

**1. Relocation of a Threshold.** Sometimes construction, maintenance, or other activities require the threshold to be relocated towards the rollout end of the runway. (See FIG 2-3-3.) When a threshold is relocated, it closes not only a set portion of the approach end of a runway, but also shortens the length of the opposite direction runway. In these cases, a NOTAM should be issued by the airport operator identifying the portion of the runway that is closed (for example, 10/28 W 900 CLSD). Because the duration of the relocation can vary from a few hours to several months, methods identifying the new threshold may vary. One common practice is to use a ten feet wide white threshold bar across the width of the runway. Although the runway lights in the area between the old threshold and new threshold will not be illuminated, the runway markings in this area may or may not be obliterated, removed, or covered.

**2. Displaced Threshold.** A displaced threshold is a threshold located at a point on the runway other than the designated beginning of the runway. Displacement of a threshold reduces the length of runway available for landings. The portion of runway behind a displaced threshold is available for takeoffs in either direction and landings from the opposite direction. A ten feet wide white threshold bar is located across the width of the runway at the displaced threshold. White arrows are located along the centerline in the area between the beginning of the runway and displaced threshold. White arrow heads are located across the width of the runway just prior to the threshold bar, as shown in FIG 2-3-4.

**NOTE-**

*Airport operator. When reporting the relocation or displacement of a threshold, the airport operator should avoid language which confuses the two.*

**i. Demarcation Bar.** A demarcation bar delineates a runway with a displaced threshold from a blast pad, stopway, or taxiway that precedes the runway. A demarcation bar is 3 feet (1m) wide and yellow, since it is not located on the runway, as shown in FIG 2-3-6.

**1. Chevrons.** These markings are used to show pavement areas aligned with the runway that are unusable for landing, takeoff, and taxiing. Chevrons are yellow. (See FIG 2-3-7.)

**j. Runway Threshold Bar.** A threshold bar delineates the beginning of the runway that is available for landing when the threshold has been relocated or displaced. A threshold bar is 10 feet (3m) in width and extends across the width of the runway, as shown in FIG 2-3-4.