



AC NO: 150/5355-1A

DATE: 3 Nov 71

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: INTERNATIONAL SIGNS TO FACILITATE PASSENGERS
USING AIRPORTS

1. **PURPOSE.** This advisory circular informs airport authorities of the desirability to provide international signs and diagrammatic maps within terminal buildings. It also informs airport authorities of the need for clearly marked road signs for airports.
2. **CANCELLATION.** AC 150/5355-1, Diagrammatic Maps and Location Signs at Airports, dated 21 March 1969, is cancelled.
3. **REFERENCE.** ICAO Document 8881-C/992, International Signs to Facilitate Passengers Using Airports, may be obtained at a cost of \$1.50 from the International Civil Aviation Organization (Attention: Distribution Officer), International Aviation Building, 1080 University Street, Montreal 101, Quebec, Canada.
4. **EXPLANATION OF REVISIONS.** This revised advisory circular mainly incorporates a set of international signs that have been developed to indicate the location of various facilities and services.
5. **BACKGROUND.**
 - a. The Council of the International Civil Aviation Organization (ICAO) has approved a set of uniform signs for use at international airports throughout the world in order to facilitate air travelers in locating various facilities and services.

These signs, which are presented in Appendix 1, are based on recommendations of the ICAO Panel on Airport Signs and were initially developed by a firm of consultants engaged by ICAO for this purpose. Prior to their adoption, a thorough study of these signs was accomplished by ICAO which, with the advice and assistance of several international bodies, made some revisions and redesigns of the consultant's developed signs. Accordingly, the signs represent a consensus of international thinking although it is recognized that they may need to be expanded or otherwise amended, in due course, as a result of developments in international civil aviation, changes in the design and layout of terminal buildings, handling procedures, and other factors.

- b. The ICAO Council also has recognized the need for international airport authorities to consider:
 - (1) The desirability of providing diagrammatic maps in suitable places in terminal buildings at international airports, indicating to passengers their present position in the terminal building and the location of necessary facilities.
 - (2) The need for clear sign posting, indicating the location of public parking facilities (the signs to be placed inside, as well as outside, the terminal building) and automotive service or gas stations at international airports. Also, there is a need for signs within the airport to be consistent with those on outside roads in order to avoid confusing drivers.

6. GENERAL PRINCIPLES CONCERNING THE USE OF SIGNS.

- a. Number of Signs. Keep the number of signs used to a minimum consistent with the need to facilitate air travelers and the public. Some airports may need to use all of the signs (and perhaps some more in addition) while others may only need to use some of the signs.
- b. Location and Size.
 - (1) Where appropriate, make the signs to indicate both the direction and the location of the facilities in question. Place the signs in conspicuous locations, neither obscured by obstructions nor competing for attention with advertising or

other signs. Make the sign-carrier surface to moderately contrast with its environment (i.e., a lighter environment requires a darker sign-carrier surface; a darker environment requires a lighter surface).

- (2) Make the signs large enough to be recognized at reasonable distances and, where necessary, internally or externally illuminated. Within each terminal building, make the relationship of the size of the symbol to the sign the same on all signs.
- (3) Make directional signs rectangular and location signs either square or rectangular. Position directional arrows on the sign plate to produce the maximum dynamic effect. In large terminal buildings, directional signs may be more numerous, and indeed more important, than the location sign actually placed at the facility itself.

c. The Use of Words.

- (1) Where possible, use symbols without words, but where the use of words is essential, limit the length of time which they are retained. This decision rests with the local airport authorities--the long-term aim being to eliminate words as soon as the public becomes familiar with the signs.
- (2) Where words are necessary, use a simple type-face, standardized throughout the terminal building.
- (3) Do not incorporate words in the symbol itself but make them separate to preserve the dominance of the symbol.
- (4) The airport authority decides which languages are to be used on the sign plate, considering the particular needs of air travelers and the public.

d. Colors.

- (1) For the coordination of lettering and background, two basic possibilities exist:
 - (a) Dark (preferably black) lettering on light (preferably white) background.
 - (b) Light (preferably white) lettering on dark (preferably black) background.

