

# Aviation Safety Information Leaflet

## Radiotelephony phraseology “HOLD SHORT OF RUNWAY”

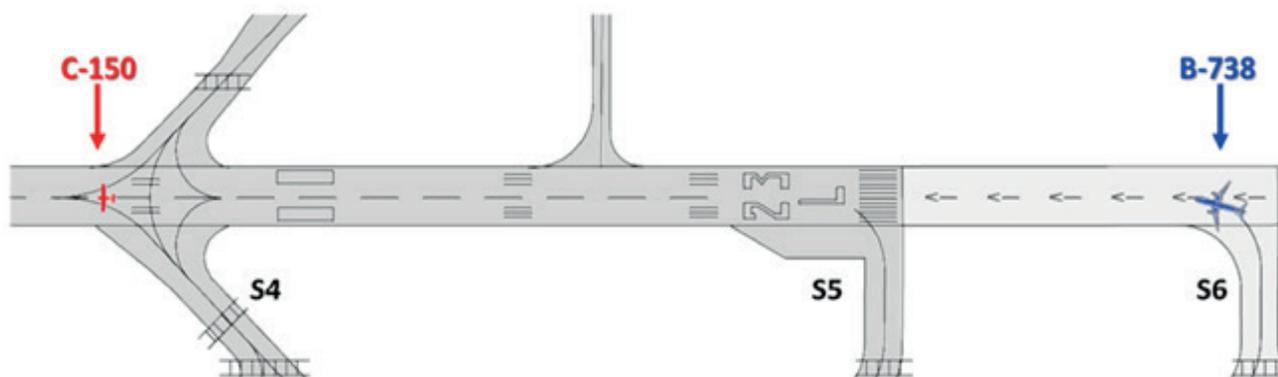


## "HOLD SHORT OF RUNWAY"

In the frame of Safety Promotion, the Belgian CAA in collaboration with the Belgian Flight School and Belgo-control ATS would like to draw the attention of the Belgian flying community on certain aspects of a safety occurrence classified as Runway Incursion by Aircraft that took place in November 2014 at Liège airport.

The following elements are extracted from the extensive investigation report kindly shared by BFS.

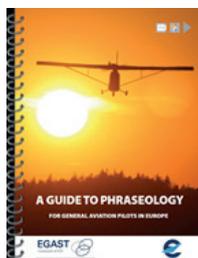
*"Upon his fourth supervised solo flight, Pilot In Command (PIC) of C-150 was cleared to taxi to holding point RWY 23L via S4. At the same time, a B-737-800 reported ready for departure upon approaching S6 and cleared to line up and wait RWY 23L. PIC called ready for departure on S4 and was instructed to hold short of RWY 23L to let B-737 depart. When reaching S6, B-737 was cleared for takeoff and at the same time PIC called that he was lined up on RWY 23L without having been cleared to do so. Takeoff clearance of B-737 was aborted in order to let the C-150 depart in front."*



Among other contributory factors, the investigation established that the cause of the incident was that the PIC did not understand the meaning of the ATC instruction "hold short of RWY 23L".

As 3 other reported Runway Incursions in EBAW and EBCI have been caused by the same difficulty to understand and comply with the standard phraseology "hold short of (RWY XX), BCAA would like to remind the meaning as "to hold not closer to the runway XX than the runway holding point".

Finally, it should be emphasized that the PIC played as well a positive role that day. By calling out that he was lined up on the RWY without having been cleared to do so when hearing that a take-off clearance was issued to the other aircraft, the incident was spotted and stopped prior developing in more serious situation.



*This short leaflet cannot cover the full extent of the investigation; but, the complete investigation report is available on request to BFS's Safety Manager ([d.buzin@bfschool.aero](mailto:d.buzin@bfschool.aero)).*

*BCAA recommends the guide to phraseology from EGAST.*

<http://easa.europa.eu/essi/egast/2010/09/radiotelephony-vfr/>

**Questions? Suggestions?**  
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