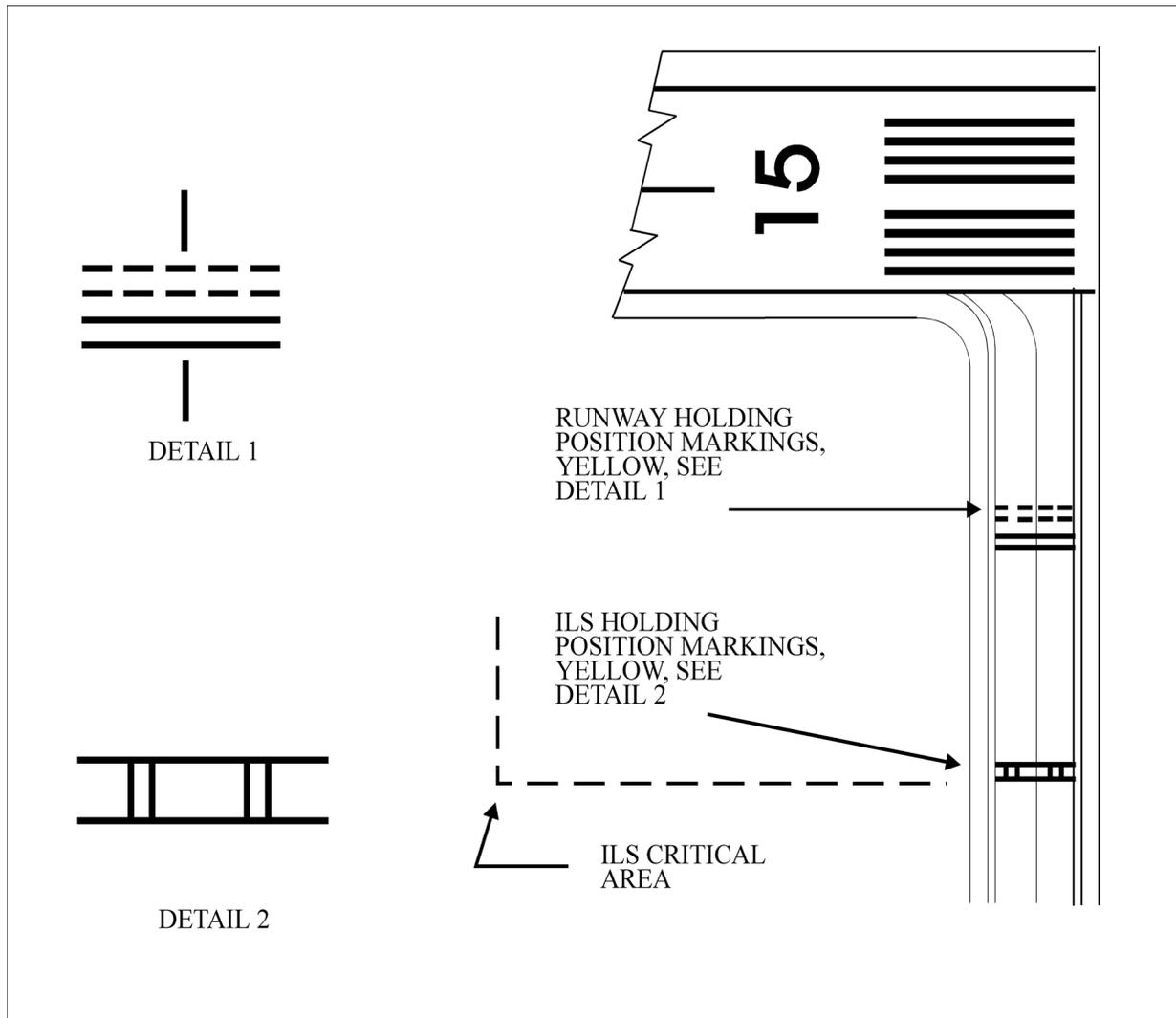


**NOTE—**

1. Refer to Advisory Circular 150/5300–13 for additional information on obstruction surfaces.
2. Because Taxiway C does not enter the departure area of Runway 33, the sign on Taxiway C does not include the “33 DEP” legend.
3. The location of a holding position is relative to the point on the aircraft that infringes the surface; for inclining surfaces such as an approach surface, the location of the holdline position may differ from the location of the infringement point.

**FIG 2–3–16**  
**Holding Position Markings: ILS Critical Area**

**2–3–6. Other Markings**

**a. Vehicle Roadway Markings.** The vehicle roadway markings are used when necessary to define a pathway for vehicle operations on or crossing areas that are also intended for aircraft. These markings consist of a white solid line to delineate each edge of the roadway and a dashed line to separate lanes within the edges of the roadway. In lieu of the solid lines, zipper markings may be used to delineate the edges of the vehicle roadway. (See FIG 2–3–18.) Details of the zipper markings are shown in FIG 2–3–19.

**b. VOR Receiver Checkpoint Markings.** The VOR receiver checkpoint marking allows the pilot to check aircraft instruments with navigational aid signals. It consists of a painted circle with an arrow in the middle; the arrow is aligned in the direction of the checkpoint azimuth. This marking, and an associated sign, is located on