

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

JO 7210.55F
CHG 2

Effective Date:
March 10, 2011

SUBJ: Operational Data Reporting Requirements

- 1. Purpose of This Change.** The purpose of this change is to incorporate the phraseology change of “position and hold” to “line up and wait”.
- 2. Audience.** This change applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations; service center offices; and all air traffic control (ATC) field facilities, excluding flight service stations (FSS).
- 3. Where Can I Find This Change?** This change 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.** This change replaces all references of "Taxi Into Position and Hold (TIPH)" with "Line Up and Wait (LUAW)."
- 5. Distribution.** This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations, excluding FSSs; the ATO Office of Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
- 6. Background.** 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.
- 7. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- 8. Page Control Chart.** See the page control chart attachment.



Nancy B. Kalinowski
Vice President, System Operations Services
Air Traffic Organization

2-15-11

Date Signed

03/10/11

JO 7210.55F
CHG 2

PAGE CONTROL CHART

JO 7210.55F

03/10/11

REMOVE PAGES	DATED	INSERT PAGES	DATED
8	04/01/10	8	03/10/11

(m) Aircraft/pilot unable to perform land and hold short operations (LAHSO).

NOTE-

When the airport cannot support LAHSO because of any weather condition, the associated impacting condition should be identified as the weather condition.

(n) Security. This would include delays attributed to preserving safe air travel.

(o) Very important person movement.

(p) Line up and wait.

(q) Other. This is a "catch all" heading and must be used only when the impacting condition does not fall into any of the other categories. When this is selected, an explanatory comment must be entered in the remarks section.

(6) Multiple impacting conditions. There are times when a delay can be associated with more than one impacting condition. At such times, the original cause of the delay should initially be selected as the impacting condition. The remarks section should be used to further define the multiple causes.

(a) As an example, assume the instrument landing system at an airport is out of service and local weather is IFR. Each situation independently would cause a reduction in capacity, but neither on its own would create a need for initiatives or cause delays. However, together, the two events result in reportable delays. In this case, either equipment or weather should be identified as the impacting condition, the remarks section should be used to identify the secondary condition.

(b) If an aircraft controlled by a GDP is delayed beyond EDCT or GDP cancellation time, the additional delay is not reportable by field facilities. The delay will be reported by the ATCSCC through AutoOPSNET with an impacting condition of TMI/EDCT. The same would apply in an AFP/GS situation.

g. Identifying TMI delays. Once the impacting condition has been identified, it must be determined if the delay was a result of a TMI. When so determined, the type of TMI must be identified. TMI delays must be charged to the airport or facility where the restriction to the traffic flow originates. The following is a list of TMI options available in OPSNET. The specifics of the data entries are contained in the OPSNET User's Guide and program.

(1) DSP. Assigns a departure time to achieve a constant flow of traffic over a common point. Normally, this involves departures from multiple airports.

(2) ESP. Assigns a departure time that will facilitate integration in the en route stream.

(3) ASP. Assigns fix crossing times to aircraft destined to the same airport.

(4) Metering. Assigns a departure time to meet a fix/arc crossing time used to manage airport arrival demand; for example, adjacent center metering or time based metering.

(5) MIT. The number of miles required between aircraft that meet a specific criteria. The criteria may be separation, airport, fix, altitude, sector, or route specific. MIT are used to apportion traffic into manageable flows, as well as to provide space for additional traffic (merging or departing) to enter the flow of traffic.

(6) MINIT. The number of minutes required between successive aircraft. It is normally used in a nonradar environment, or when transitioning to a nonradar environment or additional spacing is required due to aircraft deviating around weather.