

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7110.65S

**CHANGE:** 2

**EFFECTIVE DATE:** March 12, 2009

**TRACKING #:** 52- 3-9-9

**SPECIALIST/ROUTING:** Scott Casoni AJT-23 x58607

**1. PARAGRAPH NUMBER AND TITLE:**

3-9-9, TAKEOFF CLEARANCE

**2. BACKGROUND:** The Federal Aviation Administrators Call to Action Workgroup made numerous recommendations to enhance runway safety. ATO-T Safety and Operations Support assembled a Safety Risk Management (SRM) Panel to address some of the proposals from this workgroup. This change provides a requirement for controllers when a takeoff clearance can be issued. The panel did a safety assessment on takeoff procedures at tower controlled airports and found no high risks associated with this change proposal.

**3. EXPLANATION OF CHANGE:** This change provides guidance on when a takeoff clearance can be issued. This change cancels and incorporates N JO 7110.487 Takeoff Clearance, effective August 11, 2008. .

**4. CHANGE:**

**OLD**

**NEW**

3-9-9. TAKEOFF CLEARANCE

3-9-9. TAKEOFF CLEARANCE

Title thru a. 2

No Change

b. If the takeoff clearance is issued before the aircraft has crossed all intersecting runways, restate the runway to be crossed with the takeoff clearance.

b. **The controller shall ensure that all runways along the taxi route that lead to the departure runway are crossed before the takeoff clearance is issued, except in c (below).**

Add

**PHRASEOLOGY-**  
**CROSS RUNWAY (number), RUNWAY (number)**  
**CLEARED FOR TAKEOFF.**

Add

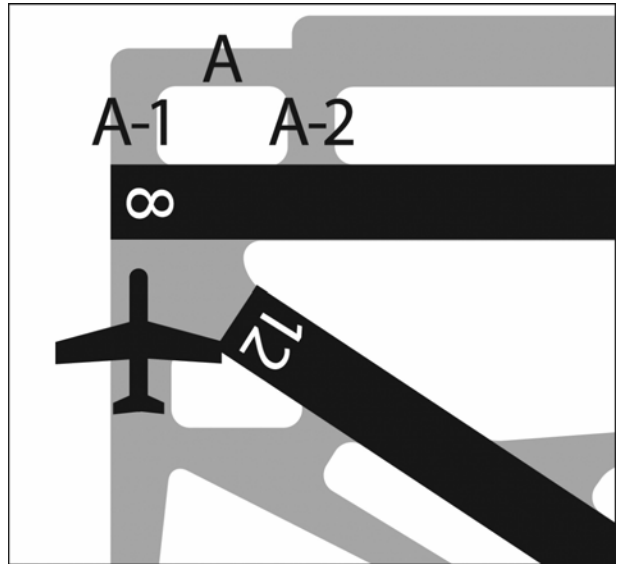
**EXAMPLE-**  
**"CROSS RUNWAY TWO FOUR LEFT, RUNWAY**  
**TWO FOUR RIGHT, CLEARED FOR TAKEOFF."**

c. USA/USN. Issue surface wind and takeoff clearance to aircraft.

c. **At those airports where the airport configuration does not allow for an aircraft to completely cross one runway and hold short of the departure runway and/or where airports do not have runway hold markings between runways, state the runway to be crossed with the takeoff clearance if the aircraft is not able to complete a runway crossing before reaching its departure runway.**

FIG 3-9-12

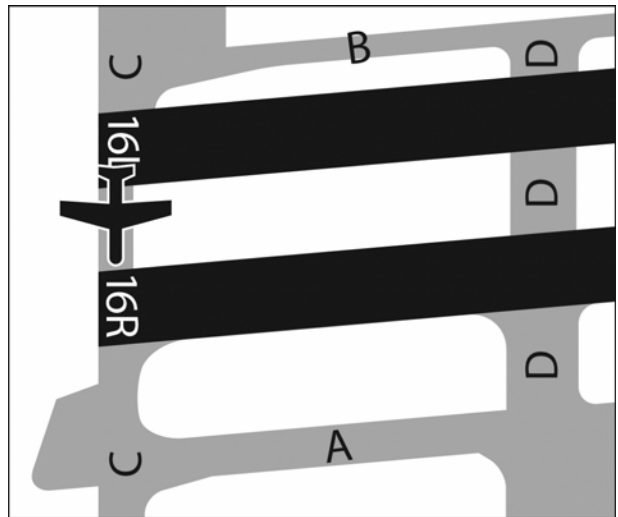
Runway/Taxiway Proximity



Add

FIG 3-9-13

Runway/Taxiway Proximity



Add

Add

**REFERENCE-**  
**FAAO JO 7210.3, Para 10-3-9. Takeoff clearance**  
**FAAO JO 7110.65, PC/G Clear of the Runway**

Add

**PHRASEOLOGY-**  
**CROSS RUNWAY (number), RUNWAY (number)**  
**CLEARED FOR TAKEOFF.**

Add

**EXAMPLE-**  
**"CROSS RUNWAY TWO FOUR LEFT, RUNWAY**  
**TWO FOUR RIGHT, CLEARED FOR TAKEOFF.**

d. USAF. When an aircraft is cleared for takeoff, inform it of the closest traffic within 6 miles on

d. USA/USN. Issue surface wind and takeoff clearance to aircraft.

final approach to the same runway. If the approaching aircraft is on a different frequency, inform it of the departing aircraft.

Add

**PHRASEOLOGY-**  
**WIND (surface wind in direction and velocity).**  
**CLEARED FOR TAKEOFF.**

5. **INDEX CHANGES:** None
6. **GRAPHICS:** Add Figures 3-9-12 and 3-9-13.
7. **GENOT/NOTICE:** N JO 7110.487 Takeoff Clearance, effective August 11, 2008.
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).
  - Proposed change meets full SMS requirements for safety risk assessment.
  - (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2, requirements.
  - Proposed change is not safety related.

**Comments:**



Manager, Terminal Operations

7/21/08

Date: