



Federal Aviation Administration

Memorandum

To: All Airports with operating ATCTs

From: Michael J. O'Donnell, Director, Airport Safety and Standards, AAS-1

Prepared by: AAS-300, ACE-620

Subject: Air Traffic Change in Runway Crossing Procedures

The Federal Aviation Administration (FAA) Air Traffic Organization (ATO) issued an Order concerning a change in Taxi and Ground Movement Operations effective June 30th. The FAA issued this new policy as a measure to prevent runway incursions that occurred when pilots and vehicle operators were confused about a runway being open or closed.

This change establishes the requirement that an explicit runway crossing clearance be issued for each runway crossing, even if the runway is closed or inactive. However, this new policy will not apply if the existing ATCT/Airport letter of agreement (or a new LOA), explicitly authorizes such procedures.

For airports without written procedures authorizing closed runway crossing or multiple runway crossings, this policy change requires the aircraft or vehicle to have crossed the previous runway before another runway crossing clearance may be issued. There is a waiver option at airports where the taxi route between runway centerlines is less than 1,000 feet apart, so there may be variations in application of this new procedure at some airports. This new requirement does not apply to a closed taxiway entering a closed portion of a runway that is barricaded and marked as closed. For example, construction personnel would not be required to request Air Traffic Control (ATC) clearance when entering the construction portion of a runway from a closed taxiway or construction road.

Towered airports without written procedures authorizing closed runway or multiple runway crossings will need to:

1. Coordinate implementation of this new procedure with the ATCT.

2. Revise ground vehicle/pedestrian procedures as appropriate. 2
3. Revise ground vehicle/pedestrian training material as appropriate.
4. Conduct a briefing on the new procedure for all personnel authorized on the movement area and document the training.
5. During runway construction projects, airports should consider maintaining visible holding position signage for closed runways. Open taxiways crossing closed runways should have a visible holding position sign and it should be illuminated at night. If the holding position signs are on the runway circuit, alternate power supply to the holding position signs may be necessary during the construction project. Runway construction projects should be inspected to ensure that holding position signs are visible and lighted where aircraft are crossing closed runways.
6. Submit a revision to the Ground Vehicle/Pedestrian section of the ACM, if necessary, as a result of this change.

For more information on the change, refer to FAA Order N JO 7110.532, which can be found at: <http://www.faa.gov/documentLibrary/media/Notice/N7110.532.pdf>.

or

For additional information, go to <http://www.faa.gov/go/runwaysafety>

The FAA ATO Notice is attached with this bulletin for your information.

NOTICE

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

N JO 7210.747

Effective Date:
June 30, 2010

Cancellation Date:
March 10, 2011

SUBJ: Multiple Runway Crossings

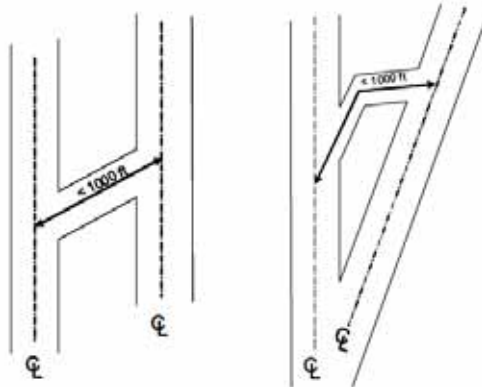
- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, Paragraph 10-3-10, Multiple Runway Crossings, by establishing new guidance for authorizing multiple runway crossings at airports where the taxi route between runway centerlines is less than 1,000 feet.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
- 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. Procedures.** Add paragraph 10-3-10 to FAA Order JO 7210.3 to read as follows:

10-3-10. MULTIPLE RUNWAY CROSSINGS

- a.** Air traffic managers at airports where the taxi route between runway centerlines is less than 1,000 feet must submit a request to the appropriate Terminal Services Director of Operations for approval before authorizing multiple runway crossings.