3 Nov 71

In general, dark lettering on light background is more legible because of the optimum brightness contrast. In the case of transilluminated signs, however, light lettering on dark (opaque) background might be more legible. However, the coordination of lettering and background, and also the colors to be used on the sign carrier surface, is left to the airport authorities. Conspicuity is the most important aspect of a sign and color is therefore not to be sacrificed to decor or aesthetics.

- (2) Use the same color scheme on all such signs in the airport terminal building.
- (3) It is recommended that the signs for "No Smoking," "No Entry/No Trespassing," "Passengers Only," and "First Aid" be in the colors indicated in the Appendix.

e. General.

- (1) In cases where both international and domestic flights are operated from the same terminal building, clearly mark the international and domestic arrival and departure areas.
- (2) In certain cases, one or more symbols may be incorporated in the same plate, e.g.;
 - (a) "Bus," "Train," "Taxis," to indicate the direction to surface transport facilities generally, or
 - (b) "Postal facility" and "Telegrams," where both of these facilities are provided at the same place.
- (3) Dependent upon the airport layout concerned, designate "Gate" positions only by individual number references (1, 2, 3, etc., and not 1-A, 1-B, etc.) and with the words shown in plain language. However, it is recognized that more than one exit may normally be assigned to one gate position, in which case the use of letters to supplement the gate numbering is acceptable.

7. DIAGRAMMATIC MAPS. Where diagrammatic maps have been made available, they have already proved to be very valuable aids to travelers. With the growing complexity of airport terminal building layouts, these diagrammatic maps are very useful because they alert the traveler by providing conspicuous markings to the direction and location of major airport facilities in relation to his present location.

The value of these maps at airports serving international passengers could be even further improved if the text consisted of both English and at least one of the other official ICAO languages (French, Spanish, or Russian).

8. ROAD DIRECTIONAL AND LOCATION SIGNS. Details on road signs are contained in the Manual on Uniform Traffic Control Devices for Streets and Highways. (This manual is available for purchase from the Institute of Traffic Engineers, 2029 K Street, N.W., Washington, D.C. 20006, at a cost of \$4.75. Also, reference copies may be seen in the Washington or regional offices of the Federal Highway Administration or in state highway departments.) Included in this manual are standards for trail blazer type signs which are presently being used to mark the best route to a desired point (such as an airport). Typical of these trail blazer signs, which have an eye-catching design and coloring, is the following type sign, developed by the FAA, for use on the state roads near Dulles International Airport:



9. APPLICATION. It is recommended that airport authorities introduce the ICAO approved international signs at airports, particularly those used by International Travelers, at the earliest practicable opportunity. In particular, such signs should be installed when new airports or terminal buildings are being constructed, existing terminals expanded, or new signs are being installed for other reasons. It is also recommended that airport authorities consider the provision of diagrammatic maps and clear road signs at airports.
10. HOW TO OBTAIN THIS PUBLICATION. Additional copies of this advisory circular, AC 150/5355-1A, International Signs to Facilitate Passengers Using Airports, may be obtained from the Department of Transportation, Distribution Unit, TAD-484.3, Washington, D.C. 20590.

Chester G. Bowers
Director, Airports Service

APPENDIX 1. INTERNATIONAL SIGNS TO FACILITATE PASSENGERS USING AIRPORTS

INDEX

The following is a list of facilities and services at airports for which the corresponding signs will be found on the following pages.

	<u>Page</u>
Arrivals	2
Departures	2
Passenger check-in	2
Baggage check-in	2
Baggage claim area	3
Baggage lockers	3
Left luggage	3
Porters	3
Information (general)	4
Passenger flight information	4
No smoking	4
No entry/No trespassing	4
Passengers only	5
Connecting flights	5
Bus	5
Train	5
Taxis	6
Car hire	6
Helicopter service	6
Toilets (general)	6
Toilets (men)	7
Toilets (women)	7
Telephone	7
Postal facility	7
Telegrams	8
Bank or currency exchange office	8
Bar	8
Restaurant	8
Coffee shop (or equivalent facility)	9
Drinking water	9
First aid	9
Nursery	9
Pharmacy	10
Elevators	10
Lost and found	10
Rendez-vous point	10
Hotel reservations	11
Air cargo	11
Ways in which directional arrows should be used on sign plates	12

