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"Position & Hold" changes today, "taxi to..." changed, and the \$1 Aviation Deal

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Did You Know?

As of November, 2008, a runway incursion is defined as: "Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft."

Thank you for taking the time to read this safety message. If you're a regular reader you know that I only send this newsletter every 20-40 days.

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FAA Issues New Phraseology "Line Up and Wait"

You do it at the movie theater, the supermarket, as well as your favorite coffee shop on the way to work: You line up and wait. And, after September 30, 2010, you may also be asked to do it at your local towered airport.

Designed to help simplify and standardize air traffic control (ATC) phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards, U.S. controllers will use the term "line up and wait" in place of "position and hold" when instructing a pilot to taxi onto a departure runway and wait for takeoff clearance. Both current and future versions of the phrase are used when takeoff clearance cannot immediately be issued, either because of traffic or other reasons.

Why "line up and wait?" The phrase has actually been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speakers who can sometimes confuse

This change was promulgated to harmonize our rules with ICAO. The previous rule required a loss of separation. The new rule does not require loss of separation, only an "incorrect presence".

Quote of the month

"Do not let yourself be forced into doing anything before you are ready."

- Wilbur Wright

Hit reply and send me your favorite quote.

Your Feedback

"Appreciate this article. I have had two occasions while riding Right Seat with actual pilots who were 'giving' me a ride, i have questioned their actions. Was not really sure that it was my place.... but I see the advantage of a second pair of eyes and won't feel out of place questioning something."

-- Don H

"position and hold" with similar-sounding phrases like "position and roll," "position at hold," or "hold position." Misinterpretation of this instruction can have serious consequences. Using "line up and wait" helps avoid ambiguity and keeps the global aviation community accountable to the same standard.

Here's an example of the phrase in use:

Tower: "Cessna 1234, Runway Three Four Left, line up and wait."

Pilot: "XYZ Tower, Cessna 1234, Runway Three Four Left, line up and wait."

At press time, this change was expected to take effect September 30, 2010. The specific date and additional details will be communicated via updates to the Aeronautical Information Manual (AIM) and Pilot/Controller Glossary, both located under the Air Traffic section of www.faa.gov.

Remember, if you're unsure of any ATC instruction or clearance you've heard, contact ATC immediately. It's always better to check and be certain. And, remember to "line up and wait."

A Catastrophe Happened at CFIdarren.com

Some of the readers of cfidarren.com know that I have been building a TV studio for a new website to be launched in 2011 called aviaTV.com. Well now you know it as well.

The purpose of the new website is to provide free aviation videos, tutorials, and ground schools. Yes Free.

Well something happened in the limited space of this studio. Somehow... in the night... the shelving for all of the products I sell tipped over. On the shelf was a can of special green screen paint. Some of you may know what green screen is from your local TV weatherman. Anyway, this special green paint went everywhere. It even coated some of the product I sell on my website. The photo to the right shows the green paint in my carpet that will NEVER come out.



While I was able to salvage 99% of my product by inspecting & repackaging, I was not able to salvage 500 pieces of the "Pilot's Rules of Thumb" checklist. This product's packaging was specially printed and I only had enough product for the exact number of checklists made.

Only 200 Remain

So the end result is that I have 200 checklists remaining on which the OUTSIDE packaging has green screen paint spots (to a small degree).

Obviously I can't sell the "Pilot's Rules of Thumb" checklist at retail price in this condition. But considering some of you might be interested in a bargain, I decided



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That's Not All They Changed... "taxi to..." gone

Other changes have also made their way into standard ATC lexicon.

Effective June 30, 2010, air traffic controllers no longer use the term "taxi to" when authorizing an aircraft to taxi to an assigned takeoff runway.

Now, controllers must issue explicit clearances to pilots crossing any runway (active/inactive or closed) along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance.

As you may recall, previous "taxi to" clearances authorized pilots to cross any runway along the assigned route.

One exception to the new rule is at airports where taxi routes between runway centerlines are fewer than 1,000 feet apart. In this case, multiple runway crossings may be issued if approved by the FAA Terminal Services Director of Operations.

The elimination of the "taxi to" phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase "taxi to" when instructed to taxi to the gate or ramp. However, controllers in these situations still

will be required to issue specific crossing instructions for each runway encountered on the taxi route.

