

NOTICE

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

N JO 7110.581

Effective Date:
May 4, 2012

Cancellation Date:
May 3, 2013

SUBJ: Guidance for the Use of Runway Status Lights (RWSL) Light System at Orlando, FL, Airport (MCO)

- 1. Purpose of This Notice.** The purpose of this notice is to prescribe guidance for the operation of runway status lights (RWSL) system currently being tested at MCO airport. As part of an ongoing process to reduce runway incursions, the Federal Aviation Administration is installing RWSLs at 23 airports throughout the United States. This system consists of runway entrance lights (REL) and take-off hold lights (THL) which provide pilots with an increased situational awareness of when the runway is safe to enter/depart from. A new paragraph will not be added to FAA Order JO 7110.65 until all testing is complete.
- 2. Audience.** This notice applies to the Air Traffic Organization (ATO) Terminal Service Unit at MCO airport.
- 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. Explanation of Changes.** This notice is a continuation of N JO 7110.550, effective May 4, 2011. This notice clarifies procedures controllers must complete following notification from a pilot/vehicle operator that cannot accept an ATC clearance. It also provides phraseology for partial RWSL outages.
- 5. Procedures.** The following procedures must be used:

TERMINAL

RWSL is equipped with automatic intensity settings and must be operated on a continuous basis except under the following conditions:

a. If a pilot or vehicle operator report indicates any portion of the RWSL system is on and is not able to accept an air traffic control (ATC) clearance:

(1) ATC must visually scan the entire runway. If the runway is observed to be clear and the lights are still illuminated, then the lights must be turned off and clearance re-issued.

(2) ATC must visually scan the airport surface detection equipment (ASDE-X) if a portion of the runway is not visible from the tower. If the runway is observed to be clear and the lights are still illuminated, then the lights must be turned off and clearance re-issued.

(3) Disseminate RWSL outages via a single broadcast on all ground and local control frequencies and then via the Automated Terminal Information Service (ATIS).

b. When the RWSL Operational Status displays "Lost Comm with System," consider the RWSLs out of service until checked and confirmed to be operational by technical operations personnel.

c. Once RWSLs are turned off, they must remain off until returned to service by technical operations personnel. A NOTAM must be issued during any outage of the system.

PHRASEOLOGY-

RUNWAY STATUS LIGHTS OUT OF SERVICE.

Or for a partial RWSL shutdown:

RUNWAY STATUS LIGHTS FOR (list specific runways) OUT OF SERVICE.

d. Upon pilot request, adjust the light intensity.

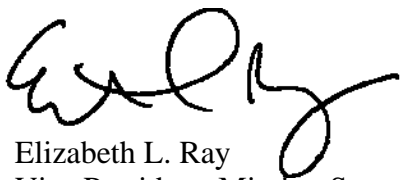
6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations; the ATO Office of Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Definitions.

a. **Runway Entrance Lights (REL)** — An array of red lights which include the first light at the hold line followed by a series of evenly spaced lights to the runway edge aligned with the taxiway centerline; and one additional light at the runway centerline in line with the last two lights before the runway edge.

b. **Runway Status Lights (RWSL) System** — The RWSL is a system of runway and taxiway lighting to provide pilots increased situational awareness by illuminating RELs when the runway is unsafe for entry or crossing and take-off hold lights (THL) when the runway is unsafe for departure.

c. **Take-off Hold Lights (THL)** — The THL system is composed of in-pavement lighting in a double, longitudinal row of lights aligned either side of the runway centerline. The lights are focused toward the arrival end of the runway at the “line up and wait” point, and they extend for 1,500 feet in front of the holding aircraft. Illuminated red lights indicate to an aircraft in position for takeoff or rolling that it is unsafe to takeoff because the runway is occupied or about to be occupied by an aircraft or vehicle.



Elizabeth L. Ray
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Air Traffic Organization

April 30, 2012

Date Signed