REFERENCE-
FAAO JO 7110.65, Para 3-7-2, Taxi and Ground Movement Operations

FIGURE 10-3-1
Multiple Runway Crossings



Distribution: ZAT-121; ZAT-464

Initiated By: AJT-2
Terminal Safety and Operations Support

- b. The request must address the specific locations where multiple runway crossings will be authorized. This must only include locations where the intervening taxi route is less than 1,000 feet between runway centerlines.
 - c. Facilities must keep a copy of the approval correspondence issued by the Terminal Services Director of Operations.
 - d. Facility directives must include a diagram that depicts the runway/taxiway intersections where multiple runway crossings are authorized.
 - e. The Terminal Services Director of Operations must ensure that an annual review of multiple runway crossing operations is conducted for those facilities employing this operation. The results of this review must be sent to the Terminal Safety and Operations Support Office by September of each year.
5. **Distribution.** This notice is distributed to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, and System Operations Services; the ATO Office of Safety; Office of the Service Center; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
6. **Background.** The FAA Runway Safety Call to Action Committee issued several recommendations to address improving runway safety across the National Airspace System. In response to the committee's recommendations, the ATO convened a Safety Risk Management Panel to evaluate the safety of the committee recommendations. This is one of the recommended changes from the Call to Action Committee.



Nancy B. Kalinowski
Vice President, System Operations Services
Air Traffic Organization

4-20-10

Date Signed

NOTICE**U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy**N JO 7110.532****Effective Date:**
June 30, 2010**Cancellation Date:**
March 10, 2011**SUBJ:** Taxi and Ground Movement Operations

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, Paragraph 3-7-2, Taxi and Ground Movement Operations, by deleting the phraseology and procedure of issuing "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. This notice replaces N JO 7110.528, Taxi and Ground Movement Operations, effective June 30, 2010.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
- 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 Policy Change.** This change 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 apart, multiple runway crossings may be issued after receiving approval by the Terminal Services Director of Operations.
- 5. Procedures.** Change FAA Order JO 7110.65, paragraph 3-7-2, to read as follows:

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.

NOTE-

- 1. A pilot's read back of taxi instructions with the runway assignment can be considered confirmation of runway assignment.*
- 2. Movement of aircraft/vehicles on nonmovement areas is the responsibility of the pilot, the aircraft operator, or the airport management.*

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

Distribution: ZAT-121; ZAT-464

Initiated By: AJT-2
Terminal Safety and Operations Support

Phraseology, 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."

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.

PHRASEOLOGY-

"Runway (number) taxi via (route as necessary)."

or

"Runway (number) taxi via (route as necessary)(hold short instructions as necessary)."

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."

or

"Runway Three Six Left, taxi via taxiway Alpha, hold short of Runway Two Seven Right."

or

"Runway Three Six Left, taxi via Charlie, cross Runway Two Seven Left, hold short of Runway Two Seven Right."

or

"Runway Three Six Left, taxi via Alpha, Charlie, cross Runway One Zero."

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.

NOTE-

A clearance is required for aircraft/vehicles to operate on any active, inactive, or closed runway(s) except for vehicles operating on closed runways in accordance with a Letter of Agreement (LOA).

EXAMPLE-

"Cross Runway One Six Left, hold short of Runway One Six Right."

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.

EXAMPLE-

"Follow (traffic), cross Runway Two Seven Right."

or

"Follow (traffic), cross Runway Two Seven Right, hold short Runway Two Seven Left."

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 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

Renumber subparagraphs d thru f as f thru h.

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

7. **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 ATO convened a Safety Risk Management Panel to evaluate the safety of the Committee recommendations. These are two of the recommended changes from the Call to Action Committee. Changes will also be made to the AIM and AIP. Title 14 Code of Federal Regulations, Part 91.129(i), will be changed after the completion of the rulemaking period.

Nancy Kait
 FOR Nancy B. Kalinowski
 Vice President, System Operations Services
 Air Traffic Organization

6/23/10
 Date Signed