

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SW 7110.27

SOUTHWEST REGION

6/25/00

SUBJ: RUNWAY INCURSION PREVENTION DEVICE

1. **PURPOSE.** This order prescribes procedures to standardize the use of the runway incursion prevention device (RID) at control towers in the Southwest Region.
2. **DISTRIBUTION.** This order is distributed to branch level in the Air Traffic Division with standard distribution to all air traffic field offices and facilities.
3. **ACTION.** Facilities that elect to use a RID shall establish operational procedures for this device based on local requirements and, as a minimum, shall include the procedures described in this notice and other related orders/directives.
4. **BACKGROUND.** The Southwest Region took the lead of the national effort for runway incursion prevention in 1996. The National Runway Safety Program was developed in 1998 and implemented in 1999. The Northwest Mountain Region and the Central Region developed, tested, and implemented programs for the use of the RID. The RID was established to alert controllers of vehicles/aircraft on runways (except crossing) and/or when an active runway is not available for landing/takeoff for a given period of time. The Southwest Region authorized facilities to install and use a RID in 1998.
5. **PROCEDURES.** The RID shall be activated prior to allowing a vehicle to occupy an active runway for any purpose (except crossing), even though verbal coordination and approval may have been obtained. Use of this device for runway crossings is at the prerogative of the facility. In addition, the RID should be utilized when an active runway is not available for landings/takeoffs for a given period of time, i.e., aircraft taxiing along the runway, multiple simultaneous crossings, extremely slow vehicle crossings, tugs towing aircraft slowly across a runway, etc.

/s/ Doug Murphy
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