DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET
FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011   **TRACKING #: 52- 3-10-5**

SPECIALIST/ROUTING: Robert Law AJR-53 (202) 267-9326

1. PARAGRAPH NUMBER AND TITLE:

3-10-5. LANDING CLEARANCE

2. 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 International Civil Aviation Organization (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 (ATPAC) has requested the FAA to 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 (NAS).

In response to these recommendations, the Air Traffic Organization, Terminal Services convened a Safety Risk Management (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.

LUAW procedures with and without the use of ASDE in full core alert mode are identified.

3. EXPLANATION OF CHANGE: In accordance with the Runway Safety Call-to-Action Committee Recommendations and the SRM Document, dated May 19, 2009, this change replaces all references of "Taxi Into Position and Hold (TIPH)" with "Line Up and Wait (LUAW)." LUAW procedures concerning Airport Surace Detection Equipment (ASDE) are placed in a separate paragraph. This change cancels and incorporates N JO 7110.536, Line Up and Wait, effective September 30, 2010.

4. CHANGE:

OLD	**NEW**
3-10-5. LANDING CLEARANCE	3-10-5. LANDING CLEARANCE
a. Issue landing clearance. Restate the landing runway whenever more than one runway is active, or an instrument approach is being conducted to a closed runway.	a. **When issuing a clearance to land, first state the runway number followed by the landing clearance.**
PHRASEOLOGY-	*PHRASEOLOGY-*
CLEARED TO LAND,	Delete
or	Delete
RUNWAY (designator) CLEARED TO LAND.	*RUNWAY (designator) CLEARED TO LAND.*
Add	**b. Procedures.**
b. Do 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 taxi into position and hold, is taxiing into position, or is holding in position on the same	**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

runway. The landing clearance may be issued once the aircraft in position has started takeoff roll.

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.

Add

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 taxi into position and hold on the same runway.

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, continue, traffic holding in position."

EXAMPLE-
*"Delta One, **Runway One-Eight,** continue, traffic holding in position."*

or

Delete

"Delta One, runway one eight, continue, traffic holding in position."

*"Delta One, **R**unway **O**ne-**E**ight, **cleared to land. T**raffic holding in position."*

d. During same runway operations, while TIPH is being applied, landing clearance must be withheld if the safety logic system to that runway is inoperative or in limited configuration or conditions are less than reported ceiling 800 feet or visibility less than 2-miles.

Delete

EXAMPLE-
"Delta One, cleared to land. Traffic holding in position."

or

"Delta One, runway one eight, cleared to land. Traffic holding in position."

Delete

Subparagraph e

Renumber **d**

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. GENOT/NOTICE: N JO 7110.536, Line Up and Wait, effective September 30, 2010

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ **HM 5/12/2010**

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

   ☒ **SRMD**. Proposed change meets full SMS requirements for safety risk assessment.

   ☐ **SRMDM**. Proposed change is not safety related.

10. **ICAO DIFFERENCES: YES** ☒ **NO** ☐

David J. Dodd
Manager, Terminal Operations Group

6-4-10

Date: