

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 52- 3-7-1

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

1. PARAGRAPH NUMBER AND TITLE:

3-7-1. GROUND TRAFFIC MOVEMENT

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.

It has been identified that paragraph 3-7-1, Ground Traffic Movement, erroneously contains guidance for the tower local controller with regard to take-off clearances and LUAW.

A need for inclusion of letters of agreement was identified for movement area operations.

A reference to an obsolete aircraft was 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)." This change adds the provision of LOA usage to movement area operations. All guidance relating to take off clearances and LUAW has been removed and added to Paragraph 3-9-4, Line Up and Wait, and Paragraph 3-9-9, Takeoff Clearance respectively. Lastly, reference to the Jetstar has been changed to a Citation. This change cancels and incorporates N JO 7110.536, Line Up and Wait, effective September 30, 2010.

4. CHANGE:

OLD

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.

Add

a. Do not issue conditional instructions that are dependent upon the movement of an arrival aircraft

NEW

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, Para 4-3-1, Letters of Agreement
FAAO JO 7210.3, Para 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, “Position and Hold behind landing traffic”, or “Taxi/proceed across Runway Three_Six behind departing/landing Jetstar.” 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.

b thru d NOTE 2

e. State the runway intersection when authorizing an aircraft to taxi into position to hold or when clearing an aircraft for takeoff from an intersection.

PHRASEOLOGY-

RUNWAY (number) AT (taxiway designator) (further instructions as needed)

RUNWAY (number) AT (taxiway designator).
POSITION AND HOLD.

If requested or required.

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

f. If two or more aircraft call the tower ready for departure, one or more at the approach and one or more at the intersection, state the location of the aircraft at the full length of the runway when authorizing that aircraft to taxi into position and hold or when clearing that aircraft for takeoff.

PHRASEOLOGY-

RUNWAY (number), FULL-LENGTH, POSITION AND HOLD.

or

RUNWAY (number) FULL LENGTH, CLEARED FOR TAKEOFF.

EXAMPLE-

“American Four Eighty Two, Runway Three Zero full length, position and hold.”

“Cherokee Five Sierra Whiskey, Runway Two Five Right full length, cleared for takeoff.”

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.

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.

No change

Delete

PHRASEOLOGY-

Delete

Delete

Delete

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

Delete

Delete

Delete


Delete

Delete

Delete

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 05/12/2010**
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: