

Safety briefs 46

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ICAO Annex 2, 3.2.2.7.2: An aircraft taxiing on the manoeuvring area **SHALL STOP AND HOLD** at all runway-holding positions unless otherwise authorized by the aerodrome control tower.

**BREAKING
NEWS**

2016: several unauthorized RWY crossings due to non-compliance with ATC instruction „Hold short of RWY“. Readback from the crew was correct!

COMMON AERODROME SIGNS AND MARKINGS

15-33

Mandatory Runway Holding Position Sign
Generally co-located with the Pattern A runway holding position markings.

15 CAT I

ILS Critical Area Holding Position Sign
Generally co-located with a Pattern B holding position marking.

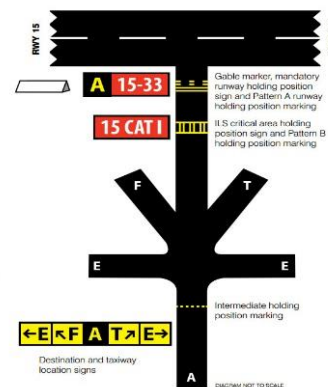


Aircraft No Entry

Mandatory signs

At some aerodromes non-standard signage may exist. All signs with white text on a red background are mandatory and identify a location beyond which aircraft or vehicles shall not proceed unless authorised by ATC.

Developed by the Australian Runway Safety Group – an aviation industry collaborative committed to maintaining safe aerodrome operations.



Destination signs

These give directions of where to go and will be located before the taxiway turnoff (e.g. Turn left at the next taxiway for the apron).
Remember: Yellow arrow points the way



Pattern A Runway Holding Position

At controlled aerodromes you must have ATC clearance to cross from the Holding side to the Runway side. These will always be set back from the seated surface of the runway to be in line with the gable markers or a greater distance.



Pattern B Holding Position Marking

Similar to Pattern A runway holding positions, but are generally associated with precision approach runways. These will generally be set back further than runway holding positions and will only be applicable when advised by ATC or the ATIS.



Intermediate Holding Position Marking

Marks the holding position between taxiways. You will need to hold at these if ATC direct you to hold short of a particular taxiway.



Taxiway Location Signs

These show where you are on the aerodrome (e.g. You are on taxiway A).
Remember: Black Square—You are there

Pilots: When approaching a holding point with intention to enter a runway, **verify mutually, if you are authorized... 100% sure?** In case any crew member express uncertainty, ask the TWR again.

Airlines: Is the STOP AND HOLD procedure ref. Annex 2, par. 3.2.2.7.2 included in your **recurrent training?** If it is not, we recommend to add it. Please tell us via safety@prg.aero how is it in your company.