



**FAA  
Great Lakes Region, Airports Division  
Safety Standards Branch**

## **Airport Certification Information Bulletin (ACIB) 17-03**

### **Subject: Preformed Thermoplastic Airport Pavement Markings**

The FAA's Office of Aviation Research is currently studying paint durability on preformed thermoplastic markings (PTM) as it has experienced localized premature performance issues primarily related to de-bonding to portland cement concrete pavement and/or distortion under aircraft tires while turning.

When supported by a life cycle cost analysis, as outlined in FAA Order 5100-38, "*Airport Improvement Program Handbook*", projects funded with Airport Improvement Program (AIP) or Passenger Facility Charges (PFC) funds may include the use of PTM at the following locations:

- Surface Painted Hold Sign Markings;
- Taxiway Direction and Location Markings;
- Geographic Position Markings;
- Vehicular Roadway Markings on Airfield;
- Zipper Lines, and
- Taxiway Edge Lines.

When using PTM particular attention should be paid to surface preparation, application of sealer and timely application of heat in accordance with the manufacturer application guidelines. Airports that have existing PTM installed at the locations listed below should monitor and add to their daily inspection to ensure conformity to §139.311(d).

- Hold lines;
- Enhanced taxiway centerlines;
- Near high speed exits;
- At locations where multiple aircraft sit idling, or
- Where sharp nose gear turns are executed.

If you have any questions concerning this bulletin, please contact your assigned Airport Certification Safety Inspector.

