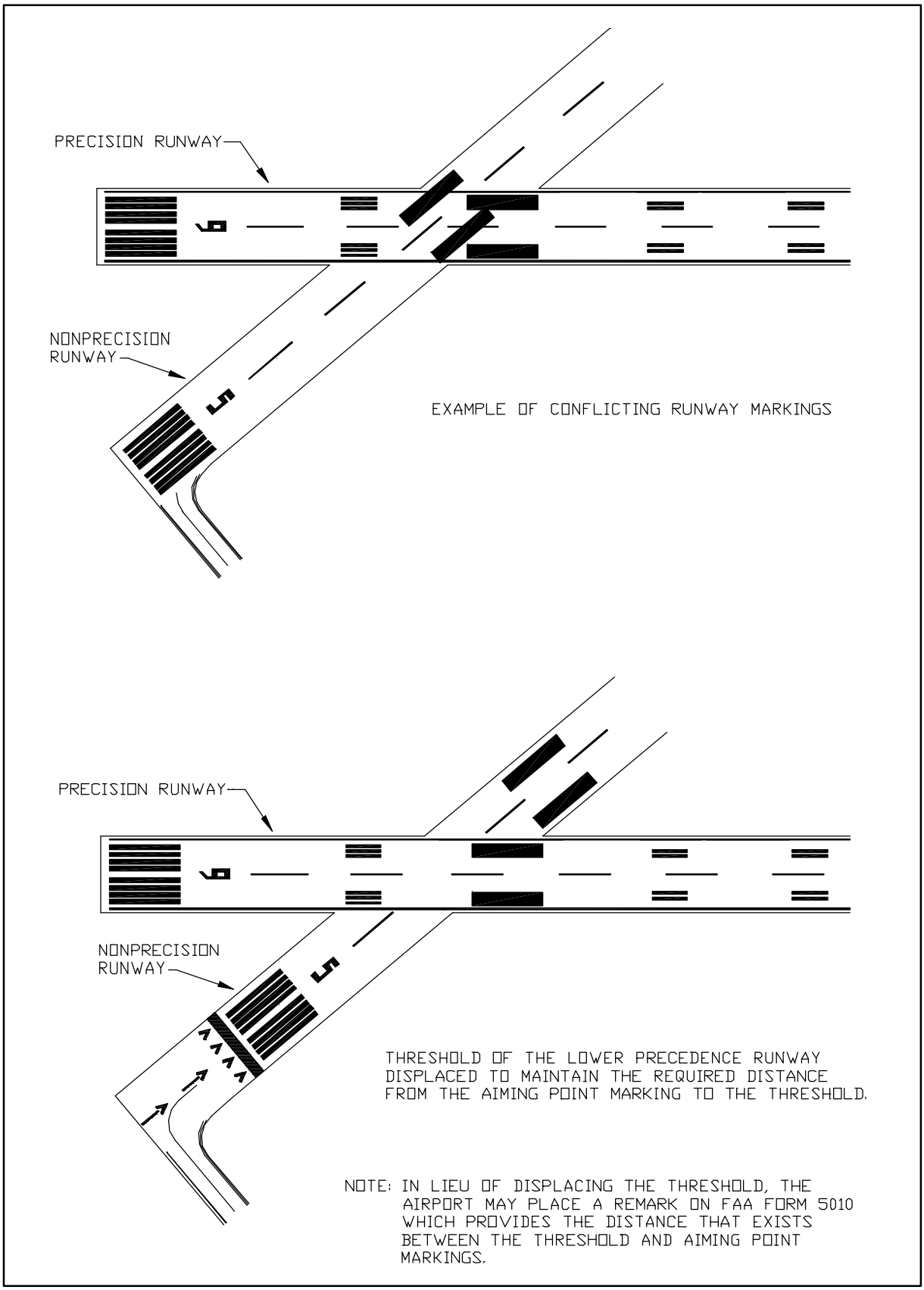
