

5.7 Temporarily Closed Runways and Taxiways.

The following procedures are to be followed when it is necessary to temporarily close a runway or a taxiway. See [AC 150/5370-2](#) for requirements and guidelines.

5.7.1 For temporarily closed runways, the airport operator has two options when it is necessary to provide a visual indication that a runway is temporarily closed.

5.7.1.1 Option 1 (preferred).

The airport operator uses a raised-lighted “X” on each runway end to indicate the runway is temporarily closed. See [AC 150/5370-2](#) for guidance on the use of this visual aid.

5.7.1.2 Option 2.

The airport operator places an “X” only at each end of the runway over the runway designation markings or, when required by construction activity, just off the runway end. The “X” is yellow in color and conforms to the dimensions specified in [Figure A-27](#). Since the “X” is used temporarily, they are usually made of some easily removable material, such as plywood or fabric, rather than painted on the pavement surface. Any materials used

for a temporary “X” should provide a solid appearance, for example, not by being prevented from flapping in the wind, say by using a ground anchor device. Anchoring devices should be designed to minimize damage to pavement, and any damage should be repaired before the runway is opened to aircraft traffic. Since the “X” will usually be placed over white runway markings, their visibility can be enhanced by a 6-inch (15-cm) black border.

5.7.2 For temporarily closed taxiways, the airport operator has two options when it is necessary to provide a visual indication that a taxiway is temporarily closed.

5.7.2.1 Option 1.

Usually this type of closure is treated as a hazardous area so the guidance in paragraph [5.13](#) applies.

5.7.2.2 Option 2.

As an alternative, the airport operator may install the same yellow “X” shown in [Figure A-27](#) for those entrances leading into the temporarily closed taxiway.

5.7.3 If the runway or taxiway will be closed during the nighttime, the runway and taxiway lights will normally be disconnected so they cannot be illuminated unless such illumination is needed to perform maintenance operations on or adjacent to the runway, e.g., snow removal.

General Comment

Note: The airport operator is responsible for determining (1) the need for a visual indication that a runway or taxiway is temporarily closed and (2) the safest place to put the “X” or “X”s or other indicators per paragraph [5.13](#). In making these determinations, the airport operator should consider such things as the reason for the closure, duration of the closure, airfield configuration, and the existence and hours of operation of the airport traffic control tower and construction crews.