

FIG 2-3-26

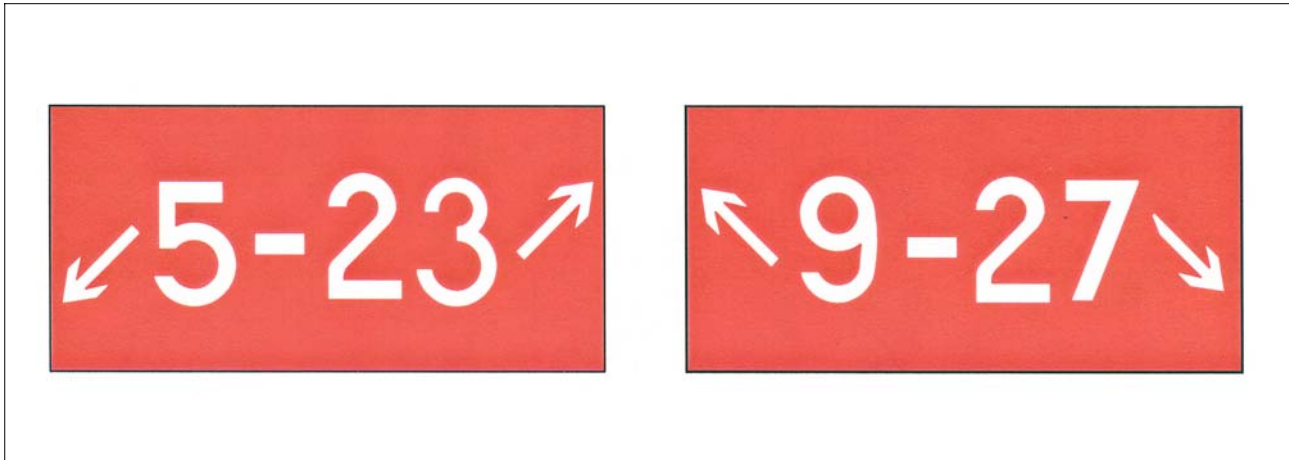
**Holding Position Sign for a Taxiway that Intersects the Intersection of Two Runways**

FIG 2-3-27

**Holding Position Sign for a Runway Approach Area**

(b) If the sign is located on a taxiway that intersects the intersection of two runways, the designations for both runways will be shown on the sign along with arrows showing the approximate alignment of each runway, as shown in FIG 2-3-26. In addition to showing the approximate runway alignment, the arrow indicates the direction to the threshold of the runway whose designation is immediately next to the arrow.

(c) A runway holding position sign on a taxiway will be installed adjacent to holding position markings on the taxiway pavement. On runways, holding position markings will be located only on the runway pavement adjacent to the sign, if the runway is normally used by ATC for “Land, Hold Short” operations or as a taxiway. The holding position

markings are described in Paragraph 2-3-5, Holding Position Markings.

**2. Runway Approach Area Holding Position Sign.** At some airports, it is necessary to hold an aircraft on a taxiway located in the approach or departure area for a runway so that the aircraft does not interfere with operations on that runway. In these situations, a sign with the designation of the approach end of the runway followed by a “dash” (-) and letters “APCH” will be located at the holding position on the taxiway. Holding position markings in accordance with Paragraph 2-3-5, Holding Position Markings, will be located on the taxiway pavement. An example of this sign is shown in FIG 2-3-27. In this example, the sign may protect the approach to Runway 15 and/or the departure for Runway 33.