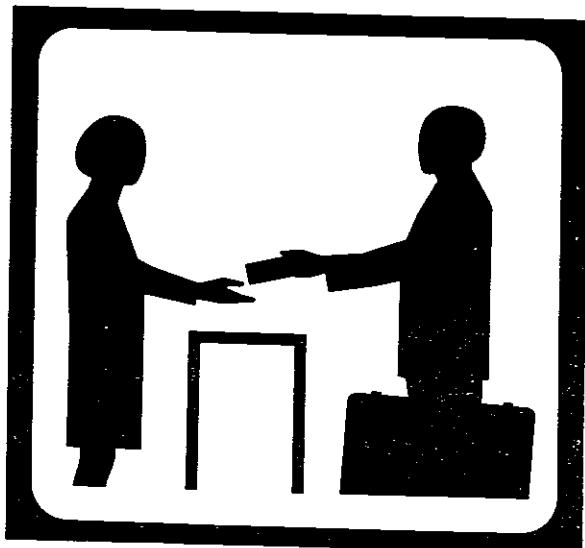
3 Nov 71



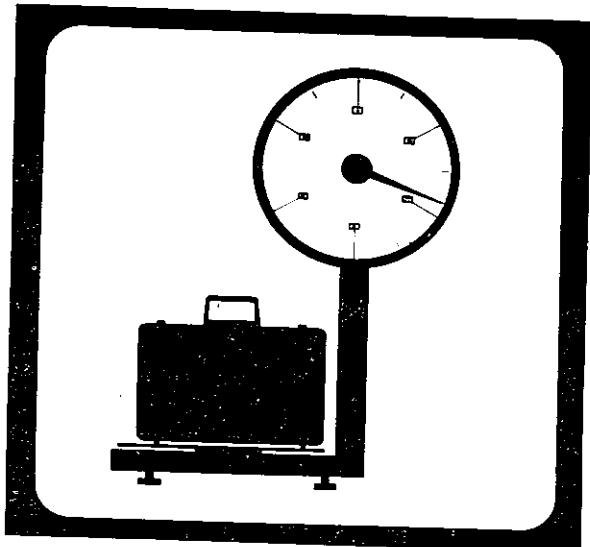
ARRIVALS



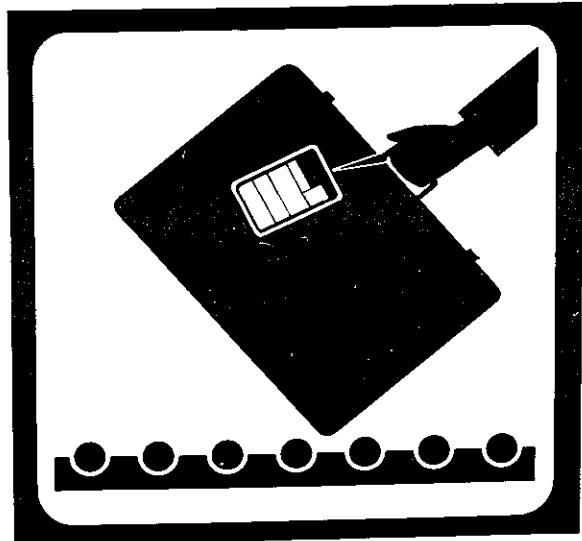
DEPARTURES



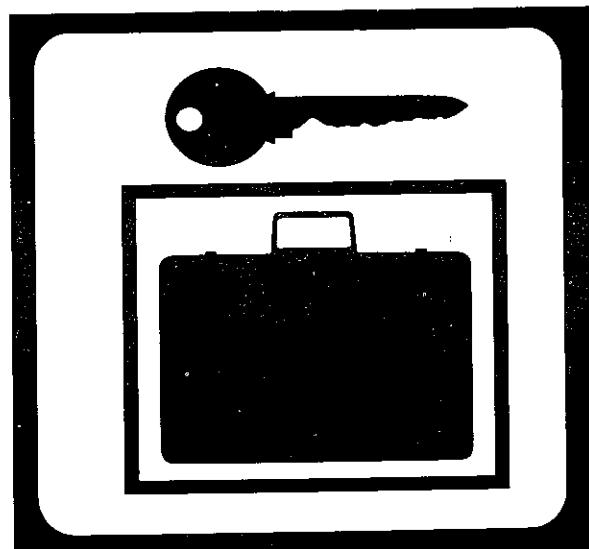
