



Agenda Item 6: Review of other technical matters
6.5 Relevant aspects of Annex 14

WIDTH OF THE AIMING POINT MARKING FOR RUNWAYS LESS THAN 30 M WIDE

(Presented by the Dominican Republic)

SUMMARY

This paper describes the difficulty found in the placement of the aiming point marking on runways less than 30 m wide, due to the fact that if the Recommendation contained in ICAO Annex 14, Table 5-1, on placement and size of the aiming point marking, were followed, when leaving the internal lateral spacing between strips and assigning them the recommended width, there would be an overlap between this marking and the runway side stripe marking.

References:

- Annex 14, Volume I, Chapter 5, 5.2.5
- Annex 14, Volume I, Table 5-1, on location and size of the aiming point marking

1. Introduction

1.1 In several cases in which we have had to assist in the design or supervision of the placement of runway markings, when trying to follow the recommendations of ICAO Annex 14 regarding the width of the aiming point marking and its spacing between strips, in the case of runways less than 30 m wide, we have found an overlap with the runway side stripe marking, causing confusion in the pilot as to marking boundaries.

2. Analysis

2.1 If we try to apply the lateral separation of 18-22.5 m shown in Table 5-1 of Annex 14, Vol. I, which corresponds to a runway length of 1200 m to 2400 m, we will find that, if this runway is 30 m wide, when placing 2 strips of 6-10 m (6+6=12, using the recommended minima) plus the separation of 18-22.5 m, even if we use the separation minimum of 18 m, the addition of both values (2 strips = 12m + separation=18m), we see that 12+18=30m creates an overlap between the marking and the runway side stripe marking.

3. **Conclusion and recommendation**

3.1 We consider that action should be taken to visually improve the aiming point marking, be it by reducing the recommended strip width or by reducing the recommended space between the lateral sides in such a way that both markings may be seen independently.

4. **Suggested action**

4.1 The Meeting is invited to analyse the proposal and, if considered valid by the Fifth Meeting of the GREPECAS Aerodrome and Ground Aids/Aerodrome Operational Planning Subgroup, to submit it to ICAO through the corresponding channels so that it may be taken into account in a future amendment to Annex 14.

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