



# The Sixth Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/6)

**The Requirements of Runway Side Stripe Markings &  
Taxi Side Stripe Markings**

Bangkok, Thailand

2 to 5 April 2024

TEAM CAAM  
**Safe Sustainable** *Skies*

# OBJECTIVES



This paper aims to:



Highlight the significance of runway side stripe markings and taxi side stripe markings



Address the challenges encountered by Aerodrome Operators



Explore best practices implemented by other States in the Asia-Pacific Region on this matter

# STANDARDS IN ANNEX 14 VOLUME I



## 5.2.7.1

A runway side stripe marking shall be provided between the thresholds of a paved runway **where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain**



## 7.2.1

Shoulders for taxiways, runway turn pads, holding bays and aprons and other non-load-bearing surfaces **which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft, might result in damage to the aircraft** shall have the boundary between such areas and the load-bearing surface marked by a taxi side stripe marking

## Runway Side Stripe Markings

There are some aerodromes that are not provided with runway side stripe markings due to the initial design of the aerodrome where the view of the consultants or contractors **that there is a clear distinction between the runway edges (pavement surface) and the shoulders or the surrounding terrain (normally turfed)**

## Taxi Side Stripe Markings

Taxi side stripe marking is not provided because the consultant or contractor believed that the pavement of the taxiway and turfed area **has clearly shown a clear distinction between load-bearing and non-load-bearing surfaces**

# COMMON ISSUES



1. Poor maintenance of grass at runway and taxiway strip particularly the surface of that portion of a strip that abuts a runway/taxiway.
2. May result into the reduction of runway/taxiway width.
3. Required to conduct regular surveys to accurately determine the current width of the runway/taxiway





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# CRITICAL MEASURES REQUIRING HEIGHTENED ATTENTION

## CRITICAL MEASURES

Ensuring meticulous maintenance of grass areas



Maintaining optimal performance of runway and taxiway surfaces



Ensuring that the surface of the strip adjacent to runways and taxiways remains flush with their respective surfaces



Continuously monitoring the width of runways and taxiways to adhere to Annex 14 Vol I requirements and uphold the integrity of aerodrome-related aeronautical data





# ISSUANCE OF DIRECTIVE



## CAA Malaysia has issued Civil Aviation Directive (CAD) to address such concerns

Recognizing the critical importance of runway side stripe markings, CAA Malaysia through CAD 14 Vol I (Aerodrome Design and Operations) has adopted the standards outlined in Annex 14, specifically Standard 5.2.7.1.

In light of this, CAD 14 Vol I has decided to enforce a more stringent level of implementation of SARPs:

***A runway side stripe marking shall be provided between the thresholds of a paved runway***

# CONCLUSION



The meeting is invited to:

- a) note the information contained in this paper;
- a) share relevant best practices by other States in the Asia-Pacific Region;
- b) suggest ICAO AP-AA/WG to develop regional guidance materials for cases whereby the aerodrome does not have runway side stripe marking and taxi side stripe marking using State's best practices and experiences; and
- c) discuss any relevant matters as appropriate.



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*Thank You*



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