

entering the runway, remember to scan the full length of the runway and its approach end for other aircraft.

There have been collisions and incidents involving aircraft instructed to “line up and wait” while ATC waits for the necessary conditions to issue a takeoff clearance. An OI caused a 737 to land on a runway occupied by a twin-engine turboprop. The turboprop was holding in position awaiting takeoff clearance. Upon landing, the 737 collided with the twin-engine turboprop.

When ATC instructs you to “line up and wait,” they should advise you of any anticipated delay in receiving your takeoff clearance. Possible reasons for ATC takeoff clearance delays may include other aircraft landing and/or departing, wake turbulence, or traffic crossing an intersecting runway.

- If advised of a reason for the delay, or the reason is clearly visible, expect an imminent takeoff clearance once the reason is no longer an issue.
- If a takeoff clearance is not received within 90 seconds after receiving the “line up and wait” instruction, contact ATC immediately.
- When ATC issues “line up and wait” instructions and takeoff clearances from taxiway intersection, the taxiway designator is included.

Example – “N123AG Runway One-Eight, at Charlie Three, line up and wait.”

Example – “N123AG Runway One-Eight, at Charlie Three, cleared for takeoff.”

If LUAW procedures are being used and landing traffic is a factor, ATC is required to:

- Inform the aircraft in the LUAW position of the closest aircraft that is requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach.

Example – “N123AG, Runway One-Eight, line up and wait, traffic a Cessna 210 on a six-mile final.”

- In some cases, where safety logic is being used, ATC is permitted to issue landing clearances with traffic in the LUAW position. Traffic information is issued to the landing traffic.

Example – “N456HK, Runway One-Eight, cleared to land, traffic a DeHavilland Otter holding in position.”

NOTE: ATC will/must issue a takeoff clearance to the traffic holding in position in sufficient time to ensure no conflict exists with landing aircraft. Prescribed runway separation must exist no later than when the landing aircraft crosses the threshold.

- In cases where ATC is not permitted to issue landing clearances with traffic in the LUAW position, traffic information is issued to the closest aircraft that is requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach.

Example – “N456HK, Runway One-Eight, continue, traffic holding in position.”

ATC Instructions—“Runway Shortened”

You should review NOTAMs in your preflight planning to determine any airport changes that will affect your departure or arrival. When the available runway length has been temporarily or permanently shortened due to construction, the ATIS includes the words “warning” and “shortened” in the text of the message. For the duration of the construction when the runway is temporarily shortened, ATC will include the word “shortened” in their clearance instructions. Furthermore, the use of the term “full length” will not be used by ATC during this period of the construction.

Some examples of ATC instructions are:

- “Runway three six shortened, line up and wait.”
- “Runway three six shortened, cleared for takeoff.”
- “Runway three six shortened, cleared to land.”

When an intersection departure is requested on a temporarily or permanently shortened runway during the construction, the remaining length of runway is included in the clearance. For example, “Runway three six at Echo, intersection departure, 5,600 feet available.” If following the construction, the runway is permanently shortened, ATC will include the word “shortened” until the Chart Supplement U.S. (formerly Airport/Facility Directory) is updated to include the permanent changes to the runway length.

Pre-Landing, Landing, and After-Landing

While en route and after receiving the destination airport ATIS/landing information, review the airport diagram and brief yourself as to your exit taxiway. Determine the following:

- Are there any runway hold markings in close proximity to the exit taxiway?
- **Do not cross any hold markings or exit onto any runways without ATC clearance.**

After landing, use the utmost caution where the exit taxiways intersect another runway, and do not exit onto another runway without ATC authorization. Do not accept last minute turnoff instructions from the control tower unless you clearly understand the instructions and are at a speed that ensures you