

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 52- 3-12-2

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

1. PARAGRAPH NUMBER AND TITLE:

3-12-2. DEPARTURE 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)." This change cancels and incorporates N JO 7110.536, Line Up and Wait, effective September 30, 2010.

4. CHANGE:

OLD

3-12-2. DEPARTURE SEPARATION

Title thru a

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. Clearance to taxi into position and hold should, therefore, be followed by takeoff or other clearance as soon as practicable.

NEW

3-12-2. DEPARTURE SEPARATION

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 **is practical**.*

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

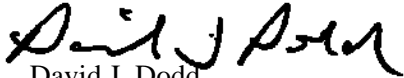
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 5/12/2010

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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6-4-10
Date: