

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.708

Effective Date:
May 2, 2016

Cancellation Date:
November 10, 2016

SUBJ: Taxi and Ground Movement Operations

- 1. Purpose of This Notice.** This notice amends paragraph 3-7-2, Taxi and Ground Movement Operations, in Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated terminal air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice cancels and replaces N JO 7110.704 dated March 02, 2016.
- 5. Explanation of Policy Change.** These changes to JO 7110.65, paragraph 3-7-2, Taxi and Ground Movement Operations, are intended to:
 - a. Clarify the point at which it is safe to issue a runway crossing clearance (vehicle or aircraft) before, during, and after aircraft arrivals or departures,
 - b. Amend the phraseology required when issuing crossing clearances to ground traffic, and,
 - c. Update multiple runway crossing requirement taxi distance from less than 1,000 feet to 1,300 feet or less.
 - d. Clarify para 3-7-2e by adding inadvertently omitted language that limits vehicles to only one runway crossing at a time.
- 6. Procedures.** Amend FAA Order JO 7110.65, paragraph 3-7-2, to read as follows:

3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

Title through Note 2, no change

- a. When authorizing a vehicle to proceed on the movement area or an aircraft to taxi to any point other than assigned takeoff runway, specify the route/taxi instructions, including specific instructions on where to cross a runway. If it is the intent to hold the aircraft/vehicle short of any given point along the taxi route, issue the route and then state the holding instructions.

Note 1 and 2, no change

**PHRASEOLOGY–
HOLD POSITION.***HOLD FOR (reason)**CROSS (runway/taxiway), at (runway/taxiway)**or**TAXI/CONTINUE TAXIING/PROCEED/VIA (route),**or**ON (runway number or taxiways, etc.),**or**TO (location),**or**(direction),**or**ACROSS RUNWAY (number), at (runway/taxiway).**or**VIA (route), HOLD SHORT OF (location)**or**FOLLOW (traffic) (restrictions as necessary)**or**BEHIND (traffic).***EXAMPLE–***“Cross Runway Two–Eight Left, at taxiway Alpha, hold short of Runway Two–Eight Right.”**“Taxi/continue taxiing/proceed to the hangar.”**“Taxi/continue taxiing/proceed straight ahead then via ramp to the hangar.”**“Taxi/continue taxiing/proceed on Taxiway Charlie, hold short of Runway Two–Seven.”**or**“Taxi/continue taxiing/proceed on Charlie, hold short of Runway Two–Seven.”*

b through EXAMPLE, no change

c. Aircraft must receive a clearance for each runway their route crosses. An aircraft must have crossed a previous runway before another runway crossing clearance may be issued. At those airports where the taxi distance between runway centerlines is 1,300 feet or less, multiple runway crossings may be issued with a single clearance. The air traffic manager must submit a request to the appropriate Service Area Director of Operations for approval before authorizing multiple runway crossings.

Note, delete

NOTE-

Controllers should avoid crossing points that are not perpendicular or nearly perpendicular to the runway to be crossed, (for example, reverse high speed taxiways).

PHRASEOLOGY-*CROSS (RUNWAY) AT (RUNWAY/TAXIWAY), HOLD SHORT OF (RUNWAY)**OR*

CROSS (RUNWAYS) AT (RUNWAY/TAXIWAY).

EXAMPLE—

“Cross Runway One–Six Left at Taxiway Bravo, hold short of Runway One–Six Right.”

“Cross Runway One-Six Left and Runway One-Six Right at Taxiway Bravo.”

REFERENCE—

FAAO JO 7210.3, Para 10–3–10 Multiple Runway Crossings.

d. When an aircraft/vehicle is instructed to “follow” traffic and requires a runway crossing, issue a runway crossing clearance in addition to the follow instructions and/or hold short instructions, as applicable.

EXAMPLE—

“Follow (traffic), cross Runway Two–Seven Right, at Taxiway Whiskey”

or

“Follow (traffic), cross Runway Two Seven–Right at Taxiway Whiskey, hold short of Runway Two–Seven Left.”

e. Vehicles must receive a clearance for each runway their route crosses. A vehicle must have crossed a previous runway before another runway crossing clearance may be issued.

NOTE—

A clearance is required for vehicles to operate on any active, inactive, or closed runway except for vehicles operating on closed runways in accordance with a Letter of Agreement (LOA).

f. Crossing of active runway(s) by aircraft/vehicle(s):

1. During departure operations, ensure that aircraft/vehicles intending to cross a runway do not cross the runway holding position markings until the controller visually observes the departure aircraft in a turn, or the departure aircraft has passed the point where the crossing aircraft/vehicle is located, regardless of altitude, unless authorized in FAA Order JO 7110.65, 3-10-10, Altitude Restricted Low Approach.

REFERENCE-

AIM, Runway Position Holding Markings, Para 2-3-5a

FAAO 7110.65, 3-10-10, Altitude Restricted Low Approach

2. During arrival operations, ensure the following:

(a) An aircraft/vehicle has completed crossing prior to the arriving aircraft crossing the landing threshold, or

REFERENCE-

P/CG Clear of Runway

(b) A crossing aircraft/vehicle will not cross the runway holding position markings until the arrival has landed and either:

(i) The controller has confirmed by verbal commitment from the pilot that the arriving aircraft will exit the runway prior to the point at which the crossing is intended, or

(ii) The controller visually observes the aircraft exiting the runway prior to the point at which the crossing is intended, or

(iii) The arriving aircraft has passed the point at which the crossing is intended.

Existing paragraphs “f” through “g,” re-letter as “g” through “h.”

i. Issue instructions to expedite a taxiing aircraft or a moving vehicle.

PHRASEOLOGY–*TAXI WITHOUT DELAY (traffic if necessary).**EXIT/PROCEED/CROSS (runway/taxiway) at (runway/taxiway) WITHOUT DELAY.*

- j. Issue instructions to aircraft/vehicle to hold short of an approach hold area.

PHRASEOLOGY–*HOLD SHORT OF (runway) APPROACH*

7. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, Safety and Technical Training, and System Operations Services, as well as the Air Traffic Safety Oversight Service, the William J. Hughes Technical Center, and the Mike Monroney Aeronautical Center.

8. Background. This notice incorporates three distinct changes:

- a. There have been several documented events where there was an Airport Surface Detection Equipment alert caused by a controller issuing runway crossing instructions to an aircraft/vehicle prior to the departing aircraft passing the intersection of intended crossing. During the investigation into these events, it was discovered that there is a lack of consistency in the determination of when it is acceptable to issue a runway crossing clearance (to an aircraft/vehicle) during arrivals and departures. FAA Order JO 7110.65 is unclear on the subject. A workgroup was formed to address the crossing of aircraft/vehicles downfield of departing and arriving aircraft.
- b. The Runway Safety Council (RSC) is comprised of various FAA Lines of Business and external stakeholders. The RSC meets on a regular basis to identify and enhance the safety of surface operations, The Root Cause Analysis Team (RCAT) reviews serious events and identifies latent hazards. The analysis of one event led to the Council to request this document change. Amending FAA Order JO 7110.65, paragraph 3-7-2, to require a controller to identify the point at which an aircraft or vehicle is to cross a runway will reduce the chance of an aircraft or vehicle mistakenly accepting a crossing clearance issued to a different aircraft or vehicle.
- c. The Risk Mitigation Monitoring Evaluation team (RMME) conducted an evaluation of the runway-to-runway crossing clearance procedure. Inconsistencies in the interpretation and application of this procedure, as well as the multiple runway crossing procedure, resulted in several changes to both procedures.

Original signed by Steven Gottlieb for
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03/28/16
Date Signed