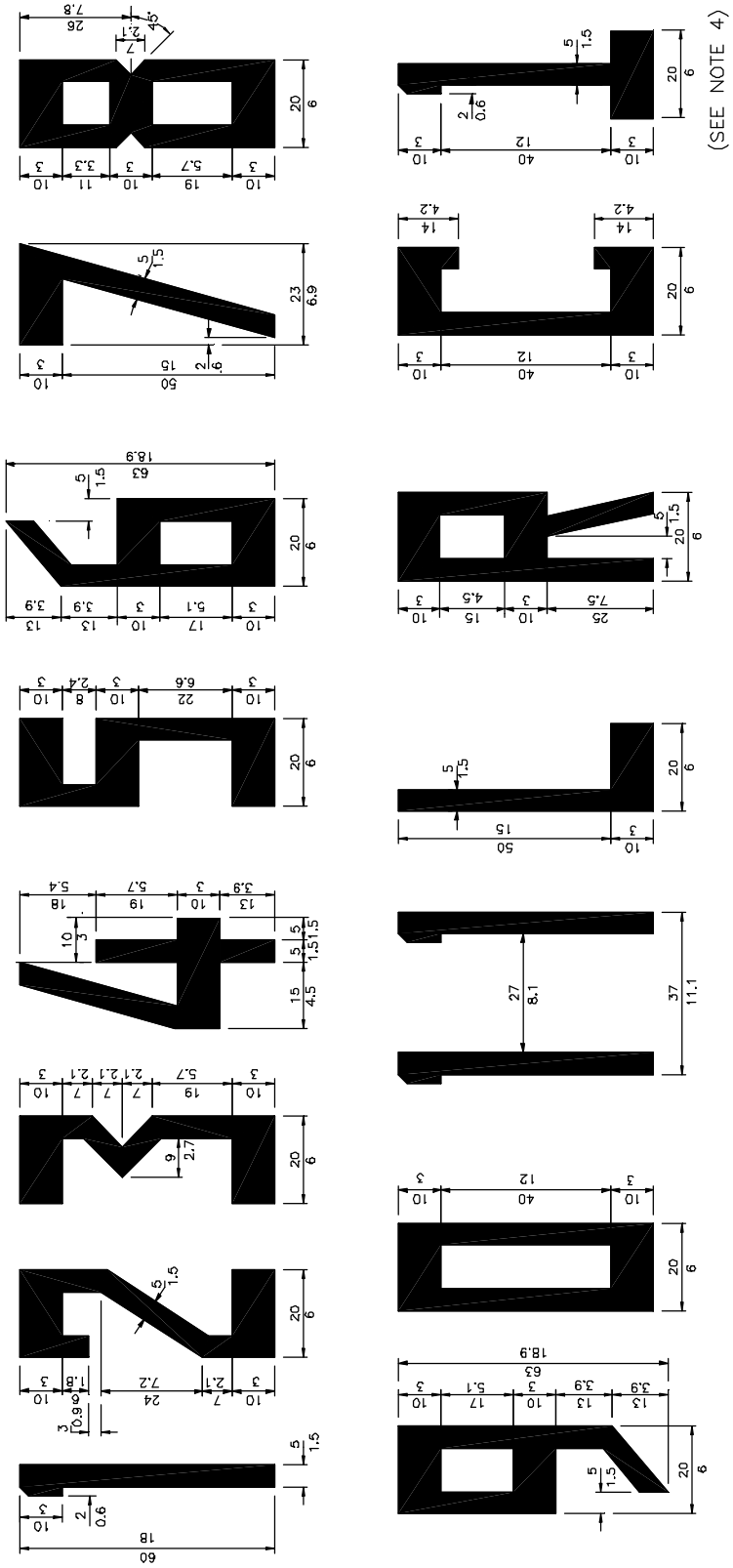


