

NOTICE

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

N JO 7110.482

Effective Date:

May 19, 2008

Cancellation Date:

March 12, 2009

SUBJ: Taxi and Ground Movement Operations

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration Order (FAAO) 7110.65, Air Traffic Control, Paragraph 3-7-2, Taxi and Ground Movement Operations, by requiring controllers to issue the route to follow for all aircraft and vehicles on the movement area at tower-controlled airports.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** The 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/airports_airtraffic/air_traffic/publications.
- 4. Procedures.** Amend FAAO 7110.65S, Paragraph 3-7-2, Taxi and Ground Movement Operations, 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 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-

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

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

PHRASEOLOGY- **HOLD POSITION.**

HOLD FOR (reason).

CROSS (runway/taxiway).

or

TAXI/CONTINUE TAXIING/PROCEED/VIA (route),

or

ON (runway number or taxiways, etc.),

or

TO (location),

or

(direction),

or

ACROSS RUNWAY (number).

or

VIA (route), HOLD SHORT OF (location),

or

FOLLOW (traffic) (restrictions as necessary),

or

BEHIND (traffic).

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-

RUNWAY (number),

TAXI/PROCEED VIA (route),

HOLD SHORT OF (runway number).

or

HOLD SHORT OF (location),

or

ON (taxi strip, runup, pad, etc.),

and, if necessary,

TRAFFIC (traffic information),

or

FOR (reason).

EXAMPLE-

“Runway Three Six Left, taxi via Taxiway Charlie, hold short of Runway Two Seven Right.”

or

“Runway Three Six Left, taxi via Charlie, hold short of Runway Two Seven Right.”

d. Request a read back of runway hold short instructions when it is not received from the pilot/vehicle operator.

PHRASEOLOGY-

READ BACK HOLD INSTRUCTIONS.

EXAMPLE-

1. *“American Four Ninety Two, Runway Three Six Left, taxi via Taxiway Charlie, hold short of Runway Two Seven Right.”*

or

“American Four Ninety Two, Runway Three Six Left, taxi via Charlie, hold short of Runway Two Seven Right.”

“American Four Ninety Two, Roger.”

“American Four Ninety Two, read back hold instructions.”

2. *“Cleveland Tower, American Sixty Three is ready for departure.”*

“American Sixty Three, hold short of Runway Two Three Left, traffic one mile final.”

“American Sixty Three, Roger.”

“American Sixty Three, read back hold instructions.”

3. *“OPS Three proceed via Taxiway Charlie hold short of Runway Two Seven.”*

or

“OPS Three proceed via Charlie hold short of Runway Two Seven.”

“OPS Three, Roger.”

“OPS Three, read back hold instructions.”

NOTE-

Read back hold instructions phraseology may be initiated for any point on a movement area when the controller believes the read back is necessary.

- e. Issue progressive taxi/ground movement instructions when:
 1. A pilot/operator requests.
 2. The specialist deems it necessary because of traffic or field conditions, e.g., construction or closed taxiways.
 3. Necessary during reduced visibility, especially when the taxi route is not visible from the tower.

NOTE-

Progressive instructions may include step-by-step directions and/or directional turns.

REFERENCE-

*FAAO 7110.65, Runway Proximity, Para 3-7-4.
FAAO 7110.65, Taxi and Ground Movement Operation, Para 3-11-1.*

- f. Issue instructions to expedite a taxiing aircraft or a moving vehicle.

PHRASEOLOGY-

TAXI WITHOUT DELAY (traffic if necessary).

EXIT/PROCEED/CROSS

(runway/taxiway) WITHOUT DELAY.

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

6. Background. The FAA Administrator has made numerous recommendations to enhance runway safety. Terminal Services Safety and Operations Support assembled a Safety Risk Management (SRM) panel to address some of the proposals from this workgroup. The panel did a safety assessment on taxi procedures at our tower-controlled airports and concurred with a recommendation to require detailed routings be issued to all aircraft and vehicles on the movement area. The panel determined this would enhance runway safety.

7. Implementation. This notice shall be implemented on the effective date and the context of this notice will be incorporated into FAAO 7110.65S, change 2, effective March 12, 2009.

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3-28-08
 Date Signed