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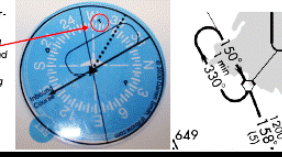
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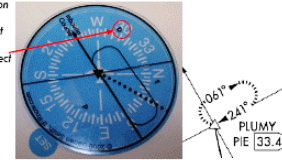
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Examples:

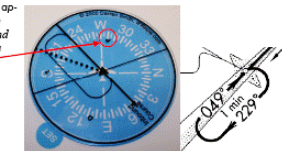
Tear-drop Entry—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a tear-drop entry and a recommended outbound heading of 300° after station passage.



Direct Entry—Heading is 270° direct to the PLUMY intersection to enter the hold. Point the arrow at 241° and Visi-Hold shows a Direct entry.



Parallel Entry—Heading is 270° direct to the VOR to enter the approach. Point the arrow at 049° and Visi-Hold shows a Parallel entry.



Finally... FAA's space travel rules

LOS ANGELES (AP) -Private space travel is expected to take off in the next couple of years, and aviation officials and industry officials hope to have figured out by then how to keep a space rocket out of the way of an airline jet, how to prepare passengers for flight and other logistical matters. The Federal Aviation Administration announced this week a partnership with universities and industry groups to address those challenges facing commercial space transportation.

"If the plans of people like Sir Richard Branson of Virgin Galactic are accurate, in the next three to five years there will be very frequent space tourism launches," said Scott Hubbard, a professor of astronautics and aeronautics at Stanford University. "That means you've got to clear the air space and if it's very frequent you've got to be sure to manage that together with airplanes going by," he said. The FAA tapped New Mexico State University in Las Cruces to lead the newly formed Center of Excellence for Commercial Space Transportation. It will team with seven other universities to conduct research in several areas, including space launch operations, traffic management and the laws, policies and regulations that may govern space commerce. Industry partners include SpaceX, Lockheed Martin and Northrop Grumman.

As private companies prepare to send ordinary people to space and take over the business of getting cargo and astronauts to the International Space Station from government, the FAA is

trying to figure out how to promote the fledgling industry while ensuring the flights are operated as safely as possible. "If we had imposed all the current regulations on the Wright brothers' aircraft, they never would have gotten in the air," said FAA spokesman Hank Price, "We try to be as flexible as we can, to be as safe as possible but also allow testing of (private spaceships and rockets)."

In the coming year, researchers will work with the FAA to define the most pressing issues that need to be addressed, including a future in which spacecraft and airplanes share the sky. In 2004, propelled by the successful flights of a privately financed manned rocket over California's Mojave Desert, Congress passed legislation providing the framework for how FAA can regulate commercial human space flights. The law, designed to help the space industry flourish at its outset without too much government interference, required the FAA to conduct a phased approach to regulating commercial human space flights.

Since that time, FAA has issued several rules including mandatory training and medical fitness evaluations for crew members and preflight testing for companies seeking licenses to take passengers on an out-of-this-world joyride. Space tourists must be informed of the serious risks associated with human space flight, and must undergo basic training.

One researcher said he is interested in finding ways to safely enable passengers with high blood pressure, diabetes and other medical conditions who want to experience zero gravity. "How do you evaluate those individuals, what kind of medical monitoring might be required, what sort of conditions would be acceptable to fly?" said James Vanderploeg, a professor of aerospace medicine at the University of Texas Medical Branch at Galveston. Vanderploeg said he has spent the last four years testing about 80 people who have paid Virgin Galactic a \$200,000 ticket or placed a deposit for their journey. He said those people trained in a centrifuge that simulate weightlessness, and the tests have found the majority of the group, even those in their 70s and 80s, could handle the gravitational forces of a rocket launch and entry back to Earth.

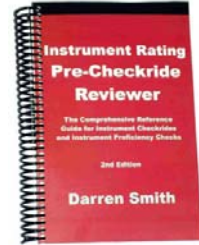
Price said the purpose of the new research is to help the FAA create more specific regulations, such as requirements for astronauts beyond a pilot license, standards of operations for spaceports, or insurance policies for manned or unmanned launches. "There are a lot of exciting areas to look into that have not been fully explored," he said.

The other participating universities are New Mexico Institute of Mining and Technology, the Florida Center for Advanced Aero-Propulsion at Florida State University in Tallahassee, Florida Institute of Technology Institute of Technology in Melbourne, and University of Colorado, Boulder.

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