

## DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

### FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 52- 3-7-2

SPECIALIST/ROUTING: Robert Law AJR-53 (202) 267-9326

#### 1. PARAGRAPH NUMBER AND TITLE:

3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

2. **BACKGROUND:** The FAA Runway Safety Call to Action Committee issued several recommendations to address improving runway safety across the NAS. In response to the Committee's recommendations, the Air Traffic Organization convened a Safety Risk Management (SRM) Panel to evaluate the safety of the Committee recommendations. These are two of the recommended changes from the Call to Action Committee.

3. **EXPLANATION OF CHANGE:** This change removes the procedure "Taxi To" when authorizing an aircraft to taxi to an assigned takeoff runway, thus allowing an aircraft to cross all runways/taxiways which the taxi route intersects except the assigned runway. Changes will be made to the AIM and AIP removing "Taxi To." The 14 CFR 91.129(i) will be changed after the completion of the rulemaking period. This change also establishes the requirement that an explicit runway crossing clearance be issued for each runway (active/inactive or closed) crossing and requires an aircraft/vehicle to have crossed the previous runway before another runway crossing clearance may be issued. At airports where the taxi route between runway centerlines is less than 1,000 feet, multiple runway crossings may be issued after receiving approval from the Terminal Services Director of Operations. This change cancels and incorporates N JO 7110.xxx, Taxi and Ground Movement Operations, effective June 30, 2010.

#### 4. CHANGE:

##### OLD

3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance shall include the specific route to follow. When a taxi clearance to a runway is issued to an aircraft, confirm the aircraft has the correct runway assignment.

##### NOTE

a. When authorizing a vehicle to proceed on the movement area, or an aircraft to taxi to any point other than an assigned takeoff runway, absence of holding instructions authorizes an aircraft/vehicle to cross all taxiways and runways that intersect the taxi route. If it is the intent to hold the aircraft/vehicle short of any given point along the taxi route, issue the route, and then state the holding instructions.

##### NOTE-

Add

##### NEW

3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS

Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance must include the specific route to follow. When a taxi clearance to a runway is issued to an aircraft, confirm the aircraft has the correct runway assignment.

##### No Change

a. When authorizing an aircraft/vehicle to proceed on the movement area, or to any point other than assigned takeoff runway, specify the route/taxi instructions. If it is the intent to hold the aircraft/vehicle short of any given point along the taxi route, issue the route and then state the holding instructions.

##### NOTE-

1. The absence of holding instructions authorizes an aircraft/vehicle to cross all taxiways that intersect the

Movement of aircraft or vehicles on non-movement areas is the responsibility of the pilot, the aircraft operator, or the airport management.

#### PHRASEOLOGY

##### **EXAMPLE-**

*“Cross Runway Two Eight Left.”*

*“Taxi/continue taxiing/proceed to the hangar.”*

*“Taxi/continue taxiing/proceed straight ahead then via ramp to the hangar.”*

*“Taxi/continue taxiing/proceed on Taxiway Charlie, hold short of Runway Two Seven.”*

*or*

*“Taxi/continue taxiing/proceed on Charlie, hold short of Runway Two Seven.”*

b. When authorizing an aircraft to taxi to an assigned takeoff runway and hold short instructions are not issued, specify the runway preceded by “taxi to,” and issue taxi instructions. This authorizes the aircraft to “cross” all runways/taxiways which the taxi route intersects except the assigned takeoff runway. This does not authorize the aircraft to “enter” or “cross” the assigned takeoff runway at any point.

##### **PHRASEOLOGY-**

TAXI TO RUNWAY (number) VIA (route).

##### **EXAMPLE-**

“Taxi to Runway Three Six via Taxiway Echo.”

or

“Taxi to Runway Three Six via Echo.”

c. Specify the runway for departure, taxi instructions, and hold short restrictions when an aircraft will be required to hold short of a runway or other points along the taxi route.

##### **EXAMPLE-**

“Runway Three Six Left, taxi via taxiway Alpha, hold short of taxiway Charlie.”

or

“Runway Three Six Left, taxi via Alpha, hold short of Charlie.”

##### **PHRASEOLOGY-**

TAXI TO RUNWAY (number) VIA...

##### **taxi route.**

2. Movement of aircraft or vehicles on non-movement areas is the responsibility of the pilot, the aircraft operator, or the airport management.

