

NOTICE

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

N JO 7110.536

Effective Date:
September 30, 2010

Cancellation Date:
March 10, 2011

SUBJ: Line Up and Wait (LUAW) Operations

- 1. Purpose of This Notice.** This notice amends multiple paragraphs within Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, concerning the harmonization between FAA and International Civil Aviation Organization (ICAO) procedural change from “taxi into position and hold (TIPH)” to “line up and wait (LUAW).”
- 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.** In accordance with the Runway Safety Call-to-Action Committee recommendations and the Safety Risk Management (SRM) Document dated May 19, 2009, this change replaces all references of "TIPH" with "LUAW."
- 5. Procedures.**

- a. FAA Order JO 7110.65.** Amend the following paragraphs to read as follows:

3-7-1. GROUND TRAFFIC MOVEMENT

Issue by radio or directional light signals specific instructions which approve or disapprove the movement of aircraft, vehicles, equipment, or personnel on the movement area except where permitted in an LOA.

REFERENCE-

FAAO JO 7210.3, Paragraph 4-3-1, Letters of Agreement
FAAO JO 7210.3, Paragraph 4-3-2, Appropriate Subjects

- a.** Do not issue conditional instructions that are dependent upon the movement of an arrival aircraft on or approaching the runway or a departure aircraft established on a takeoff roll. Do not say, “Line up and wait behind landing traffic,” or “Taxi/proceed across Runway Three-Six behind departing/landing Citation.” The above requirements do not preclude issuing instructions to follow an aircraft observed to be operating on the movement area in accordance with an ATC clearance/instruction and in such a manner that the instructions to follow are not ambiguous.

Subparagraphs b through d, no change.

Delete subparagraph e.

PHRASEOLOGY-

RUNWAY (number) AT (taxiway designator) INTERSECTION DEPARTURE (remaining length) FEET AVAILABLE.

Delete subparagraph f.

3-9-4. LINE UP AND WAIT (LUAW)

a. The intent of LUAW is to position aircraft for an imminent departure. Authorize an aircraft to line up and wait, except as restricted in subparagraph g, when takeoff clearances cannot be issued because of traffic. Issue traffic information to any aircraft so authorized. Traffic information may be omitted when the traffic is another aircraft which has landed on or is taking off the runway and is clearly visible to the holding aircraft. Do not use conditional phrases such as “behind landing traffic” or “after the departing aircraft.”

b. First state the runway number followed by the line up and wait clearance.

PHRASEOLOGY-

RUNWAY (number), LINE UP AND WAIT

c. Procedures.

1. At facilities without a safety logic system or facilities with the safety logic system inoperative, or in the limited configuration:

(a) Do not issue a landing clearance to an aircraft requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway with an aircraft that is holding in position or taxiing to line up and wait until the aircraft in position starts takeoff roll.

(b) Do not authorize an aircraft to LUAW if an aircraft has been cleared to land, touch-and-go, stop-and-go, option or unrestricted low approach on the same runway.

PHRASEOLOGY-

RUNWAY (number), CONTINUE, TRAFFIC HOLDING IN POSITION.

EXAMPLE-

“American 528, Runway Two-Three continue, traffic holding in position.”

2. Facilities using the safety logic system in the full core alert mode:

(a) May issue a landing clearance, full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach to an arriving aircraft with an aircraft holding in position or taxiing to LUAW on the same runway except when reported weather conditions are less than ceiling 800 feet or visibility less than 2 miles.

(b) May authorize an aircraft to LUAW when an aircraft has been cleared to land, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway provided traffic is issued in accordance with paragraph 3-9-4d.

REFERENCE-

FAAO JO 7110.65, Paragraph 3-10-5, Landing Clearance

d. When an aircraft is authorized to line up and wait, inform it of the closest traffic requesting a full-stop, touch-and-go, stop-and-go, option or unrestricted low approach to the same runway.

PHRASEOLOGY-

RUNWAY (number), LINE UP AND WAIT, TRAFFIC IS A (type aircraft and position).

