

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 52- 3-9-6

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

1. PARAGRAPH NUMBER AND TITLE:

3-9-6. SAME RUNWAY 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 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)." In addition to the LUAW changes, changes to the 3-minute "Hold for Wake Turbulence" criteria have been clarified to restrict ATC from soliciting/initiating a waiver to this requirement. Lastly, a grammatical change (subject/verb agreement) was required to more accurately specify the type of operation conducted by the heavy jet/B757 during opposite direction operations. This change cancels and incorporates N JO 7110.536, Line Up and Wait, effective September 30, 2010.

4. CHANGE:

OLD

3-9-6. SAME RUNWAY SEPARATION

Title thru c

d. Do not issue clearances to a small aircraft to taxi into position and hold on the same runway behind a departing heavy jet aircraft to apply the necessary intervals.

e thru h

i. Separate a small aircraft behind a large aircraft taking off or making a low/missed approach when utilizing opposite direction takeoffs on the same runway by *3 minutes* unless a pilot has initiated a request to deviate from the 3-minute interval. In the latter case, issue a wake turbulence advisory before clearing the aircraft for takeoff.

NEW

3-9-6. SAME RUNWAY SEPARATION

No change

d. Do not issue clearances to a small aircraft to line up and wait on the same runway behind a departing heavy jet aircraft to apply the necessary intervals.

No change

i. Separate a small aircraft behind a large aircraft that has departed or made a low/missed approach when utilizing opposite direction takeoffs on the same runway by *3 minutes* unless a pilot has initiated a request to deviate from the 3-minute interval. In the latter case, issue a wake turbulence advisory before clearing the aircraft for takeoff. **Controllers must not initiate or suggest a waiver of the 3-minute**

rule.

NOTE-

1. A request for takeoff does not initiate a waiver request.

2. To initiate a waiver of the 3 minute rule, the request for takeoff must be accompanied by a request to deviate from the 3-minute rule.

REFERENCE-

FAAO JO 7110.65, Appendix A, Appendix B, and Appendix C, Aircraft Information.

j. Separate aircraft behind a heavy jet/B757 departing or making a low/missed approach when utilizing opposite direction takeoffs or landings on the same or parallel runways separated by less than 2,500 feet- 3 minutes.

NOTE-

A request for takeoff does not initiate a waiver request.

Delete

REFERENCE-

FAAO JO 7110.65, Appendix A, Appendix B, and Appendix C, Aircraft Information.

j. Separate aircraft behind a heavy jet/B757 that has departed or made a low/missed approach when utilizing opposite direction takeoffs or landings on the same or parallel runways separated by less than 2,500 feet- 3 minutes.

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

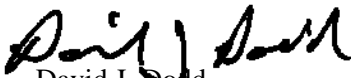
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 5/12/2010

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. Dond
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6-4-10
Date: