

Exiting the Runway

Taxi Into Position and Hold (TIPH)

A couple of safety items, most notably the TIPH issue.

The runway safety team has printed some flyers that will be available soon concerning runway exiting. This is of particular importance on the North side due to limited number of taxiways. We are emphasizing that when exiting the runway, ensure that your aircraft is completely past the hold short line and switch to the Ground Control frequency as soon as possible after clearing. This often times will require the aircraft to enter taxiway B, and historically some of our controllers have made an issue of that on frequency. They have tools to preclude an incursion, so if any pilot gets grief from doing so, I want to know!

Encourage anyone not familiar with the area to make it known on initial contact with the facility so that we can adjust the reporting points accordingly. Also, if landing, particularly on the North runway, and you plan to roll to the end, let the controller know early so they can provide more spacing behind you.

Taxi Into Position and Hold (TIPH) The limitations now imposed on us will have some definite adverse effects on our operations, particularly with staffing restrictions we have to comply with to continue using the procedure.

Most notably, we can no longer have an aircraft cleared to land, touch and go, or low approach and taxi a departing aircraft into position to hold. This means you may not get a landing clearance until on final instead of on the base leg or downwind.

We can no longer put more than 1 aircraft into position and hold on the same runway. In the past, especially when we had 8-10 aircraft waiting for departure, we were able to "load" the runway, i.e. put one in position to hold at C3, C2, and C1. This was very beneficial because we could extend an arrival downwind about a mile, and get at least 3 departures, and sometimes 4 out before the arrival was in a position to land.

We can not put an aircraft into position and hold at an intersection between sunset and sunrise, i.e. at night.

When we put an aircraft into position and hold, we must inform it of the nearest aircraft inbound to land, do a touch and go, or low approach. Conversely, we must advise the nearest aircraft inbound to land, TGL, or L A that we are putting an aircraft in position on the same runway. For example, if it is fairly slow and the nearest aircraft inbound has just reported Pinnacle Peak inbound, we must tell him about the traffic going into position and hold. We must then tell the aircraft being put into position to hold about the traffic over Pinnale Peak, although they very likely will never see each other.

In order to use TIPH, we must meet certain staffing requirements. The tower controller

(what we refer to as Local Control) can not be combined with any other non-local control position. Although we seldom do it, the normal scenario at many facilities is to have the tower controller also working Ground Control during slow periods. TIPH can not be used when that is the case. The Front Line Manager (Supervisor)/Controller-In-Charge can not be combined with another operating position and use TIPH. So, if the supervisor needs to work an operational position, such as GC or LC, and staffing does not allow them to assign a CIC, we can not use TIPH. These are just the easiest to explain.

Bottom line, at any given time we will be using TIPH then possibly abruptly stopping it as we change staffing scenarios. We will make every effort to use TIPH procedures when it is busy, but due to the limitations, departures may very well be slowed and your receiving traffic information on aircraft that doesn't make sense to you, will and can be expected.

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