

**REFERENCE-**

*Advisory Circulars 91-73A, Part 91 and Part 135 Single-Pilot Procedures during Taxi Operations, and 120-74A, Parts 91, 121, 125, and 135 Flightcrew Procedures during Taxi Operations.*

**d.** Situational awareness during line up and wait operations is enhanced by monitoring ATC instructions/clearances issued to other aircraft. Pilots should listen carefully if another aircraft is on frequency that has a similar call sign and pay close attention to communications between ATC and other aircraft. If you are uncertain of an ATC instruction or clearance, query ATC immediately. Care should be taken to not inadvertently execute a clearance/instruction for another aircraft.

**e.** Pilots should be especially vigilant when conducting line up and wait operations at night or during reduced visibility conditions. They should scan the full length of the runway and look for aircraft on final approach or landing roll out when taxiing onto a runway. ATC should be contacted anytime there is a concern about a potential conflict.

**f.** When two or more runways are active, aircraft may be instructed to “LINE UP AND WAIT” on two or more runways. When multiple runway operations are being conducted, it is important to listen closely for your call sign and runway. Be alert for similar sounding call signs and acknowledge all instructions with your call sign. When you are holding in position and are not sure if the takeoff clearance was for you, ask ATC before you begin takeoff roll. ATC prefers that you confirm a takeoff clearance rather than mistake another aircraft’s clearance for your own.

**g.** When ATC issues intersection “line up and wait” and takeoff clearances, the intersection designator will be used. If ATC omits the intersection designator, call ATC for clarification.

**EXAMPLE-**

*Aircraft: “Cherokee 234AR, Runway 24L at November 4, line up and wait.”*

**h.** If landing traffic is a factor during line up and wait operations, ATC will inform the aircraft in position of the closest traffic within 6 flying miles requesting a full-stop, touch-and-go, stop-and-go, or an unrestricted low approach to the same runway. Pilots should take care to note the position of landing traffic. ATC will also advise the landing traffic when an aircraft is authorized to “line up and wait” on the same runway.

**EXAMPLE-**

*Tower: “Cessna 234AR, Runway 24L, line up and wait. Traffic a Boeing 737, six mile final.”*

*Tower: “Delta 1011, continue, traffic a Cessna 210 holding in position Runway 24L.”*

**NOTE-**

*ATC will normally withhold landing clearance to arrival aircraft when another aircraft is in position and holding on the runway.*

**i.** Never land on a runway that is occupied by another aircraft, even if a landing clearance was issued. Do not hesitate to ask the controller about the traffic on the runway and be prepared to execute a go-around.

**NOTE-**

*Always clarify any misunderstanding or confusion concerning ATC instructions or clearances. ATC should be advised immediately if there is any uncertainty about the ability to comply with any of their instructions.*

**5-2-6. Abbreviated IFR Departure Clearance (Cleared. . .as Filed) Procedures**

**a.** ATC facilities will issue an abbreviated IFR departure clearance based on the ROUTE of flight filed in the IFR flight plan, provided the filed route can be approved with little or no revision. These abbreviated clearance procedures are based on the following conditions:

**1.** The aircraft is on the ground or it has departed visual flight rules (VFR) and the pilot is requesting IFR clearance while airborne.

**2.** That a pilot will not accept an abbreviated clearance if the route or destination of a flight plan filed with ATC has been changed by the pilot or the company or the operations officer before departure.

**3.** That it is the responsibility of the company or operations office to inform the pilot when they make a change to the filed flight plan.