

EXTRACT OF FAA'S AERONAUTICAL INFORMATION MANUAL

Official Guide to Basic Flight Information and ATC Procedures

This web version contains Change 1 and Errata, dated 7/31/08; and Change 2, dated 3/12/09

Section 3. Airport Operations

4-3-18. Taxiing

a. General. Approval must be obtained prior to moving an aircraft or vehicle onto the movement area during the hours an Airport Traffic Control Tower is in operation.

1. Always state your position on the airport when calling the tower for taxi instructions.
2. The movement area is normally described in local bulletins issued by the airport manager or control tower. These bulletins may be found in FSSs, fixed base operators offices, air carrier offices, and operations offices.
3. The control tower also issues bulletins describing areas where they cannot provide ATC service due to nonvisibility or other reasons.
4. A clearance must be obtained prior to taxiing on a runway, taking off, or landing during the hours an Airport Traffic Control Tower is in operation.
5. When ATC clears an aircraft to "taxi to" an assigned takeoff runway, the absence of holding instructions authorizes the aircraft to "cross" all runways which the taxi route intersects except the assigned takeoff runway. It does not include authorization to "taxi onto" or "cross" the assigned takeoff runway at any point. In order to preclude misunderstandings in radio communications, ATC will not use the word "cleared" in conjunction with authorization for aircraft to taxi.
6. In the absence of holding instructions, a clearance to "taxi to" any point other than an assigned takeoff runway is a clearance to cross all runways that intersect the taxi route to that point.
7. Air traffic control will first specify the runway, issue taxi instructions, and then state any required hold short instructions, when authorizing an aircraft to taxi for departure. This does not authorize the aircraft to "enter" or "cross" the assigned departure runway at any point.

NOTE-

Air traffic controllers are required to obtain from the pilot a readback of all runway hold short instructions.

8. If a pilot is expected to hold short of a runway approach ("APPCH") area or ILS holding position (see FIG 2-3-15, Taxiways Located in Runway Approach Area), ATC will issue instructions.

9. When taxi instructions are received from the controller, pilots should always read back:

(a) The runway assignment.

(b) Any clearance to enter a specific runway.

(c) Any instruction to hold short of a specific runway, or taxi into position and hold.

Controllers are required to request a readback of runway hold short assignment when it is not received from the pilot/vehicle.

b. ATC clearances or instructions pertaining to taxiing are predicated on known traffic and known physical airport conditions. Therefore, it is important that pilots clearly understand the clearance or instruction. Although an ATC clearance is issued for taxiing purposes, when operating in accordance with the CFRs, it is the responsibility of the pilot to avoid collision with other aircraft. Since "the pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft" the pilot should obtain clarification of any clearance or instruction which is not understood.

REFERENCE-

AIM, General, Paragraph 7-3-1.

1. Good operating practice dictates that pilots acknowledge all runway crossing, hold short, or takeoff clearances unless there is some misunderstanding, at which time the pilot should query the controller until the clearance is understood.

NOTE-

Air traffic controllers are required to obtain from the pilot a readback of all runway hold short instructions.

2. Pilots operating a single pilot aircraft should monitor only assigned ATC communications after being cleared onto the active runway for departure. Single pilot aircraft should not monitor other than ATC communications until flight from Class B, Class C, or Class D surface area is completed. This same procedure should be practiced from after receipt of the clearance for landing until the landing and taxi activities are complete. Proper effective scanning for other

aircraft, surface vehicles, or other objects should be continuously exercised in all cases.

3. If the pilot is unfamiliar with the airport or for any reason confusion exists as to the correct taxi routing, a request may be made for progressive taxi instructions which include step-by-step routing directions. Progressive instructions may also be issued if the controller deems it necessary due to traffic or field conditions; i.e., construction or closed taxiways.

c. At those airports where the U.S. Government operates the control tower and ATC has authorized noncompliance with the requirement for two-way radio communications while operating within the Class B, Class C, or Class D surface area, or at those airports where the U.S. Government does not operate the control tower and radio communications cannot be established, pilots shall obtain a clearance by visual light signal prior to taxiing on a runway and prior to takeoff and landing.

d. The following phraseologies and procedures are used in radiotelephone communications with aeronautical ground stations.

1. Request for taxi instructions prior to departure. State your aircraft identification, location, type of operation planned (VFR or IFR), and the point of first intended landing.

EXAMPLE-

Aircraft: "Washington ground, Beechcraft One Three One Five Niner at hangar eight, ready to taxi, I-F-R to Chicago."

Tower: "Beechcraft one three one five niner, Washington ground, runway two seven, taxi via taxiways Charlie and Delta, hold short of runway three three left."

Aircraft: "Beechcraft One Three One Five Niner, hold short of runway three three left."

2. Receipt of ATC clearance. ARTCC clearances are relayed to pilots by airport traffic controllers in the following manner.

EXAMPLE-

Tower: "Beechcraft One Three One Five Niner, cleared to the Chicago Midway Airport via Victor Eight, maintain eight thousand."

Aircraft: "Beechcraft One Three One Five Niner, cleared to the Chicago Midway Airport via Victor Eight, maintain eight thousand."

NOTE-

Normally, an ATC IFR clearance is relayed to a pilot by the ground controller. At busy locations, however, pilots may be instructed by the ground controller to "contact clearance delivery" on a frequency designated for this purpose. No surveillance or control over the movement of traffic is exercised by this position of operation.

3. Request for taxi instructions after landing. State your aircraft identification, location, and that you request taxi instructions.

EXAMPLE-

Aircraft: *"Dulles ground, Beechcraft One Four Two Six One clearing runway one right on taxiway echo three, request clearance to Page."*

Tower: *"Beechcraft One Four Two Six One, Dulles ground, taxi to Page via taxiways echo three, echo one, and echo niner."*

or

Aircraft: *"Orlando ground, Beechcraft One Four Two Six One clearing runway one eight left at taxiway bravo three, request clearance to Page."*

Tower: *"Beechcraft One Four Two Six One, Orlando ground, hold short of runway one eight right."*

Aircraft: *"Beechcraft One Four Two Six One, hold short of runway one eight right."*

4-3-20. Exiting the Runway After Landing

The following procedures must be followed after landing and reaching taxi speed.

a. Exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC. Pilots shall not exit the landing runway onto another runway unless authorized by ATC. At airports with an operating control tower, pilots should not stop or reverse course on the runway without first obtaining ATC approval.

b. Taxi clear of the runway unless otherwise directed by ATC. An aircraft is considered clear of the runway when all parts of the aircraft are past the runway edge and there are no restrictions to its continued movement beyond the runway holding position markings. In the absence of ATC instructions, the pilot is

expected to taxi clear of the landing runway by taxiing beyond the runway holding position markings associated with the landing runway, even if that requires the aircraft to protrude into or cross another taxiway or ramp area. Once all parts of the aircraft have crossed the runway holding position markings, the pilot must hold unless further instructions have been issued by ATC.

NOTE-

1. The tower will issue the pilot instructions which will permit the aircraft to enter another taxiway, runway, or ramp area when required.

2. Guidance contained in subparagraphs a and b above is considered an integral part of the landing clearance and satisfies the requirement of 14 CFR Section 91.129.

c. Immediately change to ground control frequency when advised by the tower and obtain a taxi clearance.

NOTE-

1. The tower will issue instructions required to resolve any potential conflicts with other ground traffic prior to advising the pilot to contact ground control.

2. A clearance from ATC to taxi to the ramp authorizes the aircraft to cross all runways and taxiway intersections. Pilots not familiar with the taxi route should request specific taxi instructions from ATC.