

## DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

### FINAL DISPOSITION

**ORDER/PUBLICATION:** 7110.65T

**CHANGE:** 2

**EFFECTIVE DATE:** March 10, 2011

**TRACKING #:** 52- 3-9-4

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

#### **1. PARAGRAPH NUMBER AND TITLE:**

3-9-4. TAXI INTO POSITION AND HOLD (TIPH)

**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.

For consistency with other clearances, LUAW clearances must always include the departure runway.

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

Intersection departure guidance regarding LUAW has been identified as being erroneously placed in 3-7-1 GROUND TRAFFIC MOVEMENT.

**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 requirement to include the departure runway in all LUAW clearances. LUAW procedures concerning Airport Surface Detection Equipment (ASDE) are placed in a separate paragraph. Intersection departure guidance from paragraph 3-7-1 has been removed from Section 7 and included as it pertains to LUAW in paragraph 3-9-4. This change cancels and incorporates N JO 7110.536, Line Up and Wait, effective September 30, 2010.

#### **4. CHANGE:**

##### OLD

3-9-4. TAXI INTO POSITION AND HOLD (TIPH)

a. The intent of TIPH is to position aircraft for an imminent departure. Authorize an aircraft to taxi into position and hold, except as restricted in subpara 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

##### NEW

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 subpara 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. USN NOT APPLICABLE. First state the runway number followed by the taxi into position clearance when more than one runway is active.

**PHRASEOLOGY-**  
RUNWAY (number), POSTION AND HOLD

Or, when only one runway is active:

POSTION AND HOLD

Add

Add

c. Do not issue 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, taxiing into position or has been cleared to taxi into position and hold until the aircraft in position starts takeoff roll. Do not clear an aircraft to TIPH if an aircraft has been cleared to land, touch-and-go, stop-and-go, option or unrestricted low approach on the same runway.

Add

**PHRASEOLOGY-**  
RUNWAY(number), CONTINUE, TRAFFIC HOLDING IN POSITION,

or

(when only one runway is active): CONTINUE, TRAFFIC HOLDING IN POSTION

**EXAMPLE-**  
“American 528, Runway two three continue, traffic holding in position.”

or

(when only one runway is active): American 528, continue, traffic holding in position.”

1. Landing clearance must be withheld if the safety logic system is inoperative or in limited configuration or conditions are less than reported ceiling 800 feet or visibility less than 2 miles.

2. Facilities without the safety logic system and facilities with safety logic system in the limited configuration must withhold landing clearance until the aircraft in position starts takeoff roll.

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

Delete

Delete

**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,

Delete

Delete

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

Delete

Delete

Delete

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

Add

**(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.**

Add

**(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 para 3-9-4d.**

## REFERENCE

No Change

d. When an aircraft is authorized to taxi into position and hold, 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.

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.

Add

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

### EXAMPLE-

*“United Five, runway one eight, position and hold. Traffic a Boeing Seven Thirty Seven, six mile final.*

*or*

*(when only one runway is active): American 528, continue, traffic holding in position.”*

### EXAMPLE-

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

Delete

Delete

e. *USAF*. When an aircraft is authorized to taxi into position and hold, 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.

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 taxi into position and hold 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.

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 taxi into position and hold at an intersection between sunset and sunrise. The procedure must be approved by the appropriate Director, Terminal Operations (service area) and by the Director, Terminal Safety and Operations Support, and must be contained in a facility directive. The following conditions must apply:

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

Add

Add

1. The runway must be used as a departure-only runway.

2. Only one aircraft at a time is permitted to taxi into position and hold on the same runway.

3. Document on FAA Form 7230-4, Daily Record of Facility Operation, the following: “TIPH at INT of RWY (number) and TWY (name) IN EFFECT” when using runway as a departure-only runway. “TIPH 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 taxi into position and hold at anytime when the intersection is not visible from the tower.

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

j. *USN*. Do not authorize aircraft to taxi into position to hold simultaneously on intersecting runways.

**PHRASEOLOGY-**  
**CONTINUE HOLDING.**

*or*

**TAXI OFF THE RUNWAY.**

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

**EXAMPLE-**

“United Five, runway four, position and hold, traffic holding runway three-one.”

“Delta One, runway three-one, position and hold, 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, position and hold, traffic landing runway three-one.”

“United Five, runway three-one, cleared to land.”

**1. The procedure must be approved by the appropriate service area’s director of terminal operations 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, position and hold, traffic departing runway four.”

“United Five, runway four, cleared for takeoff, traffic holding in position runway three-one.”

Paragraph l and m

Add

Add

Add

Add

Add

Add

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.”

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.**

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **REFERENCE CHANGES:** 3-7-1, 3-10-10, 3-10-11

7. **GRAPHICS:** None

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

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

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

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

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

11. ICAO DIFFERENCES: YES ☐ NO ☒



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6-4-10

Date: