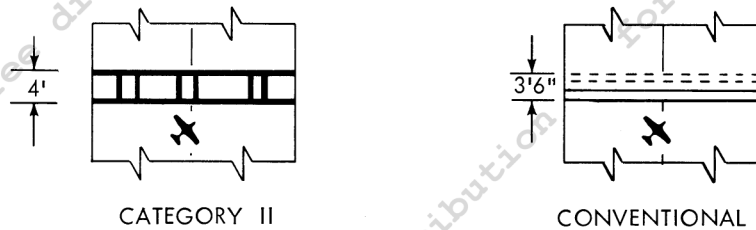


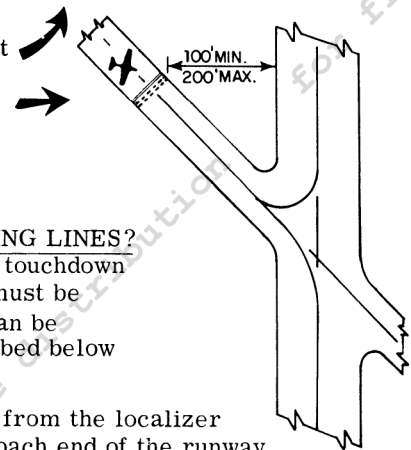
Department of Transportation
FEDERAL AVIATION ADMINISTRATION
IFR PILOT EXAM-O-GRAM* NO. 28
Category II Taxiway Holding Lines

With the advent of Category II operations, a new type taxiway holding line has been introduced. Since many pilots are unfamiliar with these lines, they frequently ignore them, and thereby create a safety hazard. This Exam-O-Gram describes Category II taxiway holding lines and compares them with the older conventional type holding lines.

HOW DO CATEGORY II AND CONVENTIONAL TAXIWAY HOLDING LINES DIFFER IN APPEARANCE? A diagram of each type holding line with its width dimension is shown below. Both types are painted yellow.



HOW FAR IS A CONVENTIONAL TAXIWAY HOLDING LINE FROM A RUNWAY? This type holding line is placed not less than 100 feet and not more than 200 feet from the nearest edge of the runway which the taxiway intersects. The distance is increased from the minimum 100 feet, as necessary, to provide adequate clearance between larger aircraft operating on the runway and the holding aircraft.

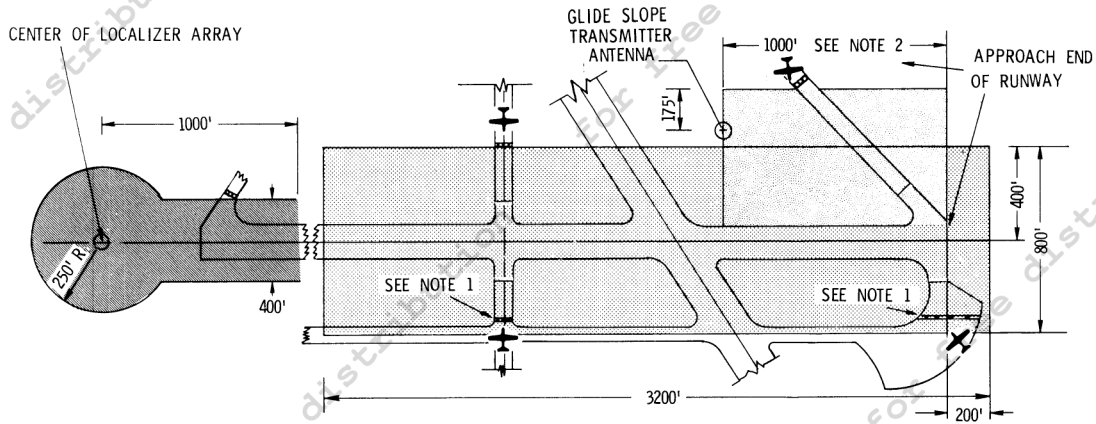


WHAT DETERMINES THE PLACEMENT OF CATEGORY II HOLDING LINES?

To prevent interference with ILS guidance signals, and to keep the touchdown area clear during Category II approaches, three "critical areas" must be protected. Category II holding lines are placed so this objective can be accomplished. The critical areas and their dimensions are described below and shown in the illustration on page 2.

- (1) Localizer Critical Area - is a rectangular area extending from the localizer transmitting antenna 1000 feet in the direction of the approach end of the runway and 200 feet on either side of the runway centerline. An additional area is described as a circular area with a radius of 250 feet from the center of the localizer and connecting to the parallel lines on either side of the runway.
- (2) Glide Slope Critical Area - is a rectangular area extending from the glide slope transmitting antenna to:
 - (a) 1000 feet in the direction of the approach end of the runway, or to the end of the runway, whichever is greater.
 - (b) "0" feet in the opposite direction.
 - (c) the near edge of the runway which the ILS serves.
 - (d) 175 feet in the direction away from the runway.
- (3) Obstacle Critical Area - is a rectangular area longitudinally centered on the runway centerline, extending from a point 200 feet outward from the Category II landing threshold (normal or displaced) and extending 3200 feet in the direction of landing, and having a total width of 800 feet (for exception, see Note 1 on page 2).

* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.



- LOCALIZER CRITICAL AREA
- GLIDE SLOPE CRITICAL AREA
- OBSTACLE CRITICAL AREA

NOTE 1. Location of hold lines when operations are permitted on a 400' parallel taxiway.

NOTE 2. Or to the end of the runway, whichever is greater.

CATEGORY II CRITICAL AREAS AND TAXIWAY HOLDING LINES

Category II holding lines are used only when Category II operations are in progress. Otherwise, conventional holding lines should be used.

For more complete information, see the Advisory Circulars listed below. These publications may be obtained free of charge from the Department of Transportation, Federal Aviation Administration, Distribution Unit, TAD-484.3, Washington, D. C. 20590.

- Advisory Circular AC 150/5340-1B
- Advisory Circular AC 120-20, CHG 1 & 2

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