EXAMPLE-

“United Five, Runway One-Eight, line up and wait. Traffic is a Boeing Seven Thirty-Seven, 6-mile final.”

e. USAF/USN. When an aircraft is authorized to line up and wait, inform it of the closest traffic within 6 miles on final approach to the same runway. If the approaching aircraft is on a different frequency, inform it of the aircraft taxiing into position.

f. Do not authorize an aircraft to line up and wait when the departure point is not visible from the tower unless the aircraft’s position can be verified by ASDE or the runway is used for departures only.

g. An aircraft may be authorized to line up and wait at an intersection between sunset and sunrise under the following conditions:

1. The procedure must be approved by the appropriate Director, Terminal Operations (service area) as well as the Director, Terminal Safety and Operations Support.
2. The procedure must be contained in a facility directive.
3. The runway must be used as a departure-only runway.
4. Only one aircraft at a time is permitted to line up and wait on the same runway.
5. Document on FAA Form 7230-4, Daily Record of Facility Operation, the following: "LUAW at INT of RWY (number) and TWY (name) IN EFFECT" when using runway as a departure-only runway. "LUAW at INT of RWY (number) and TWY (name) SUSPENDED" when runway is not used as a departure-only runway.

h. Do not authorize an aircraft to line up and wait at anytime when the intersection is not visible from the tower.

i. Do not authorize aircraft to simultaneously line up and wait on the same runway, between sunrise and sunset, unless the local assist/local monitor position is staffed.

j. USN. Do not authorize aircraft to line up and wait simultaneously on intersecting runways.

PHRASEOLOGY-
CONTINUE HOLDING.

or

TAXI OFF THE RUNWAY.

k. When aircraft are authorized to line up and wait on runways that intersect, traffic must be exchanged between that aircraft and the aircraft that is authorized to line up and wait, depart, or arrive to the intersecting runway(s).

EXAMPLE-

"United Five, Runway Four, line up and wait, traffic holding Runway Three-One."

"Delta One, Runway Three-One, line up and wait, traffic holding Runway Four."

Or, when issuing traffic information to an arrival aircraft and an aircraft that is holding on runway(s) that intersect(s):

"Delta One, Runway Four, line up and wait, traffic landing Runway Three-One."

"United Five, Runway Three-One, cleared to land. Traffic holding in position Runway Four."

Or, when issuing traffic information to a departing aircraft and an aircraft that is holding on runway(s) that intersect(s):

"Delta One, Runway Three-One, line up and wait, traffic departing Runway Four."

"United Five, Runway Four, cleared for takeoff, traffic holding in position Runway Three-One."

Subparagraphs l through m, no change.

n. When authorizing an aircraft to line up and wait at an intersection, state the runway intersection.

PHRASEOLOGY-
RUNWAY (number) AT (taxiway designator), LINE UP AND WAIT.

o. When two or more aircraft call the tower ready for departure, one or more at the full length of a runway and one or more at an intersection, state the location of the aircraft at the full length of the runway when authorizing that aircraft to line up and wait.

PHRASEOLOGY-

RUNWAY (number), FULL-LENGTH, LINE UP AND WAIT.

EXAMPLE-

“American Four Eighty-Two, Runway Three-Zero full length, line up and wait.”

NOTE-

The controller need not state the location of the aircraft departing the full length of the runway if there are no aircraft holding for departure at an intersection for that same runway.

3-9-6. SAME RUNWAY SEPARATION

Title through subparagraph c, no change.

d. Do not issue clearances to small aircraft to line up and wait on the same runway behind a departing heavy jet aircraft to apply the necessary intervals.

Subparagraphs e through h, no change.

i. Separate a small aircraft behind a large aircraft that has departed or made a low/missed approach when utilizing opposite direction takeoffs on the same runway by 3 minutes unless a pilot has initiated a request to deviate from the 3-minute interval. In the latter case, issue a wake turbulence advisory before clearing the aircraft for takeoff. Controllers must not initiate or suggest a waiver of the 3-minute rule.

NOTE-

A request for takeoff does not initiate a waiver request.

REFERENCE-

FAAO JO 7110.65, Appendix A, Appendix B, and Appendix C, Aircraft Information.

j. Separate aircraft behind a heavy jet/B757 that has departed or made a low/missed approach when utilizing opposite direction takeoffs or landings on the same or parallel runways separated by less than 2,500 feet- 3 minutes.

3-9-9. TAKEOFF CLEARANCE

Title through subparagraph a, no change.

b. When clearing an aircraft for takeoff from an intersection, first state the runway intersection.

PHRASEOLOGY-

RUNWAY (number) AT (taxiway designator) CLEARED FOR TAKEOFF.

c. When two or more aircraft call the tower ready for departure, one or more at the full length of a runway and one or more at an intersection, state the location of the aircraft at the full length of the runway when clearing that aircraft for takeoff.

PHRASEOLOGY-

RUNWAY (number), FULL-LENGTH, CLEARED FOR TAKEOFF.

EXAMPLE-

“American Four Eighty-Two, Runway Three-Zero full length, cleared for takeoff.”

Renumber existing paragraphs (b) through (e) to read (d) through (g).

3-10-5. LANDING CLEARANCE

- a.** When issuing a clearance to land, first state the runway number followed by the landing clearance. If the landing runway is changed, controllers must preface the landing clearance with “Change to Runway.”

PHRASEOLOGY-

RUNWAY (designator) CLEARED TO LAND,

Or

CHANGE TO RUNWAY (designator) CLEARED TO LAND.

b. Procedures

1. Facilities without a safety logic system, or facilities with the safety logic system inoperative, or in the limited configuration must not clear an aircraft for a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach when a departing aircraft has been instructed to line up and wait or is holding in position on the same runway. The landing clearance may be issued once the aircraft in position has started takeoff roll.

2. Facilities using safety logic in the full core alert mode may issue a landing clearance, full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach to an arriving aircraft with an aircraft holding in position or taxiing to LUAW on the same runway except when reported weather conditions are less than ceiling 800 feet or visibility less than 2-miles.

c. “USN NOT APPLICABLE.” Inform the closest aircraft that is requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approaches when there is traffic authorized to line up and wait on the same runway.

EXAMPLE-

“Delta One, Runway One-Eight, continue, traffic holding in position.”

“Delta One, Runway One-Eight, cleared to land. Traffic holding in position.”

Delete subparagraph d, and renumber subparagraph e.

3-10-6. ANTICIPATING SEPARATION

a. Landing clearance to succeeding aircraft in a landing sequence need not be withheld if you observe the positions of the aircraft and determine that prescribed runway separation will exist when the aircraft crosses the landing threshold. Issue traffic information to the succeeding aircraft if a preceding arrival has not been previously reported and when traffic will be departing prior to their arrival.

EXAMPLE-

“American Two Forty-Five, Runway One-Eight, cleared to land, number two following a United Seven-Thirty-Seven two mile final. Traffic will depart prior to your arrival.”

“American Two Forty-Five, Runway One-Eight, cleared to land, traffic will depart prior to your arrival.”

NOTE-

Landing sequence number is optional at tower facilities where the arrival sequence to the runway is established by the approach control.

b. Anticipating separation must not be applied when conducting LUAW operations, except as authorized in paragraph 3-10-5b2. Issue applicable traffic information when using this provision.

EXAMPLE-

“American Two Forty-Five, Runway One-Eight, cleared to land, traffic will be a Boeing Seven-Fifty-Seven holding in position.”

REFERENCE-

P/CG Term - Clear of the Runway

3-12-2. DEPARTURE SEPARATION

Title through subparagraph a, no change.

- b. A preceding landing aircraft has taxied out of the sea lane.

NOTE-

Due to the absence of braking capability, caution should be exercised when instructing a float plane to hold a position as the aircraft will continue to move because of prop generated thrust. Therefore, clearance to line up and wait should be followed by takeoff or other clearance as soon as practical.

- b. *Pilot Controller Glossary.* Delete the existing definition of “Position and Hold” in section “P,” and add the following definition to section “L”:

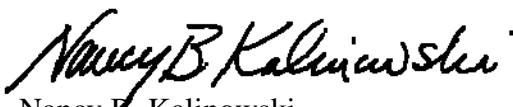
LINE UP AND WAIT – Used by ATC to inform a pilot to taxi onto the departure runway to line up and wait. It is not authorization for takeoff. It is used when takeoff clearance cannot immediately be issued because of traffic or other reasons.
(See CLEARED FOR TAKEOFF)

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.** In FAA directives, an air traffic controller's instruction for a pilot to taxi onto the runway and await takeoff clearance is "position and hold." The ICAO equivalent of this instruction is "line up and wait."

In July 2000, the National Transportation Safety Board (NTSB) recommended that FAA Order JO 7110.65 be amended to require the use of standard ICAO phraseology for airport surface operations (NTSB Recommendation A-00-71). In addition, the Air Traffic Procedures Advisory Committee has requested the FAA revise U.S. policy to require the use of “line up and wait” rather than “position and hold.”

Lastly, the FAA Runway Safety Call to Action Committee has issued several recommendations to address improving runway safety across the National Airspace System. In response to these recommendations, ATO Terminal Services convened an SRM panel of subject matter experts to evaluate safety of the committee recommendations. The objective of the SRM panel was to identify and assess the risks associated with changing the current phraseology from “position and hold” to “line up and wait” per NTSB Recommendation A-00-71.



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7-23-10

Date Signed