Figure 3. Example of Conflicting Markings on Crossing Runways



NOTES:

1. ALL NUMERALS EXCEPT THE NUMBER ELEVEN AS SHOWN ARE HORIZONTALLY SPACED 15 FEET (4.5 METERS) APART.
2. SINGLE DIGITS SHALL NOT BE PRECEDED BY A ZERO.
3. DIMENSIONS ARE EXPRESSED THUS: $\frac{\text{FEET}}{\text{METERS}}$ e.g. $\frac{30}{9}$
4. THE NUMERAL 1, WHEN USED ALONE, CONTAINS A HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKING
5. SINGLE DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE. FOR DOUBLE DESIGNATIONS, THE CENTER OF THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.
6. WHERE THE RUNWAY DESIGNATION CONSISTS OF A NUMBER AND A LETTER, THE NUMBER AND LETTER ARE LOCATED ON THE RUNWAY CENTERLINE IN A STACKED ARRANGEMENT AS SHOWN IN FIGURE 1.

Figure 4. Runway Designation Numerals and Letters

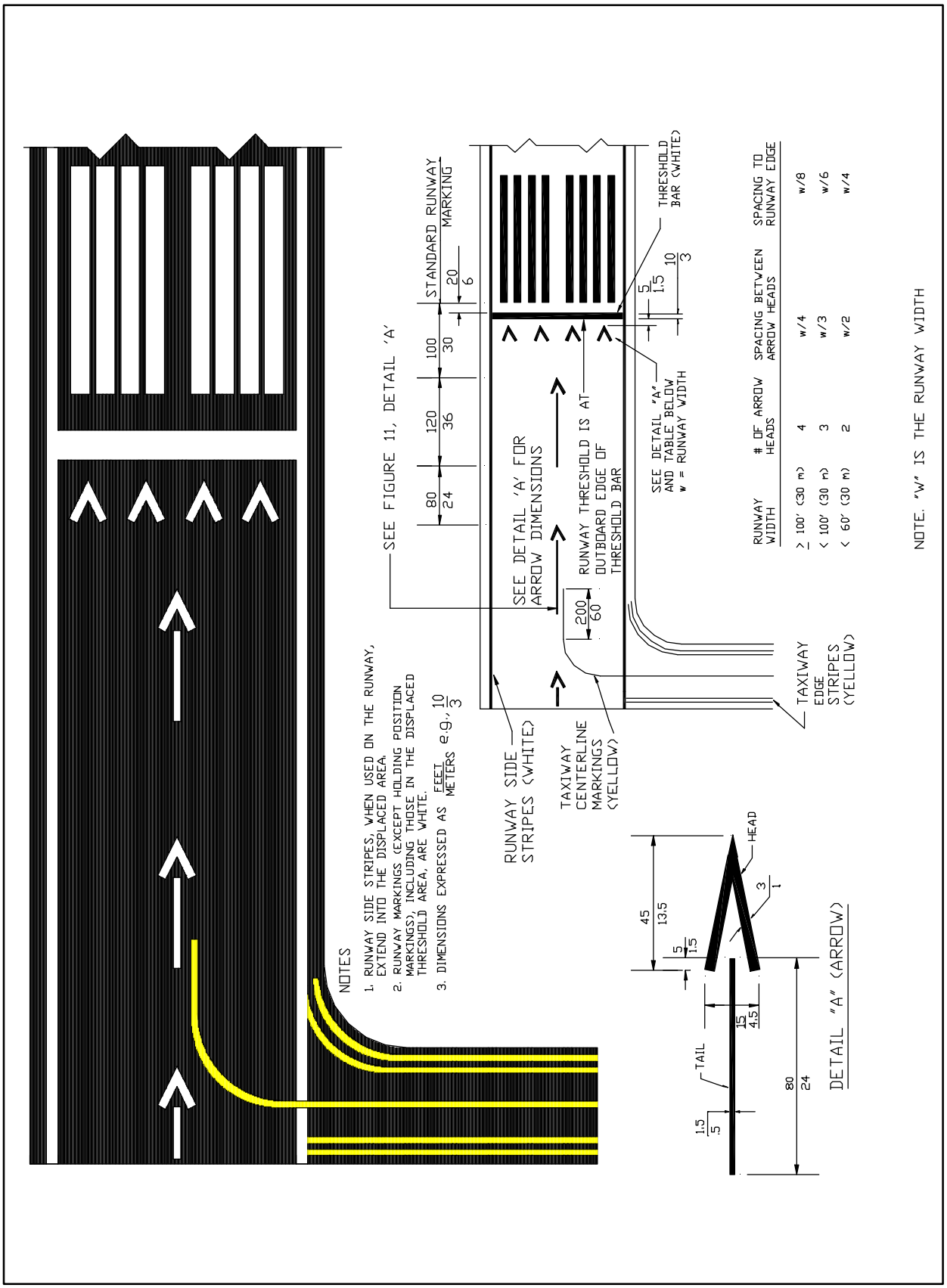


Figure 5. Displaced Threshold Markings

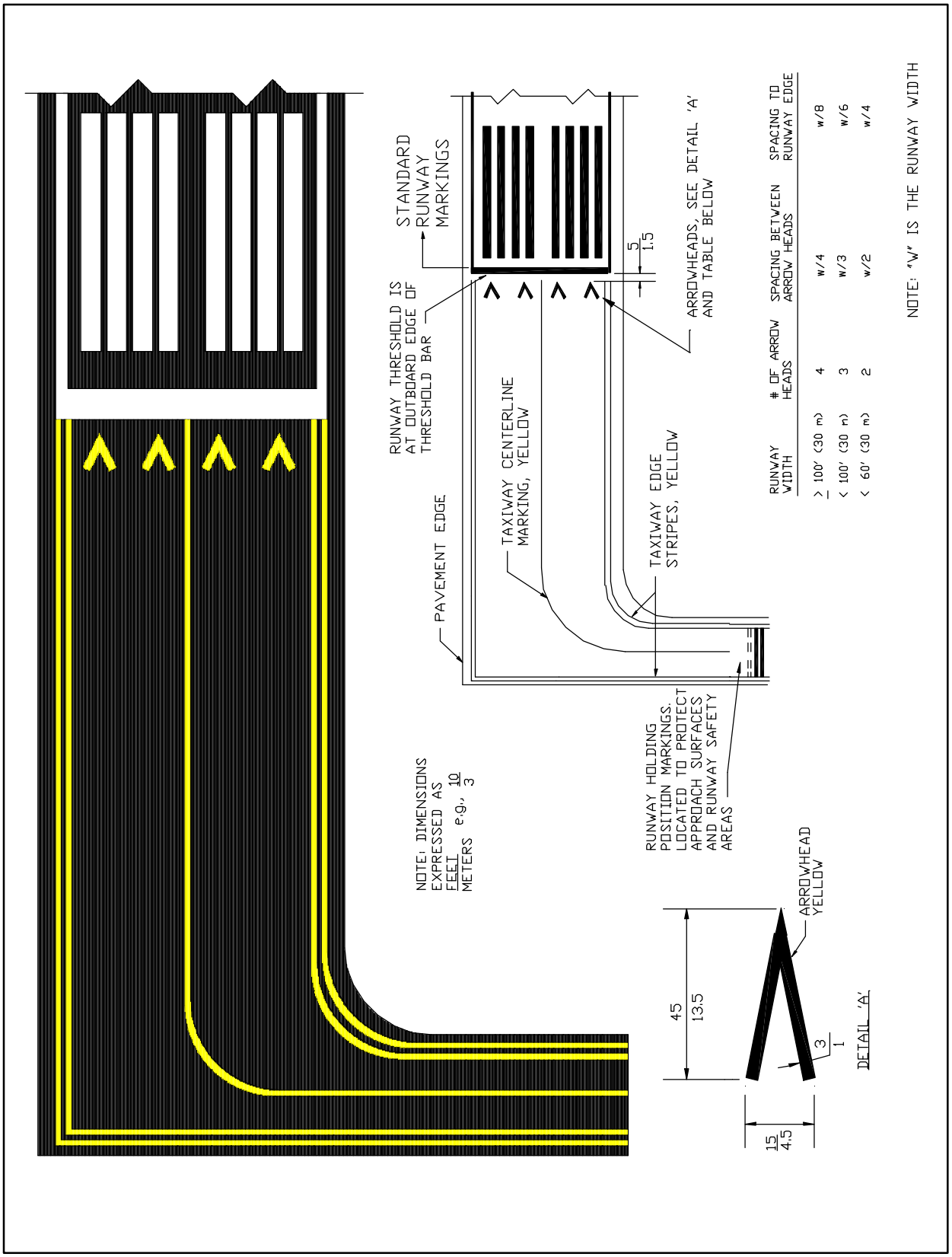


Figure 6. Marking for Taxiway Aligned with Runway

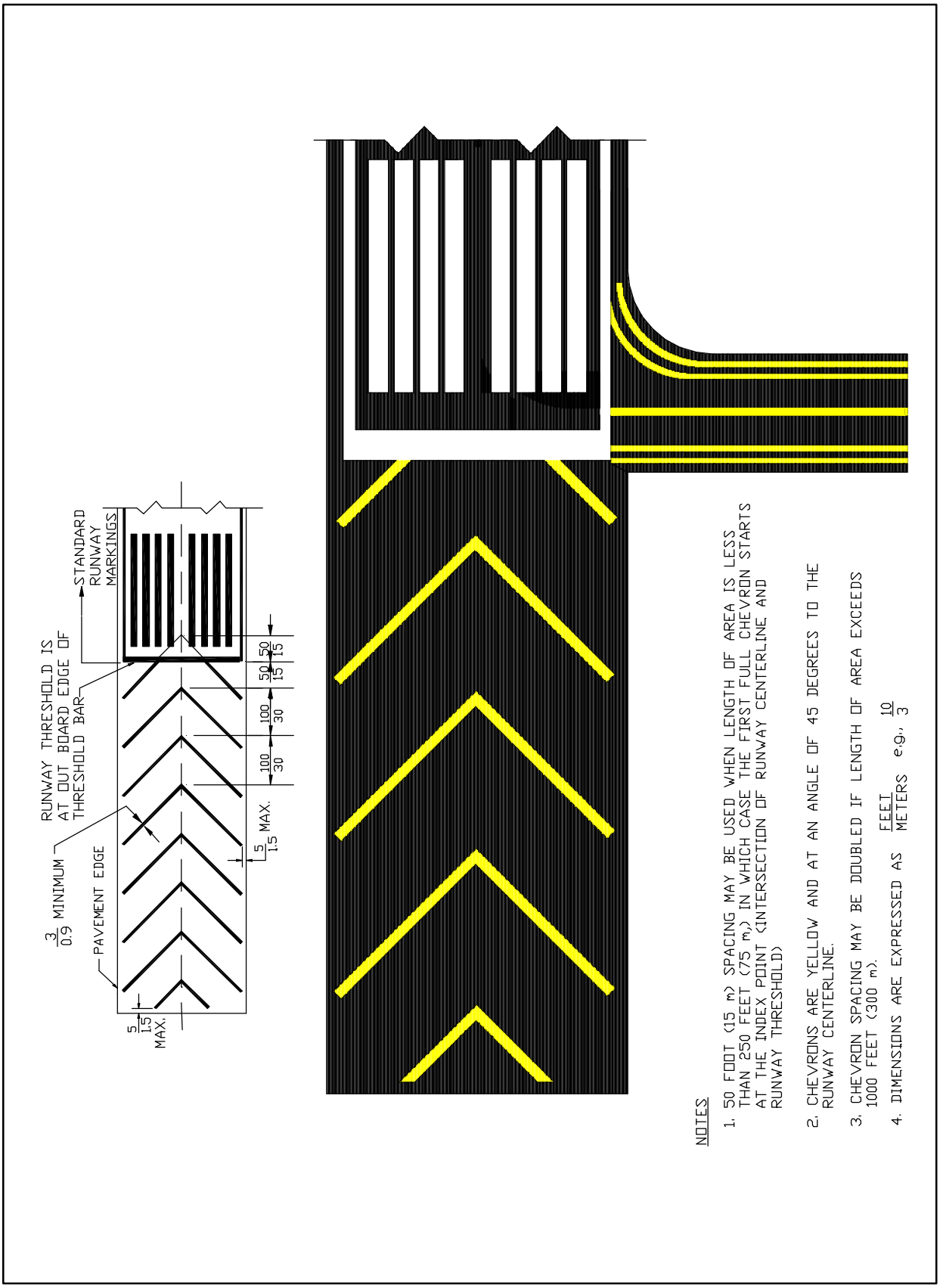


Figure 7. Markings for Blast Pads and Stopways

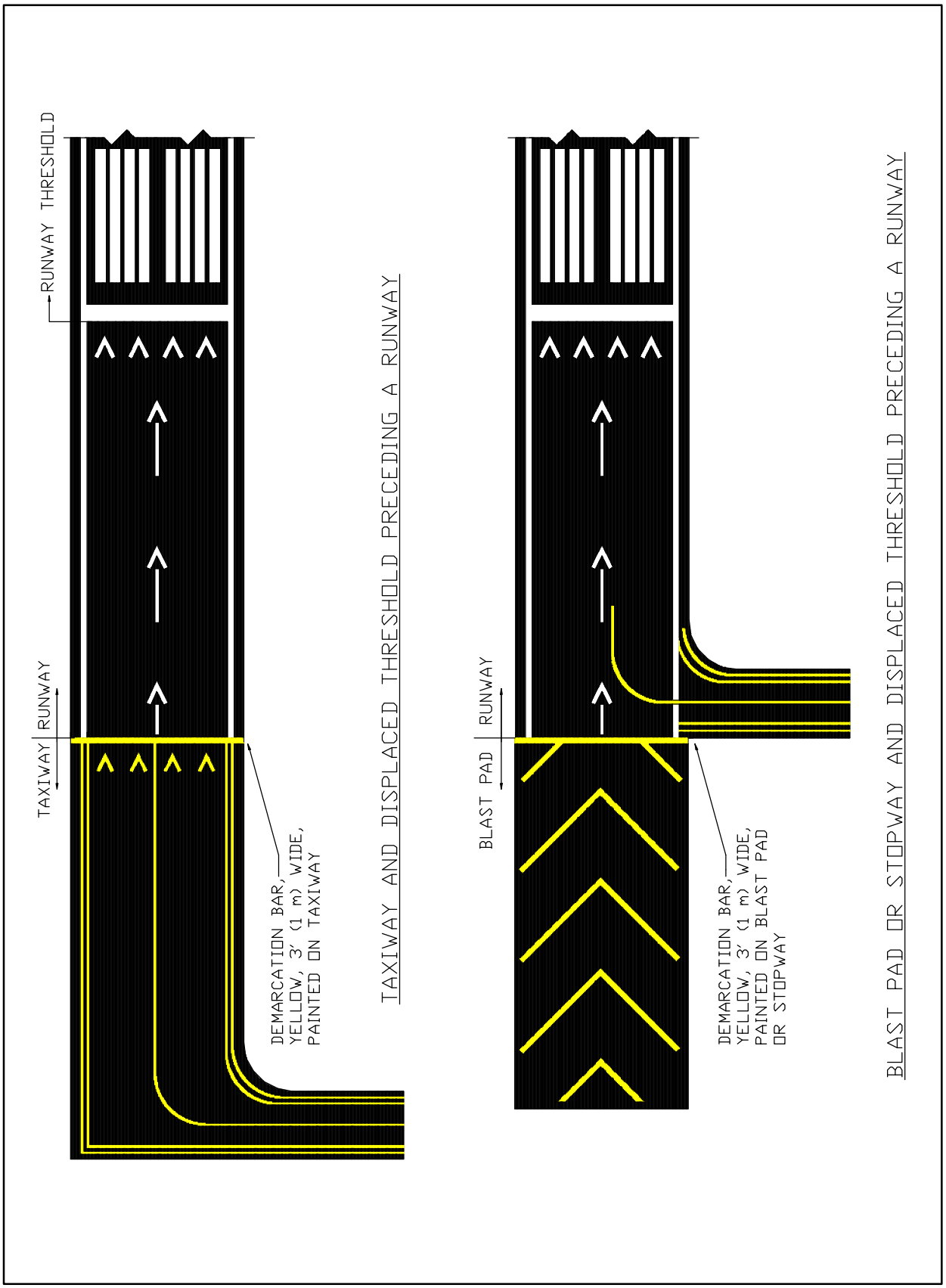