PASSENGER CHECK-IN



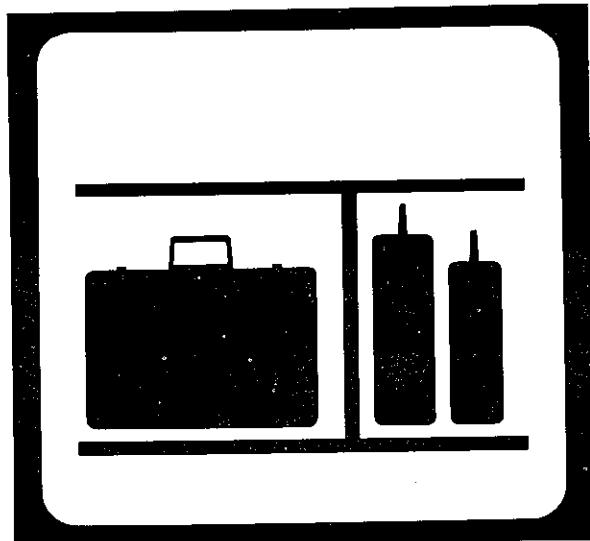
BAGGAGE CHECK-IN



BAGGAGE CLAIM AREA



BAGGAGE LOCKERS



LEFT LUGGAGE



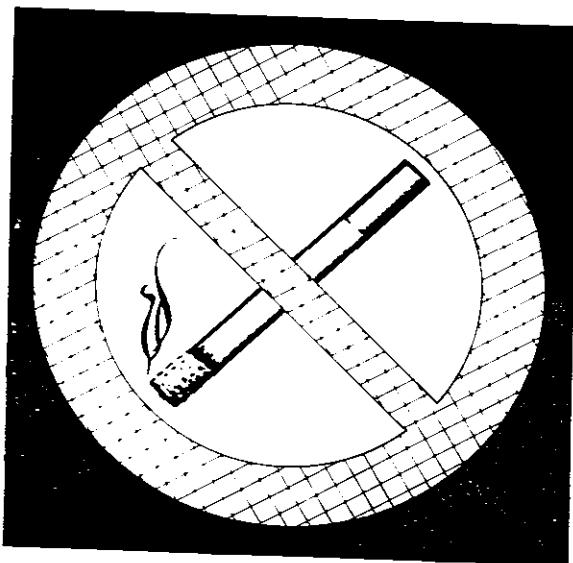
PORTERS



INFORMATION (GENERAL)



