

# Safety Bulletin

13 MARCH 2013

## Aircraft stopping short of holding position markings

At several recent safety meetings a topic of discussion was aircraft holding short of intermediate and/or runway holding positions instead of the aircraft nose at the holding position. While there are occasions where it may not be practical for pilots to stop in this location, aerodrome design (including distances to the runway and adjacent taxiways) is based on aircraft being held at the holding position.

Aircraft that hold short of holding positions can have both safety and efficiency consequences by reducing the clearance between an aircraft and the runway, or infringing adjacent taxiways; which negates their use by other aircraft.

Examples include:

- Aircraft at Perth vacating RWY 03 at Taxiway D or RWY 24 at taxiway J2 instructed to hold at the intermediate holding position tend to stop short of the line. For some aircraft this means that the tail of the aircraft is not clear of the runway strip.
- At several aerodromes, aircraft holding back from the runway holding position lead to restrictions on the use of adjacent taxiways, affecting the flow of ground movements and reducing operational efficiency. Sydney Airport at the RWY 16R/34L intersections TWYB4, B3 and B10 are important examples.

With aerodrome design requirements, increasing traffic levels, and larger aircraft types in operation at Australian aerodromes, it is important that pilots stop at the holding position (when practical) to maintain the safety and efficiency of operations. If pilots are unable to comply with an ATC instruction or need to stop short of a marked holding position, inform ATC as soon as possible so that alternative solutions can be considered if necessary.

### For further information:

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