

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 IFR PILOT EXAM-O-GRAM* NO. 26
RUNWAY MARKING

Analyses of performance on written tests indicate that many applicants have difficulty in connection with test items concerning runway marking systems.

To ensure safety, efficiency, and standardization of aircraft operation, it is essential that both certificated pilots and applicants for pilot ratings be thoroughly familiar with runway markings. With the introduction of Category II landing minimums, the ability of the IFR pilot to rapidly and accurately interpret runway markings has also become especially important.

Although this information is presently available to you as a pilot, the following runway marking quiz is provided to emphasize the subject and test your knowledge. The correct answers are given on the following page.

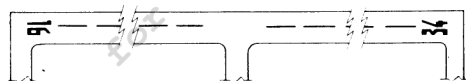


Figure 1

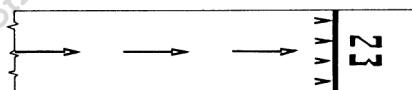


Figure 2

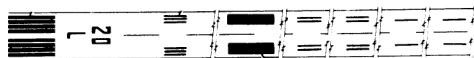


Figure 3

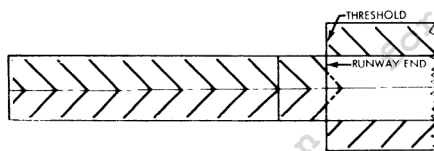


Figure 4

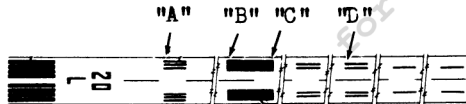
1. The numbers 16 and 34 on the approach ends of the runway illustrated in Figure 1 indicate that the runway is oriented approximately
 - 1- 160°/340° magnetic.
 - 2- 16°/34° true.
 - 3- 16°/34° magnetic.
 - 4- 160°/340° true.

2. Figure 2 is an illustration of a basic runway with a displaced threshold. The arrows appear in the area of the runway that
 - 1- is usable for taxiing, takeoff, and landing.
 - 2- cannot be used for landing but may be used for taxiing and takeoff.
 - 3- is available for landing at the pilot's discretion.
 - 4- may be used only for taxiing.

3. Runway 20L shown in Figure 3
 - 1- has Precision Instrument Runway markings.
 - 2- has Non-Precision Instrument Runway markings.
 - 3- is a runway marked to aid only air carrier jet aircraft during low visibility approaches.
 - 4- is 8,000 feet long with touchdown markings 500 feet apart.

4. In Figure 4, the area to the left of the threshold
 - 1- is an "over-run" with sufficient strength for all aircraft operations.
 - 2- appears usable but which, due to the nature of its structure, is unusable.
 - 3- is a "deceptive area" usable only for taxiing.
 - 4- is of sufficient strength for taxiing and takeoff but not for landing.

5. If you wished to land 1,000 feet from the threshold of the runway illustrated below, you would plan to touch down at point



- 1- "B. "
- 2- "D. "
- 3- "C. "
- 4- "A. "

Answers to test items

1-1; 2-2; 3-1; 4-2; 5-1.

References:

Airman's Information Manual, Part I
Advisory Circular 150/5340-1C

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2/69
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