

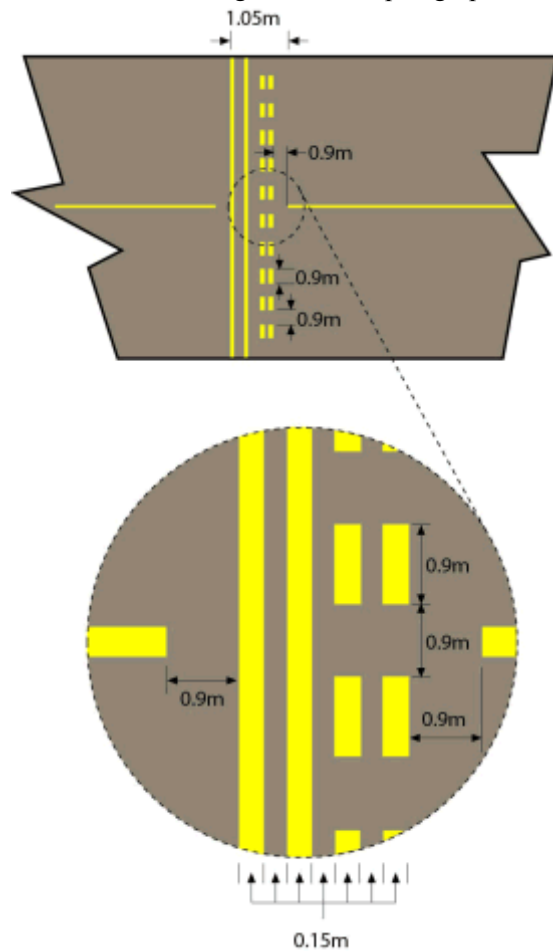
SCHEDULE 1

SECTION 5

AERODROME VISUAL SIGNALS AND MARKINGS

**Markings for paved runways and taxiways**

19.—(1) Subject to paragraph (2), two yellow broken lines and two yellow continuous lines, as illustrated in the diagrams in this paragraph—

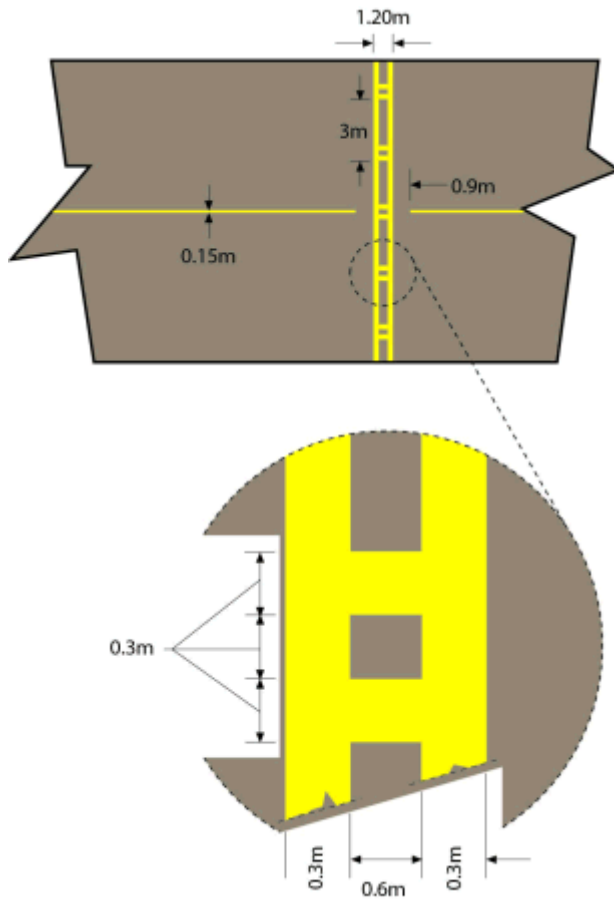


signify the designated visual holding position associated with a runway beyond which no part of a flying machine or vehicle must project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.

(2) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the markings referred to in paragraph (1) signify the position closest to the runway beyond which no part of a flying machine or vehicle must project in the direction of the runway when the flying machine or vehicle is required to give way to aircraft which are taking off from or landing on that runway.

(3) Subject to paragraph (4), a marking, consisting of two yellow, parallel perpendicular lines intersected by horizontal yellow lines, as illustrated in the diagrams in this paragraph—

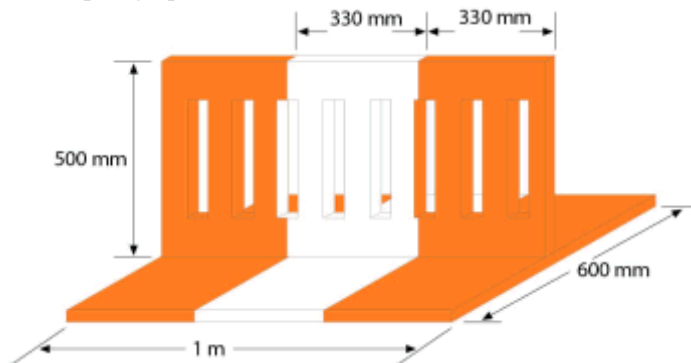
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signifies a holding position other than that closest to the runway beyond which no part of a flying machine or vehicle must project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.

(4) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the marking referred to in paragraph (3) may be disregarded.

(5) Orange and white markers spaced not more than 15 metres apart, as illustrated in the diagram in this paragraph—



signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.