

ORDER

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

7110.19B

3/2/81

SUBJ: DESIGNATING TAXIWAYS AS TEMPORARY RUNWAYS

1. PURPOSE. This order prescribes procedures for temporarily designating taxiways as runways at locations served by an operating control tower.
2. DISTRIBUTION. This order is distributed to selected Washington, Regional, Area, Mike Monroney Aeronautical Center and FAA Technical Center Offices; all Air Traffic field offices; all Flight Standards field offices; and Airports District Offices.
3. CANCELLATION. Order 7110.19A, Designation of Taxiways as Runways, is canceled.
4. BACKGROUND.
 - a. The lack of adequately configured runways at a number of airports is a major cause of landing/takeoff delays resulting in airport congestion. At some locations, using taxiways for runways may be entirely feasible and should be pursued to provide temporary relief of traffic delays and congestion, and expedite the flow of traffic.
 - b. Obviously not all taxiways would be suitable as runways because of obstacles, surface conditions, proximity to adjacent runways (jet blast and wake turbulence), untenable traffic/vehicular problems, etc. However, some taxiways may be of adequate length, width, and strength to use as a runway for certain types of aircraft. Traffic conditions permitting, it may be possible to use all or part of these taxiways as runways, for certain categories of aircraft, on a noninterfering basis without an adverse effect on safety.
5. EXPLANATION OF CHANGES. This order enforces the intent that the action contained herein be used as a temporary measure, limits initial authorization to a 1-year period, provides for a 1-year extension, requires a minimum 30-day coordination period with the users prior to implementation, eliminates incorrect references, and updates other references.

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6. ACTION.

a. Designating a Taxiway. Designate a taxiway for use as a runway, only after the need to do so has been determined through the procedures contained in this order. Application of this order should not be used as a substitute for planning and constructing new runways to meet present and forecasted needs. Use of taxiways as runways must be considered only as temporary relief from existing traffic delays and congestion.

b. Terminal Facility Chiefs. If the need exists, review the airport layout and operational requirements. Determine if any existing taxiway could serve to safely expedite landing and takeoff operations. If a positive determination is made, forward appropriate supporting data, conclusions, and recommendations to the regional Air Traffic Division for analysis, further intraagency coordination, and final authorization.

c. Regional Air Traffic Divisions. Analyze all recommendations submitted. If concurring, coordinate with the regional Flight Standards and Airports Divisions to obtain their concurrence. Upon reaching a unified regional position, the Airports Division shall advise the airport sponsor of the FAA position and request appropriate action be taken. Upon completion of the required airport sponsor actions, the Air Traffic Division shall inform the terminal facility chief whether or not authorization is granted to temporarily use the designated taxiway as a runway.

7. CRITERIA. The regional Air Traffic Division Chief may authorize use of a taxiway as a temporary runway provided:

a. The taxiway meets the runway design criteria, for a basic utility Stage II airport, contained in AC 150/5300-4B, Utility Airports.

b. The taxiway is marked as a runway in accordance with AC 150/5340-1E, and if night operations are to be conducted, equipped with MIRLS as prescribed in AC 150/5340-24.

c. Use of the taxiway as a runway is limited to Category I and II aircraft as defined in Handbook 7110.65B-1110.a. Note, and STOL aircraft as approved by the Airports and Flight Standards Divisions.

d. The approved airport layout plan has been revised by the airport proprietor, to show the layout details for use of the taxiway as a runway, and the revised plan has been reviewed by the Regional Airports Division.

e. Local coordination with the major users of the airport is accomplished at least 30 days prior to implementation.

f. Approval has been obtained from the airport proprietor and the regional Airports and Flight Standards Division.

8. AUTHORIZATION.

a. An authorization from the Air Traffic Division shall contain an effective date and a cancellation date. The cancellation date shall not exceed 1 year from the effective date.

b. If at the end of the 1-year period the taxiway is still needed as a runway (construction not completed, etc). The Air Traffic Division may grant an extension as necessary, for an additional period not to exceed 1-year, to complete arrangements to return to normal operation.

c. If at the end of a 24-month period from the initial authorization the taxiway is still needed as a runway, additional justification and a new request for authorization shall be initiated by the facility chief.

9. RELATED DOCUMENTS.

a. Air Traffic Control Handbook, 7110.65B.

b. Advisory Circular 150/5300-4B, Utility Airports.

c. Advisory Circular 150/5340-1E, Marking of Paved Areas On Airports.

d. Advisory Circular 150/5340-24, Runway and Taxiway Edge Lighting System.

e. Advisory Circular 150/5300-8, Planning and Design Criteria for Metropolitan STOL Ports.

f. FAR 157. Notice of Construction, Alteration, Activation, and Deactivation of Airports.

g. Handbook 7400.2B, Handbook of Procedures for Handling Airspace Matters.



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