PASSENGER FLIGHT INFORMATION



NO SMOKING

RED

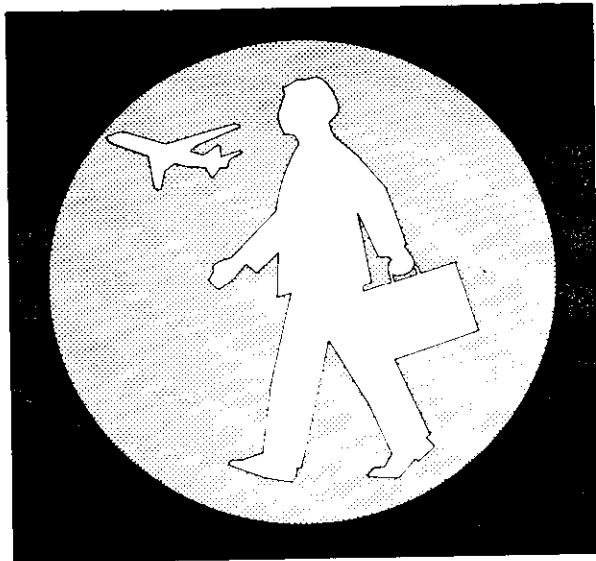


NO ENTRY/NO TRESPASSING

RED

3 Nov 71

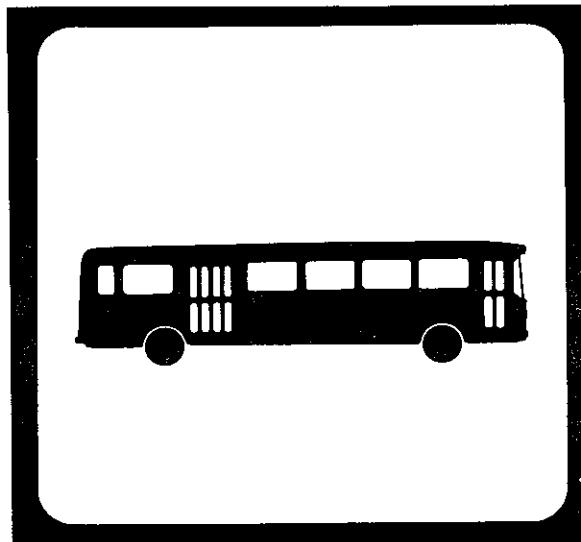
AC 150/5355-1A
Appendix 1



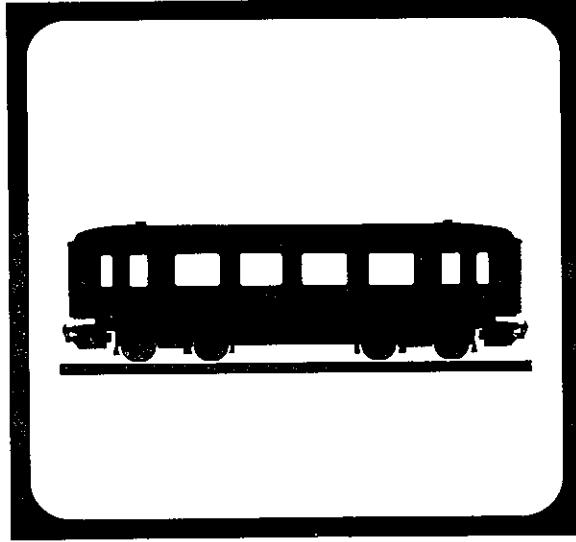
PASSENGERS ONLY



CONNECTING FLIGHTS



BUS



TRAIN



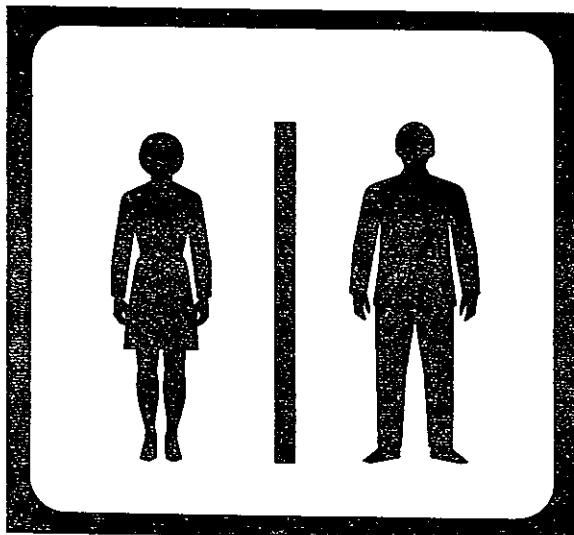
TAXIS



CAR HIRE



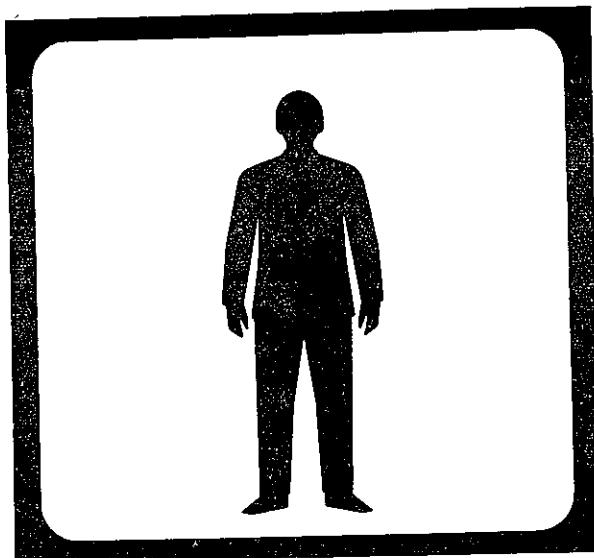
HELICOPTER SERVICE



TOILETS (GENERAL)

3 Nov 71

AC 150/5355-1A
Appendix 1



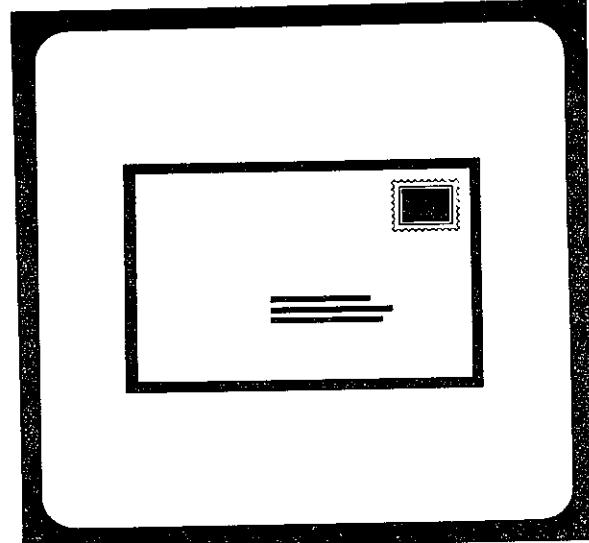
TOILETS (MEN)



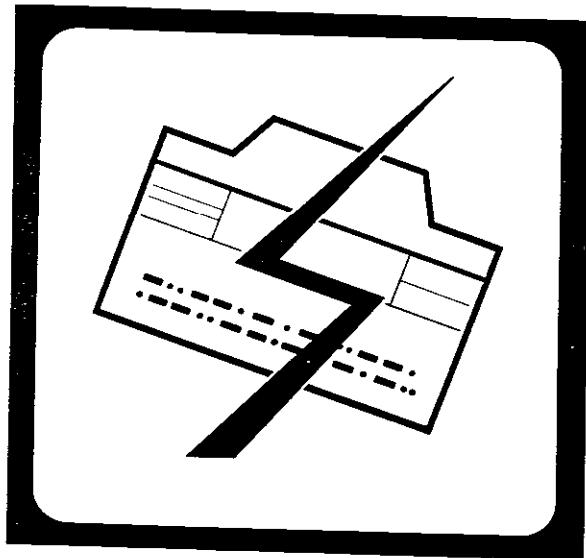
TOILETS (WOMEN)



