

## FAA to adopt new taxi clearance phraseology from 30 June

### Background

The US FAA's Safety Call to Action Committee has issued several recommendations aimed at improving runway safety and, in particular, the reduction of runway incursions. The Committee identified the implied clearance to cross any intervening runways in a "taxi to" clearance as one of the elements that could lead to a runway incursion. Accordingly, the FAA has revised the phraseology that will be used when issuing taxi clearances. From June 30 2010 the phrase "taxi to" will be replaced by "taxi (name of runway or stand) via" followed by the specific route to follow. ATC will issue hold short restrictions for any runway crossings or other holds that they may require along the taxi route. This change establishes the requirement that an explicit runway crossing clearance is given for each runway crossing. (Except when the distance between two runway centerlines is less than 1,000ft then a multiple crossing clearance may be issued) In other words, unless you are given specific clearance to cross a runway, take off on that runway or "position and hold" on that runway, treat all runway hold lines as a stop bar.

### Phraseology Examples

#### Taxi clearance

*"Quickjet 123 Runway Three Six Left, taxi via taxiway Alpha, hold short of taxiway Charlie."*

*or*

*"Quickjet 123 Runway Three Six Left, taxi via Alpha, hold short of Charlie."*

*or*

*"Quickjet 123 Runway Three Six Left, taxi via taxiway Alpha, hold short of Runway Two Seven Right."*

*or*

*"Quickjet 123 Runway Three Six Left, taxi via Charlie, cross Runway Two Seven Left, hold short of Runway Two Seven Right."*

*or*

*"Quickjet 123 Runway Three Six Left, taxi via Alpha, Charlie, cross Runway One Zero."*

#### Runway crossing clearance

Since a runway crossing clearance is required to cross or operate on any active/inactive or closed runway you should expect a runway specific clearance.

*"Quickjet 123 cross Runway One Six Left, hold short of Runway One Six Right."*







When an aircraft/vehicle is instructed to “follow” traffic and requires a runway crossing, a runway crossing clearance in addition to the “follow” instructions and/or hold short instructions, will be given as applicable.

*“Quickjet 123 follow company BoeBUS 80, cross Runway Two Seven Right.”*

or

*“Quickjet 123 follow Otherline BoeBUS 95, cross Runway Two Seven Right, hold short Runway Two Seven Left.”*

### Recommendations

-  Clearly this is a major change to phraseology. Accordingly, you should expect confusion from both pilots and controllers as they get used to the new procedure. When in doubt about an instruction – stop and ask.
-  If no specific clearance has been given to cross a runway then hold short
-  Always obey any stopbar lights – if you are cleared to cross or enter a runway and the stopbar is illuminated then stop and ask for clarification from ATC before proceeding.
-  More information can be found on the FAA Runway Safety web pages:  
[www.faa.gov/airports/runway\\_safety/news/current\\_events/taxi\\_to/](http://www.faa.gov/airports/runway_safety/news/current_events/taxi_to/)

*IFALPA provides this data for information only, In all cases pilots should follow their company's guidance and procedures.*

In the interests of flight safety, reproduction of this bulletin in whole or in part is encouraged. It may not be offered for sale or used commercially. All reprints must credit IFALPA.