Figure 8. Marking for Blast Pad or Taxiway Preceding a Displaced Threshold

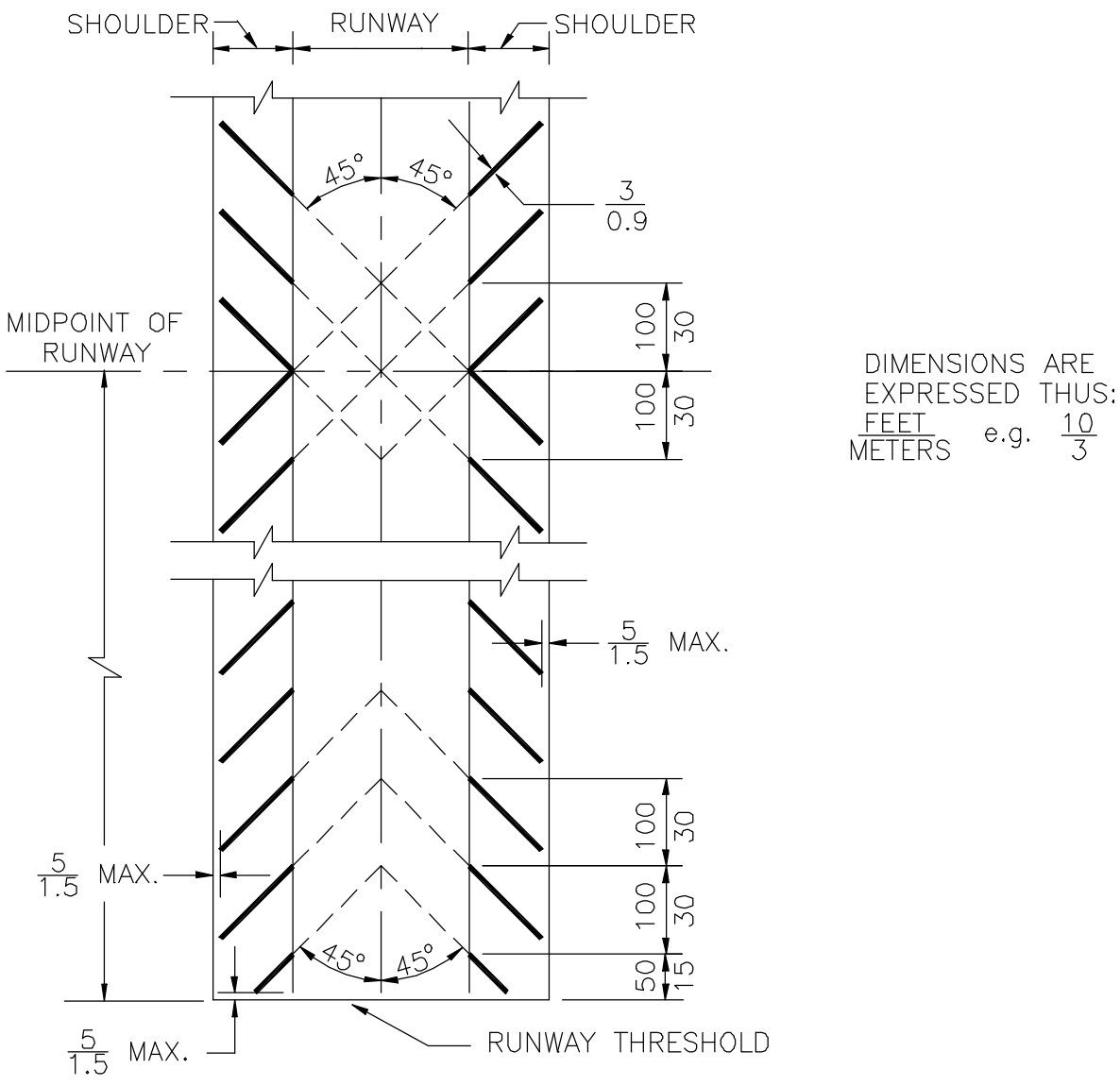


Figure 9. Runway Shoulder Markings

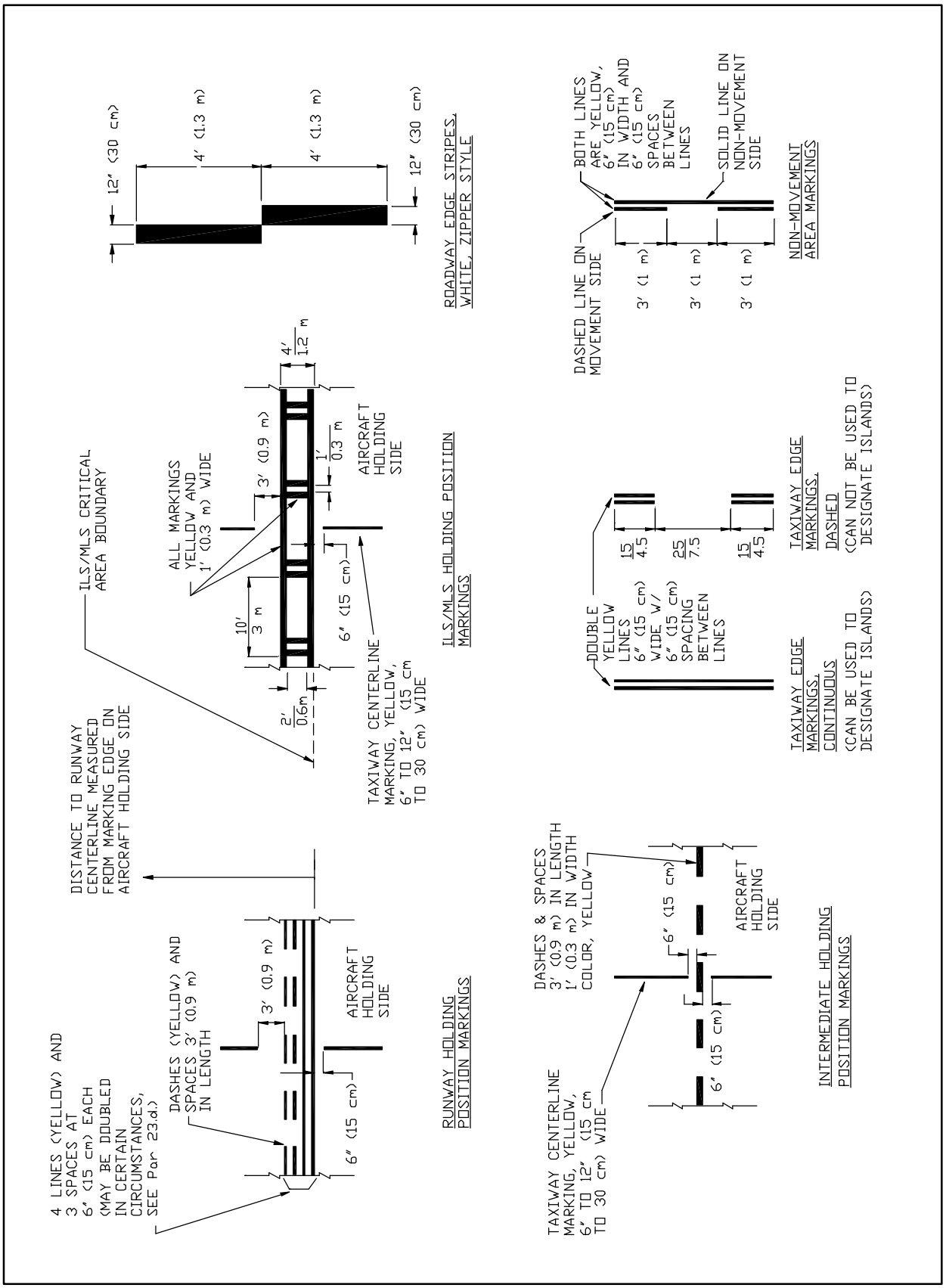


Figure 10. Marking Details