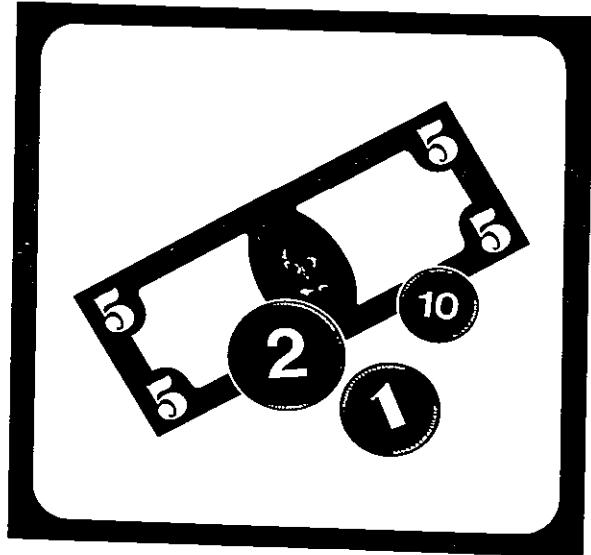
TELEPHONE



POSTAL FACILITY



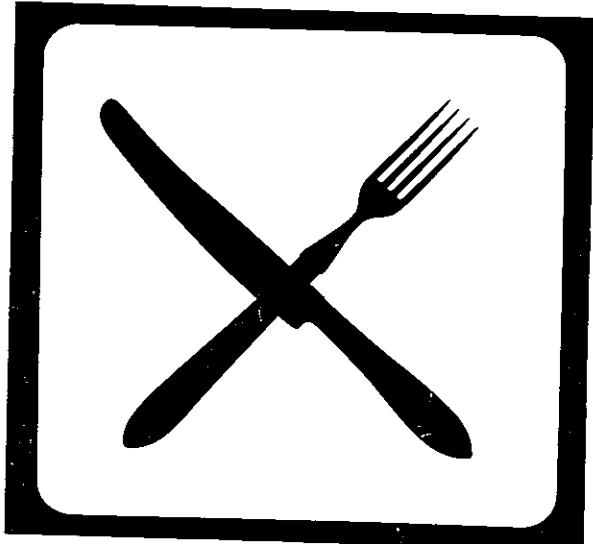
TELEGRAMS



BANK OR CURRENCY EXCHANGE OFFICE



BAR



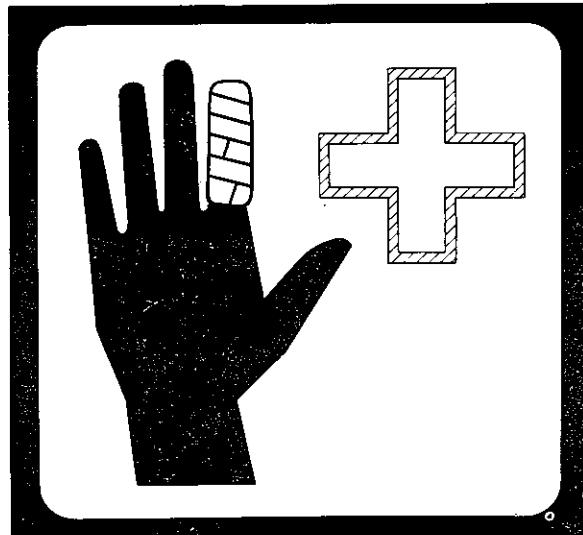
RESTAURANT



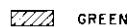
COFFEE SHOP (OR EQUIVALENT FACILITY)



DRINKING WATER



FIRST AID



NURSERY



PHARMACY



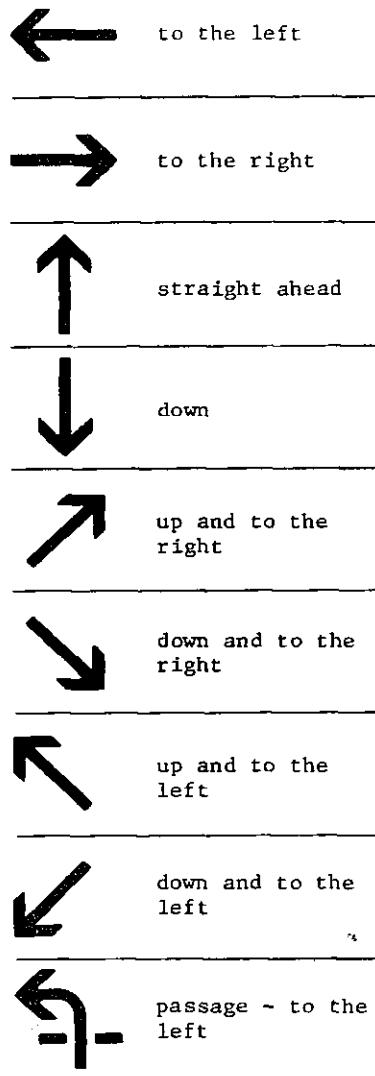
ELEVATORS



LOST AND FOUND

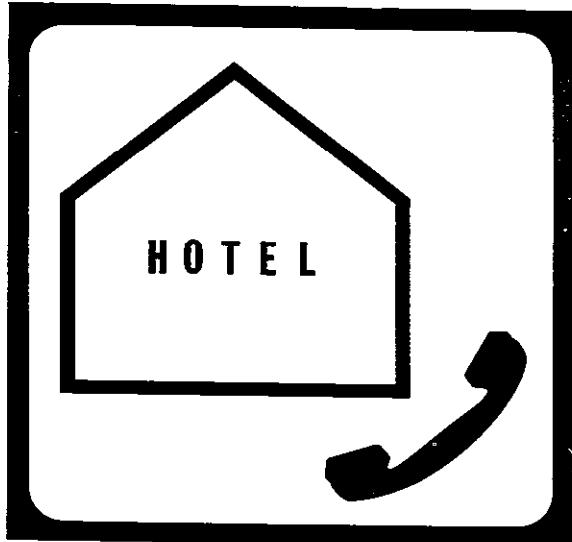


RENDEZ-VOUS POINT

WAYS IN WHICH DIRECTIONAL ARROWS SHOULD BE USED ON SIGN PLATES.

3 Nov 71

AC 150/5355-1A
Appendix 1



HOTEL RESERVATIONS



AIR CARGO

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Washington, D.C. 20591

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
FEDERAL AVIATION
ADMINISTRATION

