

SAFETY BULLETIN

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Line up and wait

At a recent Industry forum there was discussion about ATC's use of the phrase:

"LINE UP AND WAIT, BE READY FOR IMMEDIATE DEPARTURE"

While it may seem contradictory to use the terms "AND WAIT" and "BE READY FOR IMMEDIATE DEPARTURE" in the same instruction, there is a reason why this may happen.

ATC are required to append the term AND WAIT to a line up clearance in two specific circumstances.

Firstly, if ATC issue a line-up clearance with the expectation that the aircraft will have to hold in the lined up position, the line-up clearance must be appended with "AND WAIT". This is intended to reinforce with the pilot the need to stop in the lined up position and await a take-off clearance.

Where ATC expects that the aircraft will have to stop, but want the pilot to be ready for immediate departure (as soon as the obstruction or traffic causing the delay to the take-off clearance is removed), the controller will add "BE READY FOR IMMEDIATE DEPARTURE".

Eg: "QLK 512D behind 737 short final line up behind and wait, be ready for immediate departure."

Secondly, if ATC issue departure instructions with a line-up clearance (but not a take-off clearance), the controller must append the term "AND WAIT", regardless of whether or not ATC expect a need for the aircraft to stop in the lined up position. This is intended to avoid any confusion and reinforce that the departure instruction does not constitute a clearance for take-off.

Similarly to the first instance, if ATC want the pilot to be ready for immediate departure (as soon as the obstruction or traffic causing the delay to the take-off clearance is removed), the controller will add "BE READY FOR IMMEDIATE DEPARTURE".

Eg: "QLK 512D assigned heading Right 350 line up and wait, be ready for immediate departure."

Further Information

AIP GEN 3.4 – 51
MATS 12-20 (for controllers)

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