



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Air Traffic Organization Policy

**ORDER
JO 7110.664**

Effective Date:
February 1, 2024

SUBJ: Standard Taxi Routes

- 1. Purpose of This Order.** This order establishes procedures for the development, approval, and dissemination of Standard Taxi Routes (STR).
- 2. Audience.** This order applies to Air Traffic Services (AJT) and Mission Support Services (AJV).
- 3. Where Can I Find This Order?** This order is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at https://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This order cancels FAA Order 7110.116, Standardized Taxi Routes (STR) dated September 30, 1999, and FAA Order 7210.61, Publication of Standardized Taxi Routes, dated November 28, 2003.
- 5. Explanation of Policy Changes.** This order updates policy for the development and use of STRs. This order also expands availability of STRs to users who are non-signatory to an STR Letter of Agreement (LOA).
- 6. Procedures.** Air Traffic Control (ATC) may issue STRs. Use of STRs may reduce frequency congestion, simplify taxi procedures, and enhance overall surface operations.
 - a.** STRs are established and approved at the direction of the air traffic manager (ATM).
 - b.** Each STR must be forwarded to the Service Center Operations Support Group (OSG) for review prior to implementation. This affords the OSG an opportunity to provide technical advice or support and to assist in compliance. The STR must contain detailed instructions. If the STR is for public use, the OSG must, after its review, forward the STR narrative to AJV-P, Mission Support Policy Directorate, via the following mailbox: 9-ATOR-HQ-PubGrp@faa.gov for posting. (See subparagraph 6e, below.)
 - c.** Controllers and pilots must not be required to use STRs.
 - d.** The following requirements must be met when developing and utilizing STRs:
 - (1) STRs originate and terminate on the airport movement area. Access to the STR from non-movement areas is at the discretion of the pilot, unless otherwise instructed by ATC. STRs must not require use of non-movement areas.

Distribution: Electronic

Initiated By: AJV-P

(2) When applicable, an STR must include all runway hold short instructions in the STR narrative description. Additionally, ATC must issue a hold short instruction or a runway crossing instruction when initially assigning the STR. This order does not supersede FAA Order JO 7110.65, Air Traffic Control.

REFERENCE-

FAA Order JO 7110.65, Para 3-7-2, Taxi and Ground Movement Operations.

(3) An STR must not use any of the runway length for taxi, regardless of the status of the runway as active or inactive.

(4) STRs are not authorized during Surface Movement Guidance and Control System (SMGCS) operations.

REFERENCE-

FAA Order 8000.94, Procedures for Establishing Airport Low Visibility Operations and Approval of Low Visibility Operations/Surface Movement Guidance and Control System Operations.

AC 120-57, Surface Movement Guidance and Control System.

(5) If any segment, or portion, of an STR along an aircraft's route of taxi is closed or otherwise operationally unusable, the entire STR is considered unusable *for that aircraft* and must not be issued.

NOTE-

1. *STRs are designed to allow an aircraft the ability to taxi between two points on the movement area without modification. Any change to an STR in progress cancels the remaining portion of the STR. This is intended to discourage reroutes mid-taxi that may cause confusion.*

2. *Multiple entry/exit points may exist on some STRs, especially at larger, more complex airports. If there are multiple entry/exit points and a closure at one will not affect the continuous taxi of an aircraft assigned an STR, then that STR may be issued.*

(6) STRs may not be bidirectional. The reverse of an STR must have a different name.

e. STRs are posted/distributed depending on intended users as follows:

(1) Private:

(a) The ATM may elect to establish one or more STR LOAs.

(b) ATC may initiate use of an STR under the provisions of an STR LOA.

(c) An STR LOA must be posted to the Facility Directives Repository and made readily available in the operation.

(2) Public:

(a) ATMs who wish to make STRs available for public use must issue a Letter to Airmen (LTA) to advertise the STR(s) and related procedures. If an airport diagram is included in the LTA, the diagram must be labeled, "Not for Navigation," with reference to the airport diagram in the Terminal Procedures Publication (TPP) or Chart Supplement (CS). The ATM must also coordinate with the OSG for posting of the STR narrative description on the Domestic Notices website at https://www.faa.gov/air_traffic/publications/domesticnotices/. It is specifically intended that

no airport diagram be posted on this site, as the pilot must always refer to, and use, current airport diagrams. Posting an STR outside the Domestic Notices website is not authorized.

(b) If a pilot/company is *not* signatory to an STR LOA, ATC may only issue an STR upon pilot request. This indicates to ATC the pilot has pre-briefed the STR and is able to comply. If a pilot/company is not signatory to an STR LOA and the STR is not posted/distributed for public use, ATC must not issue the STR if requested by the pilot.

(c) Each public-use STR must be readily available in the operation.

f. Terminology and standardization. Past uses of the term, “Standard Taxi Routes,” have included a variety of naming conventions. To ensure consistency of STR program administration, ATMs must only refer to STRs as “Standard Taxi Routes.” Any other name is not authorized.

KAREN L
CHIODINI

A digital signature block for Karen L. Chiodini. It includes the text "Digitally signed by KAREN L. CHIODINI" and "Date: 2023.09.04 16:48:05 -04'00'". A red scribble is present over the signature area.

For Michael R. Beckles
Director, Policy, AJV-P
Mission Support Services

Appendix A. Sample Letter of Agreement

Metro Airport Traffic Control Tower and Supersky Airlines

LETTER OF AGREEMENT

EFFECTIVE: January 1, 2025

SUBJECT: Standard Taxi Routes (STR)

1. **PURPOSE.** This agreement defines established routes and procedures for utilizing Standard Taxi Routes between Metro Airport Traffic Control Tower (ATCT) and Supersky Airlines. These STRs are developed to reduce frequency congestion on the ground control frequency and to streamline ground operations.
2. **CANCELLATION.** This agreement cancels the Metro ATCT and Supersky Airlines Letter of Agreement, Standard Taxi Routes, dated July 1, 2023.
3. **SCOPE.** The procedures contained in this Letter of Agreement provide Standard Taxi Routes for use solely by Supersky Airlines on movement areas of the airport. The STRs provide a posted, standard route for departing aircraft to taxi to their assigned runway or for arrival aircraft, once clear of the landing runway, for taxi to the ramp.
4. **DISTRIBUTION.** This Letter of Agreement is available to Metro ATCT and Supersky Airlines' personnel.
5. **RESPONSIBILITIES.** Each party to this agreement must ensure that its operational personnel are briefed and familiar with the procedures contained herein.
6. **PROCEDURES.**
 - a. **Metro ATCT must:**
 - (1) Verbally state all runway hold short instructions, as appropriate, when issuing the STR.
 - (2) If the pilot states unable or unfamiliar with the STR, ATC must issue detailed taxi instructions.

Metro Airport Traffic Control Tower and Supersky Airlines

b. Supersky Airlines must:

- (1) Comply with the standard taxi routes included in Attachment 1 of this agreement. If an aircraft crew is unable to comply with the STR, the crew must advise Metro ATCT before beginning taxi.
- (2) Read back and comply with all hold short instructions issued by ATC.

7. ATTACHMENT.

Attachment 1 – Narrative Description of Standard Taxi Routes.

X

Air Traffic Manager, Metro Airport Traffic Control Tower

X

Deputy ATC Operations, Supersky Airlines

METRO ATCT STANDARD TAXI ROUTES

To expedite arrivals and departures and to reduce congestion on ground frequency, the following Standard Taxi Routes are available.

Do not cross runways without clearance from ATC. The issuance of an STR does not constitute a runway crossing clearance.

The read back of all **HOLD SHORT instructions is mandatory.**

Arrivals

Route ID: ZULU Route

Starting Point: Exiting Runway 25L

End Point: Ramp C

Route: Exit Runway 25L to join taxiway Alpha, turn left on Tango, then turn right on Bravo. Hold short of Victor 1 and await further instruction.

Route ID: YANKEE Route

Starting Point: Exiting Runway 25R

End Point: Ramp A

Route: Exit Runway 25R to join taxiway Delta, turn right on Victor 2, then hold short of Foxtrot and await further instruction.

Departures

Route ID: BEANS Route

Starting Point: Ramp C

End Point: Runway 25L

Route: Taxi via Victor 1 to Alpha, turn left on Alpha, then turn right on Mike 7.

Route ID: JUNIPER Route

Starting Point: Ramp A

End Point: Runway 25R

Route: Taxi via Foxtrot, turn left on Lima 5, turn right on taxiway Delta, then turn left on Lima 8.

Appendix B: Guidelines for the Naming of Standard Taxi Routes

Main consideration is to put real effort and thought into the naming of Standard Taxi Routes. Collaboration with users is encouraged. Discussion with the Service Center OSG is required.

The names selected should be simple, easy to read and understand. The names should not introduce the possibility of confusion on the part of the pilot. Avoid use of numbers.

Consideration, too, may be given to the proximity of local airports, and any Standard Taxi Route names in use by the other facility. If your airport is so close to the other that often their traffic is in your pattern, perhaps you don't want to name your Standard Taxi Route the same name as a Standard Taxi Route used at the nearby airport.

To avoid possible pilot confusion of the Standard Taxi Route name with taxiway names, avoid use of alphabet names used for taxiways at your airport. If your airport only has taxiways named up to and including, for example, Taxiway Golf, names for Standard Taxi Routes could start with Hotel.

If a Standard Taxi Route's *design* has changed, or will change, it must be issued a completely new name. This avoids the possible scenario that a pilot, relying on corporate memory alone and not checking the STR website as part of each preflight preparation, will ask for a particular route and end up getting a revised route. Ensuring a completely new name averts this possible problem in that the pilot would request the Green Route when in fact the Green Route is obsolete and is now called the Yellow Route. The controller will know immediately the pilot has not prepared sufficiently to request the Standard Taxi Route and will instead issue detailed taxi instructions. The ATM may use the ATIS as needed to help socialize operational changes.

When a new Standard Taxi Route, or a new name, is planned the ATM should afford at least thirty days' notice to users. The ATM may issue a Letter to Airmen to advise of the pending change.

Appendix C: Sample Email from Air Traffic Manager to Operations Support Group Requesting STR Review

In the sample below, due to airport configuration and the fact there is no parallel taxiway on the west side of the airport, the ATM is creating an STR that crosses the assigned departure runway to continue taxi to the approach end of Runway 2. Also note that the narrative includes reference to an identified Hot Spot.

This office requests your review of the following Standard Taxi Route information, in accordance with FAA Order JO 7110.664, Standard Taxi Routes. We have socialized the following data with our General Manager, who concurs that the information is ready for OSG action.

We are looking to establish the following new Standard Taxi Route, effective on the next 56-day chart cycle:

GREEN ROUTE

FROM: General Aviation Parking

TO: Runway 2

ROUTE: Taxi via Charlie, **HOLD SHORT RUNWAY 2**, after a clearance to cross runway 2 is received, thence continue via Taxiway Charlie, turn right at Taxiway Bravo, and turn left at Taxiway Alpha.

Note: Taxiway Alpha transits Hot Spot 4 (HS 4).

Appendix D: Sample Letter to Airmen

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ANYTOWN AIRPORT TRAFFIC CONTROL TOWER
428 AVIATION WAY
ANYTOWN, USA 99999**

ISSUED: January 1, 2025

EFFECTIVE: February 1, 2025

ANYTOWN TOWER

Letter to Airmen LTA 2025-1

SUBJECT: Availability of Standard Taxi Routes

CANCELLATION: January 1, 2026

Standard Taxi Routes will be available at Anytown Airport, upon pilot request, as of February 1, 2025. When a pilot is familiar with a Standard Taxi Route, it may be requested – by name - from Ground Control when calling for taxi. The controller will typically approve/issue the Standard Taxi Route.

Absent the request for, and issuance of, a Standard Taxi Route, the Ground Controller is required to issue detailed taxi instructions. For pilots who are fully familiar with Anytown Airport, the use of a Standard Taxi Route will be simple, easy, and readily understood.

Standard Taxi Routes are posted nationally at:
https://www.faa.gov/air_traffic/publications/domesticnotices/

The Standard Taxi Routes site purposely does not include airport diagrams, due to the frequency of updates. Airport diagrams are published in the FAA Chart Supplement:
https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/supplementalcharts/. Self-study of the Standard Taxi Route involves review of the Standard Taxi Routes site, and the airport diagram.

Anytown Tower looks forward to your feedback and suggestions on this program. If you would like to discuss further, please contact us at (555) 555-5555.

**ARCHIE LEAGUE
AIR TRAFFIC MANAGER, ANYTOWN TOWER**

Signed original on file in office.

Appendix E. Standard Taxi Route Job Aid for Air Traffic Managers

1. Review FAA Order JO 7110.664, Standard Taxi Routes (STR).
2. Review runway safety data, Mandatory Occurrence Reports, and other safety data that may have an impact on or be affected by STRs. Be prepared to share findings with the General Manager.
3. Contact local Flight Standards District Office and advise of the plan to initiate an STR; obtain recommendations and any technical advice offered. Commit to follow-up.
4. Engage with NATCA facility representative.
5. Engage with Local Safety Council.
6. Develop the proposed STR(s); coordinate with local airport authority if deemed appropriate.
7. Route evaluation:
 - a. Compare STR route to the published airport diagram.
 - b. Ensure that route originates and terminates on the airport movement area.
 - c. Ensure turn instructions at each taxiway transition are accurate.
 - d. Ensure hold short instructions are properly inserted for every situation where a route meets a runway hold short point. Consider using bold red text for hold short instructions for additional clarity.
 - e. Ensure the narrative contains a reference to any Hot Spot that occurs along the route.
8. Coordinate proposals with the Local Runway Safety Action Team (LRSAT).
9. Draft and coordinate proposed STR LOAs, as necessary.
10. Review necessary LOA changes related to local user organizations:
 - a. Airport authority
 - b. Airport Rescue and Fire Fighting (ARFF)
 - c. Airlines and Air Taxi
 - d. Fixed-Base Operators
 - e. Flight Training Schools
 - f. Other affected entities
11. Review proposed posting to the Domestic Notices website for accuracy.
12. Prepare Letter to Airmen (LTA).
13. Initiate request (through OSG) with AJV-P to post on the Domestic Notices website.
14. Create, approve, and publish changes to local procedures (SOP), as appropriate.
15. Consider an implementation date to coincide with the 56-day chart cycle and/or allows for all required technical training and notifications.
16. Verify posted information on the Domestic Notices website. Contact OSG if there are any discrepancies.
17. Verify that all STR LOAs are in the Facility Directives Repository.

Appendix F. Standard Taxi Route Job Aid for the Operations Support Group

1. Review FAA Order JO 7110.664 Standard Taxi Routes (STR).
2. Review proposed STRs.
3. Route evaluation:
 - a. Compare STR route to latest published (or pending) airport diagram.
 - b. Ensure the route originates and terminates on the airport movement area.
 - c. Ensure turn instructions at each taxiway transition are accurate.
 - d. Ensure that hold short instructions are properly inserted for every situation where a route meets a runway hold short point. Consider suggesting bold red text for hold short instructions for additional clarity.
 - e. Ensure the narrative contains a reference to any Hot Spot that occurs along the route.
4. Verify facility coordination with the regional Runway Safety Office.
5. Review proposed STR LOAs, as necessary, for content and accuracy.
6. Review LOA changes related to local user organizations:
 - a. Airport authority
 - b. Airport Rescue and Fire Fighting (ARFF)
 - c. Airlines and Air Taxi
 - d. Fixed-Base Operators
 - e. Flight Training Schools
 - f. Other affected entities
7. Review proposed posting to Domestic Notices website for accuracy.
8. Review Letter to Airmen (LTA).
9. Review request with AJV-P to post on the Domestic Notices website.
10. Review implementation dates to ensure sufficient time is allotted for coordination requirements.

Appendix G. Administrative Information

1. **Distribution.** This order is distributed electronically.
2. **Background.** Standard Taxi Routes have existed since the early 1990s. In 1999 FAA Order 7110.116, Standardized Taxi Routes, was published to prescribe standards and procedures for the development and use of Standard Taxi Routes. FAA Order 7210.61, Publication of Standardized Taxi Routes, was published in 2003 to establish procedures for the submission of Standard Taxi Routes. FAA Order JO 7110.664, Standard Taxi Routes, serves as the update to both orders, canceling both upon its effective date. The order updates organizations and directorates to today's standards, standardizes the program to better facilitate potential expansion, and introduces a new option for aircraft to request an STR if available for public use on the Domestic Notices site.
3. **Authority to Change This Order.** The issuance, revision, or cancellation of the material in this order is the responsibility of AJV-P.
4. **Suggestions for Improvements.** Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to 9-AJV-P-HQ-Correspondence@faa.gov.

Your suggestions are welcome. FAA Form 1320-19, Directives Feedback Information, is located in Appendix H for your convenience.

Appendix H. Directives Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: FAA Order JO 7110.664, Standard Taxi Routes

To: 9-AJV-P-HQ-Correspondence@faa.gov

(Please mark all appropriate line items)

An error (procedural or typographical) has been noted in paragraph _____ on page _____.

Recommend paragraph _____ on page _____ be changed as follows:

(attach separate sheet if necessary)

In a future change to this order, please include coverage on the following subject:
(briefly describe what you want added.)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____