

NOTICE

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

N JO 7050.3

Effective Date:
September 29, 2009

Cancellation Date:
September 28, 2010

SUBJ: Change to Runway Incursion Definition and Classification

1. Purpose of This Notice. This notice revises the definition of runway incursions and the severity categorization of individual runway incursions contained in Federal Aviation Administration (FAA) Order 7050.1, Runway Safety Program, in support of the ICAO harmonization initiative.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Terminal and Office of Safety.

3. Where Can I Find This Notice? The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/.

4. Procedures.

a. Amend FAA Order 7050.1, Appendix 2, Determination of Runway Incursions, Paragraph 1, Runway Incursion Definition, to read as follows:

1. RUNWAY INURSION DEFINITION.

Effective October 1, 2007, the FAA Administrator approved the use of the following ICAO definition of runway incursion:

“Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft.”

b. Amend FAA Order 7050.1, Appendix 3, Runway Incursion Severity Categorization, Paragraph 5, Severity Classifications, to read as follows:

5. SEVERITY CLASSIFICATIONS.

- a. Category "A". A serious incident in which a collision was narrowly avoided.
- b. Category "B". An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.
- c. Category "C". An incident characterized by ample time and/or distance to avoid a collision.
- d. Category "D". Incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft but with no immediate safety consequences.

NOTE-

For Accidents, refer to the ICAO Annex 13 definition of an accident.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, System Operations Services, and the Office of Safety; service center offices; Air Traffic Safety Oversight Service; the William J. Hughes Technical Center, and the Mike Monroney Aeronautical Center.

6. Background. Before November 25, 2005, there were at least 20 different definitions of a runway incursion available. The primary benefit of having one globally applicable definition (ICAO harmonization) is that it creates the possibility of determining common factors that contribute to runway incursion events. As common contributory factors are revealed, the hazards that led to them can be identified, mitigated and, where possible, eliminated.



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9/24/09

Date Signed