No Change

##### **EXAMPLE-**

*“Cross Runway Two-Eight Left, **hold short of Runway Two-Eight Right.**”*

*“Taxi/continue taxiing/proceed to the hangar.”*

*“Taxi/continue taxiing/proceed straight ahead then via ramp to the hangar.”*

*“Taxi/continue taxiing/proceed on Taxiway Charlie, hold short of Runway Two-Seven.”*

*or*

*“Taxi/continue taxiing/proceed on Charlie, hold short of Runway Two-Seven.”*

Delete

Delete

Delete

Delete

Delete

b. When authorizing an aircraft to taxi to an assigned takeoff runway, state the departure runway followed by the specific taxi route. **Issue** hold short restrictions when an aircraft will be required to hold short of a runway or other points along the taxi route.

Delete

Delete

Delete

##### **PHRASEOLOGY-**

“Runway (number), taxi via (route as necessary).”

|     |  |
|-----|--|
| Add | <u>or</u>  |
| Add | <u>“Runway (number), taxi via (route as necessary)(hold short instructions as necessary).”</u>   |
| Add | <u>EXAMPLE-</u><br><u>“Runway Three-Six Left, taxi via taxiway Alpha, hold short of taxiway Charlie.”</u>  |
| Add | <u>or</u>  |
| Add | <u>“Runway Three-Six Left, taxi via Alpha, hold short of Charlie.”</u>   |
| Add | <u>or</u>  |
| Add | <u>“Runway Three-Six Left, taxi via taxiway Alpha, hold short of Runway Two-Seven Right.”</u>  |
| Add | <u>or</u>  |
| Add | <u>“Runway Three-Six Left, taxi via Charlie, cross Runway Two-Seven Left, hold short of Runway Two-Seven Right.”</u>   |
| Add | <u>or</u>  |
| Add | <u>“Runway Three-Six Left, taxi via Alpha, Charlie, cross Runway One-Zero.”</u>  |
| Add | <u>c. Aircraft/vehicles must receive a clearance for each runway their route crosses. An aircraft/vehicle must have crossed a previous runway before another runway crossing clearance may be issued.</u>                    |
| Add | <u>NOTE-</u><br><u>A clearance is required for aircraft/vehicles to operate on any active, inactive, or closed runway except for vehicles operating on closed runways in accordance with a Letter of Agreement (LOA).</u>    |
| Add | <u>EXAMPLE-</u><br><u>“Cross Runway One-Six Left, hold short of Runway One-Six Right.”</u>   |
| Add | <u>d. When an aircraft/vehicle is instructed to “follow” traffic and requires a runway crossing, issue a runway crossing clearance in addition to the follow instructions and/or hold short instructions, as applicable.</u> |
| Add | <u>EXAMPLE-</u><br><u>“Follow (traffic), cross Runway Two-Seven Right.”</u>  |
| Add | <u>or</u>  |
| Add | <u>“Follow (traffic), cross Runway Two Seven-Right, hold short Runway Two-Seven Left.”</u>   |
| Add | <u>e. At those airports where the taxi distance between runway centerlines is less than 1,000 feet, multiple runway crossings may be issued with a single clearance. The air traffic manager</u>                             |

**must submit a request to the appropriate Terminal Services Director of Operations for approval before authorizing multiple runway crossings.**

**REFERENCE:**  
**FAAO JO 7210.3, Para 10-3-10 MULTIPLE RUNWAY CROSSINGS**

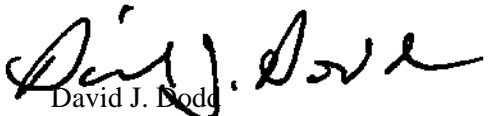
Add

Renumber f thru h

Subparagraphs d thru f

No further changes to paragraph.

5. **INDEX CHANGES:** None
6. **GRAPHICS:** None
7. **GENOT/NOTICE:** N JO 7110.xxx, Taxi and Ground Movement Operations, effetcive June 30, 2010.
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ **HM 6/15/2010**
9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).  
☒ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.  
☐ **SRMDM.** Proposed change is not safety related.
10. **ICAO DIFFERENCES:** YES ☐ NO ☒

  
David J. Dodd  
Manager, Terminal Operations Group

**6-15-10**  
Date: