

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 52- 3-10-6

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1. PARAGRAPH NUMBER AND TITLE:

3-10-6. ANTICIPATING SEPARATION

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.

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)." Additionally, since all landing clearances must now include the runway number, phraseology examples were updated to reflect this requirement. Proper application of the use of anticipated separation for landing clearances during LUAW operations has been further delineated to harmonize with Paragraph 3-10-5, Landing Clearance, as well as to clear up previous ambiguities associated with these paragraphs. This change cancels and incorporates N JO 7110.536, Line Up and Wait, effective September 30, 2010.

4. CHANGE:

OLD

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 cross the landing threshold. Issue traffic information to the succeeding aircraft if not previously reported and appropriate traffic holding in position or departing prior to their arrival.

EXAMPLE-

"American Two Forty-Five cleared to land, number two following United Boeing Seven-Thirty-Seven two mile final, traffic will depart prior to your arrival."

NEW

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 cleared to land, number two following United Boeing Seven-Thirty-Seven two mile final, traffic will be an MD 88 holding in position."

"American Two Forty-Five cleared to land, following United Boeing Seven-Thirty-Seven two mile final, traffic will depart prior to your arrival."

NOTE-

Landing sequence number is optional at tower facilities where arrivals are sequenced by the approach control.

b. Anticipating separation must not be applied when conducting TIPH operations, except as restricted in para 3-10-5d.

Add

REFERENCE -

FAAO JO 7110.65, Para 3-3-2, Closed/Unsafe Runway Information.
FAAO JO 7110.65, Para 3-10-5, Landing Clearance, subpara c, not required if utilizing the provisions of Para 3-10-6, Anticipating Separation.

P/CG Term- Clear of the Runway

Delete

"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 3-10-5**b2**. 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

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
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6-1-10

Date: