

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: PCG

CHANGE: 2

EFFECTIVE DATE: March 10, 2011 **TRACKING #:** G2- P- -

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

1. PARAGRAPH NUMBER AND TITLE:

P - POSITION AND HOLD

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

NEW

POSITION AND HOLD – Used by ATC to inform a pilot to taxi onto the departure runway in takeoff position and hold. It is not authorization for takeoff. It is used when takeoff clearance cannot immediately be issued because of traffic or other reasons.
(See CLEARED FOR TAKEOFF.)

Delete

No further changes to paragraph.

5. INDEX CHANGES:

6. GRAPHICS:

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
Manager, Terminal Operations Group

6-4-10

Date: