

# Taxi into Position and Hold (TIPH): Guidance for Pilots

effective February 5, 2007

## BACKGROUND

Because of a rise in TIPH events the FAA reexamined existing TIPH procedures. A Safety Risk Management (SRM) panel was convened consisting of representatives from the Air Traffic Service and the Flight Standards Service, and certain specialists, including experts in aviation human factors. The SRM panel conducted a study comprising analysis of risk and development of mitigations. The panel considered TIPH as it was described in FAA Order 7110.65, *Air Traffic Control*, and in FAA Order 7210.3, *Facility Operation and Administration*.

The results of the panel's study are contained in two new FAA Notices effective Feb. 5, 2007 (N JO 7110.456 and N JO 7210.640), and in this Guidance for Pilots.

## DISCUSSION

Imminent departure. TIPH is a procedure intended to position an airplane onto a runway for an imminent departure. Example:

*Tower: N234AR runway 24L, position and hold.*

This ATC instruction is not a clearance to takeoff.

The SRM panel's analysis of accidents and incidents involving airplanes holding in position revealed that in a number of cases two minutes or more had elapsed between the "position and hold" instruction and an undesirable event, usually a land-over or a go-around. Pilots should be sensitive to the length of time that they have been holding in position whenever they have not been cleared to takeoff and have not been advised of any expected delay. After two minutes in position it would be particularly appropriate to query the controller about the delay holding in position.

When instructed to "position and hold" a pilot should expect an imminent takeoff except when explicitly advised of a delay. Causes for delays in position include wake turbulence and traffic on an intersecting runway, among others.

If a takeoff clearance is not received within a reasonable amount of time after "position and hold" clearance, a pilot should contact ATC. Examples:

*Airplane: Cessna 234AR holding in position runway 24L.*

or,

*Airplane: Cessna 234AR holding in position runway 24L at Bravo.*

Similarly, if uncertain about any ATC instruction or clearance a pilot should contact ATC immediately.

Situational Awareness (SA). SA while holding in position can be improved by closely monitoring all radio transmissions, especially clearances issued to other aircraft, and the acknowledgments made by their pilots. Pilots should be particularly alert to another aircraft on the frequency with a similar-sounding call sign. If it is unclear to whom an ATC transmission is addressed, a pilot should question ATC immediately.

Night or reduced visibility conditions. It is crucial at night or in other reduced-visibility conditions that pilots be especially vigilant when cleared to taxi into position and hold. A pilot should scan the full length of the runway and look for airplanes on final approach before taxiing onto an active runway. At any time that there is reason for concern about a potential conflict a pilot should contact ATC immediately.

Multiple runways and intersecting runways. When operations are being conducted on multiple runways it is extremely important to listen closely for your call sign and for any references to your assigned runway. Be alert to similar-sounding call signs and acknowledge instructions to you by including your own call sign in each acknowledgment. When you are holding in position and are in doubt if a takeoff clearance is intended for you, confirm with ATC before beginning the takeoff roll. When an airplane is holding in position on an intersecting runway, or is cleared to do so, ATC will issue traffic advisories to pilots of both airplanes, (1) your airplane and (2) the airplane holding in position, departing, or arriving on an intersecting runway. Examples:

*Tower: Delta One, runway 4, position and hold, traffic landing runway 31.  
and,*

*Tower: United Five, runway 31, cleared to land. Traffic holding in position runway 4.*

Conflicts with landing traffic. If landing traffic is a factor ATC will advise an airplane holding in position. Such traffic may have requested a full-stop, a touch-and-go, a stop-and-go, or an unrestricted low approach. Pilots should take care to note the position of such traffic on the final approach course or in the local traffic area. Example:

*Tower: Cessna 234AR, runway 24L, position and hold. Traffic a Boeing 737, six miles final.*

ATC will also advise landing traffic when an airplane is cleared to hold in position on the same runway. Example:

*Tower: Delta 1011, continue, traffic a Cessna210 in position runway 24L.*

ATC will normally withhold landing clearances on a runway while another airplane is holding in position on the same runway. **Never land on a runway occupied by another aircraft of any kind, even if you have received a landing clearance.** Pilots on final

approach should not hesitate to ask the controller about traffic on the runway of intended landing, and should be prepared to execute a go-around if the runway appears to be occupied.

## **WORDS TO LIVE BY**

**Always resolve any ambiguity or confusion concerning an ATC transmission by questioning ATC immediately. Likewise, if you have any doubt about your ability to comply with an ATC instruction, advise ATC.**

## **RECOMMENDED ACTION**

Directors of safety, directors of operations, fractional ownership program managers, trainers and pilots should be familiar with the improved TIPH procedures and phraseology effective February 5, 2007. They should work together to the extent necessary to address TIPH, as revised, in the manuals and training programs used by pilots, and to apply the recommended practices in daily operations.

Key changes include the following:

1. ATC will normally withhold landing clearances on a runway while another aircraft is holding on the same runway.
2. ATC will issue traffic advisories to aircraft holding in position and to aircraft holding, departing, or arriving on an intersecting runway.

## **FOR FURTHER INFORMATION CONTACT:**

Clay Hewitt  
FAA  
Office of Air Traffic Safety, AJS-0  
800 Independence Ave. SW  
Washington, DC 20591

202-267-7135

## **RELATED READING:**

FAA Notice N JO 7110.456, Taxi into Position and Hold (TIPH), 2/5/07  
FAA Notice N JO 7210.640, Taxi into Position and Hold (TIPH) Operations, 2/5/07

[http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/)