

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.754

Effective Date:
September 30, 2010

Cancellation Date:
March 10, 2011

SUBJ: Line Up and Wait (LUAW) Operations

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7210.3W, Facility Operation and Administration, Paragraphs 2-6-5, Consolidating Positions, and 10-3-8, Taxi into Position and Hold, by changing the phraseology associated with a "Taxi Into Position and Hold (TIPH)" instruction to harmonize with International Civil Aviation Organization (ICAO) instructions concerning the same subject.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Explanation of Policy Change.** In accordance with the Runway Safety Call-to-Action Committee recommendations and the Safety Risk Management (SRM) Document dated May 19, 2009, this change replaces all references of "TIPH" with "LUAW."
- 5. Procedures.** Change the following paragraphs in FAA Order JO 7210.3, Facility Operation and Administration, to read as follows:

2-6-5. CONSOLIDATING POSITIONS

Title through subparagraph b, no change

c. When conducting line up and wait (LUAW) operations, local control position must not be consolidated/combined with any other non-local control position.

REFERENCE-

FAAO JO 7210.3, Paragraph 10-3-8, *Line Up and Wait (LUAW) Operations*

10-3-8. LINE UP AND WAIT (LUAW) OPERATIONS

- a.** The air traffic manager (ATM) must:
 1. Determine an operational need exists before conducting LUAW operations.
 2. Before authorizing LUAW operations, conduct a review of the impact that airport configuration and local conditions may have on the application of LUAW procedures.
 3. Prepare a facility directive prescribing:
 - (a) Local procedures for conducting these operations.

(b) Methods to assist the local controller in maintaining awareness of aircraft positions on the airport, for example, annotating flight progress strips or marking the location of aircraft with color-coded chips on a magnetic diagram of the airport.

REFERENCE-

FAAO JO 7210.3, Paragraph 10-1-7, Use of Active Runways

(c) The consolidation and staffing of positions.

(d) The requirements necessary for issuing a landing clearance with an aircraft holding in position:

- (1) The safety logic system must be operated in full core alert runway configuration.
- (2) The reported weather must be a ceiling of 800 feet or more.
- (3) The reported visibility must be 2 miles or more.

REFERENCE-

FAAO JO 7110.65, Paragraph 3-9-4, Line Up and Wait (LUAW), subparagraph c1

FAAO JO 7110.65, Paragraph 3-10-5, Landing Clearance, subparagraph b

(e) Runway geometry; for example, the physical configuration of runways and other airport movement areas.

(f) Weather conditions, time of day, for example, prevailing light conditions.

REFERENCE-

FAAO JO 7110.65, Paragraph 3-9-4, Line Up and Wait (LUAW), subparagraph c1 and g

(g) Fleet mix.

REFERENCE-

FAAO JO 7110.65, Paragraph 3-9-6, Same Runway Separation

FAAO JO 7110.65, Paragraph 3-9-7, Wake Turbulence Separation for Intersection Departures

FAAO JO 7110.65, Paragraph 3-9-8, Intersecting Runway Separation

(h) Traffic volume; complexity restrictions.

(i) Obstructions or limitations to visibility from controller-to-aircraft and aircraft-to-aircraft perspectives.

4. Local control position must not be consolidated/combined with any other nonlocal control position. For example, local control must not be consolidated/combined with the front-line manager/controller-in-charge (CIC) position, clearance delivery, flight data, ground control, cab coordinator, etc. Local control can be combined with other local control positions to include tower associate (local assist) or local monitor position. When a Class B/helicopter position with defined control tower airspace is established, this position can be combined with local control.

5. The tower associate (local assist) position or a local monitor position must be staffed to permit more than one aircraft at a time to LUAW on the same runway between sunrise and sunset.

6. The front-line manager/CIC position should not be combined with any other position.

7. Ensure front-line managers/CICs review paragraph 2-6-1a, Watch Supervision, with an emphasis on maintaining situational awareness and management of the operational environment with a goal toward eliminating distractions.

8. Do not authorize LUAW operations at an intersection between sunset and sunrise unless the following is implemented:

- (a) The runway is used as a departure-only runway.

(b) Only one aircraft at a time is permitted to LUAW on the same runway.

(c) 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 the runway is not used as a departure-only runway.

(d) At least 90 days before planned implementation, ATMs must submit the local directive outlining this operation for Terminal Operations and Terminal Safety and Operations Support approval. Terminal Operations and Terminal Safety and Operations Support directors must be notified of any proposed operational changes (for example, a change to the runway or taxiway for conducting LUAW operations).

b. ATMs must submit operational need for LUAW and a facility directive to the appropriate Director, Terminal Operations (service area office) for approval. ATMs must maintain a copy of the approval correspondence from Terminal Operations.


c. The Director, Terminal Operations, must ensure an annual review of LUAW operations is conducted for those facilities employing LUAW. The results of this review must be sent to the Terminal Safety and Operations Support office by September.

6. Distribution. This notice is distributed to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, and System Operations Services; the ATO Office of Safety; Office of the Service Center; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. 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 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 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. In response to these recommendations, ATO Terminal Services convened an 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.


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7-23-10
Date Signed