

# ARE YOU COMPLIANT...



... with today's FAA regulations?

## Understanding the FAA Regulations

### How do the regulations affect you?



Each year in the U.S., airports transport nearly 1 billion passengers through domestic and international flights. This makes it critical to maintain clear and concise taxiway and runway markings year-round. Over time, the sun, rain and other factors wear down reflective markings, making runways less comprehensible to pilots and creating dangerous takeoff and landing conditions.

That's why on December 21, 2018, the Federal Aviation Administration (FAA) defined minimum requirements for airfield marking retroreflectivity with the FAA 150/5370-10H (P-620) Standards for Specifying Construction of Airports. As a result, airports must measure airfield marking retro-reflectance to know whether they are in compliance, or not. The rule provides minimum and initial retroreflectivity for all material types, as well as color.

The standard requires a portable or mobile retroreflectometer as the method to be used to determine whether markings meet requirements, or is in need of remarking. This insures accuracy and definitive "pass" or "fail" measurements directly comparable to minimum retroreflectivity standards.



## The Stripemaster 2 Touch Pavement Marking Retroreflectometer

### SM2T: The Most Comprehensive Method for Accurately Measuring Pavement Marking Retroreflectivity

The Stripemaster 2 Touch Pavement Marking Retroreflectometer truly is the best solution for meeting the FAA airport markings minimums. The SM2T provides the most user-friendly features, such as a back-lit LCD touch screen, internal GPS, data logging software, and is backed by a support team of knowledgeable professionals here in the US. PPP offers webinars, training videos and in-person instruction, and the SM2T comes with the confidence of an easy and reliable airport markings management system.

### AVOID:

- Human subjectivity & error from visual inspections
- Inaccurate pavement marking life estimates
- Failed markings inspections
- Spending tens of thousands of dollars in unnecessary markings replacement

Made and Serviced in the USA!



# SM2T

## Pavement Marking Retroreflectometer

- Most advanced airfield marking retroreflectometer available.
- Measures all marking types and colors.
- 27 preloaded, customizable airfield marking specific attribute fields.
- LCD touch-screen display, built-in GPS, USB data transfer port.
- Meets ASTM, CIE, DIN and NIST specifications.

- Compliance** The SM2T provides airfield marking assessment fulfilling the requirement of AC 150 5370 10H.
- Reliability** The SM2T is more accurate and more reliable than other testing methods and provides a definitive pass or fail answer.
- Easy To Use** Lightweight and durable, the SM2T requires only "sit-and-shoot" operation. While measuring retroreflectivity, monitor and record marking type, color, area and many other important attributes.
- Cost** The SM2T will reduce costs by eliminating unnecessary markings replacement.
- Time** With built-in GPS for detailed map viewing and airfield specific attribute collection, the SM2T helps create an efficient maintenance plan.
- Safety** The SM2T assessment helps you to provide the measurable standard of markings required for aircraft safety throughout the airfield.

The SM2T is distributed exclusively by PPP, Inc. Please contact us for pricing and other inquiries.

## FAA Minimum Retroreflectivity Values Quick Reference Guide

In accordance with USDOT FAA Advisory Circular 150/5370-10H (12/21/18)

Material	Retro-Reflectance mcd/m2/lux		
	White	Yellow	Red
Initial Type I	300	175	35
Initial Type III	600	300	35
Initial Thermoplastic	225	100	35
All Materials Remark when less than (1)	100	75	10

(1) Prior to remarking determine if removal of contaminants on markings will restore retro-reflectance

**Retro-reflectance Deviation:**  
620-3.8 Retro-reflectance. Reflectance shall be measured with a portable retro-reflectometer meeting ASTM E1710 (or equivalent). A total of 6 reading shall be taken over a 6 square foot area with 3 readings taken from each direction. The average shall be equal to or above the minimum levels of all readings which are within 30% of each other.

**Retro-Reflectance Measurement:**  
Retroreflectivity shall be measured by a portable retroreflectometer according to ASTM E1710 and the practices in ASTM D7585 shall be followed for taking retroreflectivity readings with a portable retroreflectometer and computing measurement averages. A vehicle-mounted retroreflectometer may also be used.

