

The office of:
RODNEY D. LONG
AVIATION LIGHTING SUPERVISOR
HARTSFIELD ATLANTA INTERNATIONAL AIRPORT

MEMORANDUM

TO: MARIANNE WRAY; STANDARD SIGNS INC.

FROM: RODNEY D. LONG

DATE: NOVEMBER 15, 2002

SUBJECT: RUNWAY AND TAXIWAY GUIDANCE SIGNS AS MANUFACTURED BY
STANDARD SIGN COMPANY

Hartsfield Atlanta International Airport currently has approximately 540 runway and taxiway guidance signs installed and in operation. Over the years we have utilized signs of various manufactures on our facility. In 1992, in order to comply with new FAA requirements, we undertook a sign replacement program in which we replaced all of the guidance signs on our facility. Based on 2 factors the Lumacurve sign, manufactured by Standard Sign, was used as a basis for our specification. One factor was the documented performance of the signs of the various manufactures. The other was the ability to reuse many of the parts from the then currently operating 100+ Lumacurve signs which were being replaced. In the 10 years since we implemented the sign replacement, many other projects, which required additional signs, have been completed. In each case we have specified Lumacurve signs. Our satisfaction with the appearance, reliability, and overall operation of these signs is therefore obvious. Although we do occasionally have sign damage from jet-blast, the incident of this type of damage is minimal. There are actually only 3 locations on HAIA where jet-blast has been a consistent problem. Each of these is in a location where the occasional pilot of a large aircraft will spool his engines up very high to quickly cross a runway while making a turn from the parallel taxiway. This action causes a great deal of abnormal thrust to be blasted against the sign faces. We suffer this type of occurrence approximately once or twice per year. Based on my experience I don't think that a sign of any type will stand up to this type of blasting. We suffer far more damage to our signs from tug drivers or baggage carts hitting signs along our non-licensed vehicle roadway and from our own grass cutting crews.