

ATSIN Air Traffic Services Information Notice

Safety Regulation Group
Air Traffic Standards Department



ATC

Number 72

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PHRASEOLOGY FOR CONDITIONAL LINE-UP CLEARANCES

1 Introduction

- 1.1 Conditional line-up clearances have been identified as a significant contributory factor in many runway incursion incidents. The use of non-standard phraseology when issuing a conditional line-up clearance exacerbates the risk of misunderstanding or confusion, which has the potential to increase the likelihood of runway incursions.

2 Purpose

- 2.1 This ATSIN advises of the need to ensure that standard phraseology is used by controllers when issuing a conditional line-up clearance.

3 Scope

- 3.1 This ATSIN is addressed to managers of air traffic control service organisations that provide aerodrome control services and managers of air traffic control training organisations.

4 Use of conditional line-up clearances

4.1 Procedures

The procedures governing the use of conditional line-up clearances are set out in CAP 493, Manual of Air Traffic Services Part 1, primarily in Appendix E, paragraph 4.9.

4.2 Phraseology

- 4.2.1 The phraseology that may be used when issuing a conditional line-up clearance is set out in the attachment to Appendix E. A conditional clearance to an aircraft to line-up should take the basic form "Callsign, after the landing (aircraft type) line-up" or "Callsign, after the departing (aircraft type) line-up" with additional information or instructions included where appropriate.

4.2.2 The use of certain non-standard phraseology when issuing conditional line-up clearances has caused misunderstandings, which have then led to runway incursion incidents. In particular, the phrase “Callsign, line-up in turn” – which is not recognized in either ICAO or UK standard phraseology – has been identified as ambiguous and misleading and therefore should **not** be used.

4.2.3 Use of non-standard phrases should be limited to those occasions where there is no published standard phrase to cater for the situation or when it is apparent that language difficulties have inhibited understanding of the intent of the clearance.

4.3 Differences between ICAO and UK phraseology

4.3.1 The international standard phraseology set out by ICAO for the issue of a conditional clearance differs slightly from the standard phraseology used in the UK. The phraseology described by ICAO for such situations uses the word ‘behind’ and repeats the condition at the end of the clearance, e.g.

“SAS 941, behind the landing DC9, line up behind”

4.3.2 The UK phraseology uses the term ‘after’ rather than ‘behind’, e.g.

“SAS 941, after the landing DC9, line up”

This is considered to describe clearly ‘sequential following’ rather than being in a position that is ‘further back’ and is more readily understood by the majority of pilots operating within the UK.

5 Recommendation

Managers of air traffic control service organisations that provide aerodrome control services are recommended to review the procedures in use at their unit and to take measures to ensure that:

a) the use of conditional clearances in the vicinity of a runway **is limited to those situations only where it is necessary**, and

b) **standard UK phraseology** is used unless alternative phraseology is needed in order to ensure correct understanding of the clearance by the pilot.

6 Queries

6.1 Any queries on the content of this ATSIN should be addressed to:

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- 6.2 Any queries relating to the availability and distribution of ATSINs should be directed to:

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7 Cancellation

This ATSIN will remain in force until 31 May 2006.

The following ATSINs remain current:

<i>Number</i>	<i>Title</i>	<i>Relevant level of ATS</i>
1	<i>Introduction of the ATSIN scheme</i>	<i>All ATS</i>
4	<i>The Implementation of Safety Management Systems (SMS)</i>	<i>ATC</i>
57	<i>Influencing the way in which air traffic service are regulated</i>	<i>All ATS</i>
59	<i>The introduction of combined air traffic control service and licensed ATC aerodrome facility safety audits</i>	<i>ATC</i>
62	<i>Introduction of CAP 745 Aircraft Emergencies: Considerations for air traffic ATC controllers</i>	<i>ATC</i>
63	<i>Regulation of air traffic control units that are required to operate under ATC a Safety Management System (SMS): revision to the minimum change notification period</i>	<i>ATC</i>
64	<i>Incorrect operation of some SSR aircraft transponders ATC</i>	<i>ATC</i>
65	<i>Procedures to be applied in the event that a pilot or vehicle driver becomes All ATS lost on the manoeuvring area</i>	<i>All ATS</i>
66	<i>Incorrect operation of some SSR aircraft transponders</i>	<i>ATC</i>
68	<i>Cancellation of take-off clearance</i>	<i>ATC</i>
69	<i>Publication of the Air Navigation Order 2005</i>	<i>All ATS</i>
70	<i>Single European Sky (SES) – The Interoperability Regulation</i>	<i>All ATS</i>
71	<i>Amendment to CAP 452 Aeronautical Radio Station Operator's Guide</i>	<i>AGCS</i>
72	<i>Phraseology for conditional line-up clearances</i>	<i>ATC</i>