



OPS-GRAM



A C-5M Super Galaxy, the largest aircraft in the U.S. Air Force inventory, taxis toward the runway July 10, 2019, at Travis Air Force Base, California. (Air Force photo by Tech Sgt. Jame Hodgman)

Changes to Airfield Markings from Implementation of UFC 3-260-04

In April 2018, the Tri-Services Pavements Discipline Working Group published the Unified Facilities Criteria (UFC) 3-260-04 Airfield and Heliport Marking. The latest published UFC, replaces the USAF guidance that was in the Engineering Technical Letter 04-2 Standard Airfield Pavement Marking Schemes. The UFC adopted the dimensions of several airfield markings used by the Federal Aviation Administration (FAA). This was a recommendation from USAF reserve pilots, all of whom were also commercial airline pilots, to mirror commercial standards.

The major runway marking changes included:

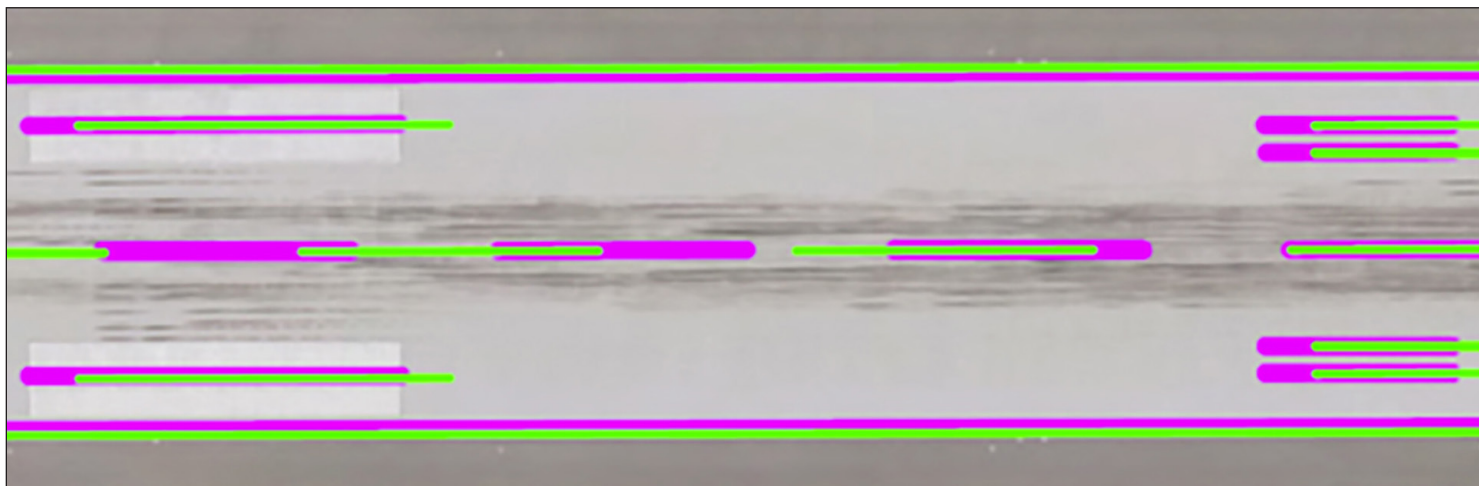
- Layout of yellow chevrons in the underrun of a runway.
- Addition of a solid transverse threshold bar at the runway threshold.
- Changing width of the longitudinal threshold bars along with the width of the spacing. The length also changed from 100 feet to 150 feet.
- Length of runway designations changed from 30 feet to 60 feet.
- Runway touchdown zone markings location from the threshold was slightly changed.
- Runway side stripe locations were moved out slightly. Previously, a 150-foot wide runway would have a distance of approximately 146 feet from runway side stripe to side strip. Under the new criteria, the outside edge-to-edge moves to 150 feet. Many older pavement marking machines could not stripe the markings by staying on a paved surface —if you had small paved shoulders — or in some cases no shoulders at all. The newer machines enable the machine to completely stay on paved surfaces.
- Runway centerline markings have changed from 100 feet long with a 60-foot gap to newer 120 feet long markings with an 80-foot gap.



Below is an example of existing markings on a runway in purple/magenta with new UFC 3-260-04 markings superimposed in green to visually show some of the differences.



New overrun chevrons and runway designations in green.



New touchdown zone markings, edge stripes and centerline stripes in green.

Installations should attempt to implement these markings when it is practical to do so, as we must be prudent in government funding. If an installation is to reconstruct or repave one end of a runway, the new markings should be part of the project. The rest of the runway can be done at a later time where the existing markings need it. If an installation has recently remarked its airfield, then restriping can be delayed. Generally, marking removal is easier and causes less damage if the pavement is constructed of concrete. Most USAF runways do have the first 1,000 feet of pavement as concrete with the middle section constructed of asphalt. Some runways are even constructed entirely of concrete.



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