



Safety Brief #108 Where to 'Hold' (10/16/2024)

Subject: Where to position your aircraft before and after the 'Hold' lines and 'what does no-delay mean'

Pilots/Renters/Students,

Hopefully this will be a good reminder/refreshers on **'where to position your aircraft'** when **holding short** AND when **clearing the Hold line**. As you have seen in recent news with Delta airlines hitting the tail of another jet, we can all see the importance of positioning even at our own airport (KBJC). We have small, medium, and large airplanes taxiing around and some of our intersections can be very 'tight'.

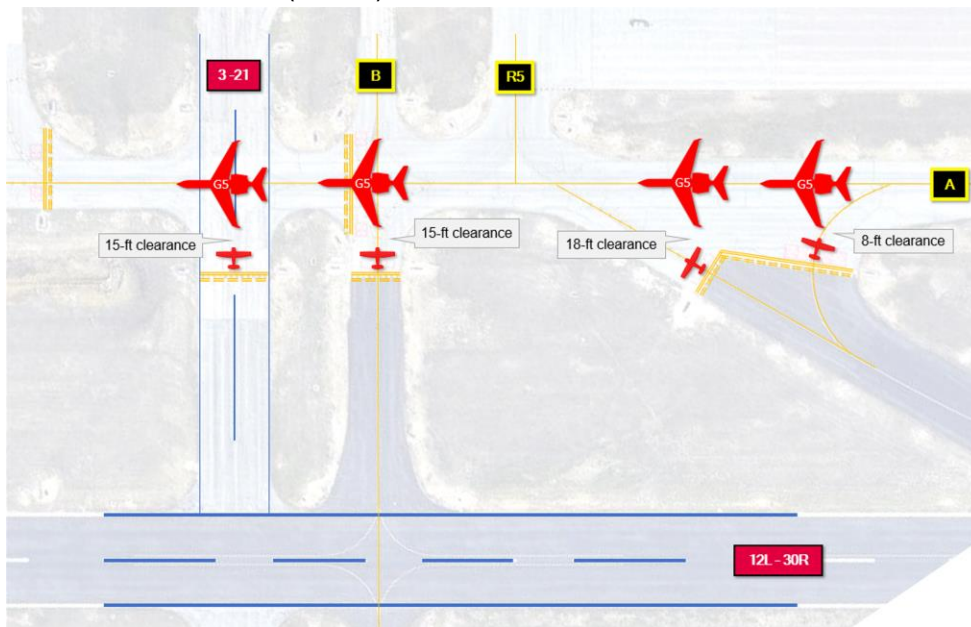
(all examples below are associated with KBJC and taxiway Bravo near 30R)

Where to position your aircraft when instructed to Hold-Short:

- Taxi right up to the hold bars and stop. (right up to it)
- Critical: Do NOT allow any part of your aircraft to extend into or beyond the yellow hold lines.
- Critical: Do NOT move/creep along in anticipation of a 'crossing clearance'.
 - o You know the feeling when you are departing and you see an aircraft holding short...but creeping ever so slightly forward.
 - o Position to the proper location and stop, Don't slow roll it in anticipation.
- Important: As KBJC increases in taxi activities, it is common to have several aircraft behind you stacked waiting to cross a hold-line just like you.
 - o Do NOT position 20ft short of the hold-line as if you are trying to be helpful providing more margin. Odds are Tower/Ground will be positioning someone behind you and you want to ensure they have space to fit.
- Summary:
 - o Taxi at NORMAL taxi speed to the correct position and stop. Simple as that.
 - o Below are pictures (Position 1 in the pictures) of correct and incorrect positioning.



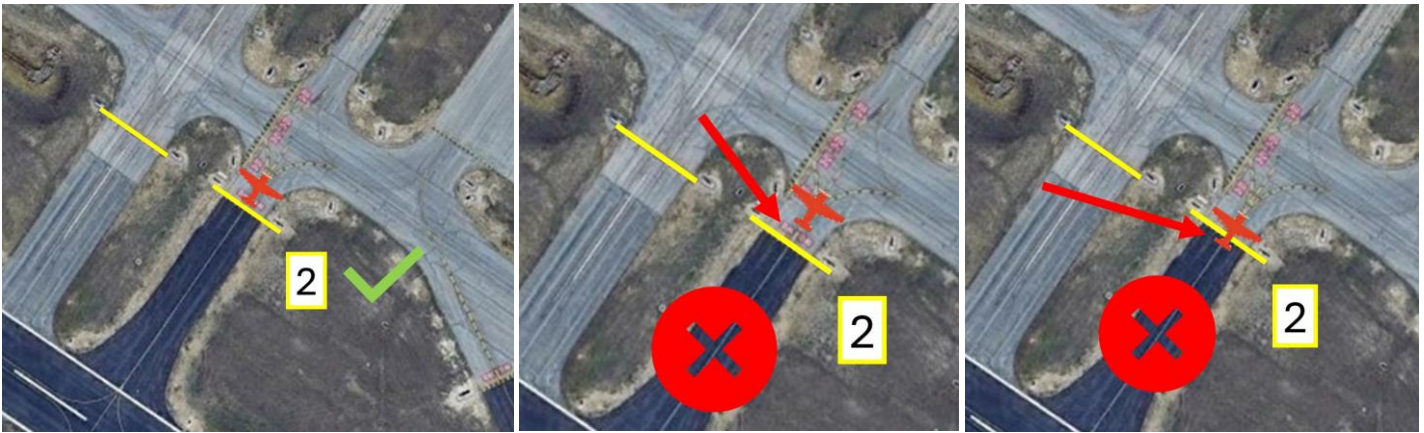
Example clearance distances (GA/Jet):



- (credit: Justin Sen)

Where to position your aircraft when instructed to 'Cross the hold line' when exiting:

- Taxi past the hold lines and when the aircraft has fully cleared them, stop.
- Critical: Every part of your aircraft must be past the hold line
- Critical: Exiting too far past the hold line could interfere with the next intersection
- At KBJC the 'clear the runway at Bravo' leaves very little room for aircraft taxiing on Alpha. You must be accurate with where you stop.
- Do not creep forward expecting/anticipating a further taxi clearance. Taxi past the line and stop.
 - o When Tower instructs 'taxi across 30R and contact ground on the other side', it is appropriate to change frequencies at/near/as-crossing the hold line (exiting).
 - o If you contact ground before you cross the hold line (exiting), do not claim that you are 'clear of 30R' since you are not. But a radio call in this area is typical and ok.
- Summary:
 - o Taxi at NORMAL taxi speed to the correct position and stop. Simple as that.
 - o Below are pictures (Position 2 in the pictures) of correct and incorrect positioning.



Related Topic: What to do when instructed “No Delay”:

When ATC instructs ‘Cessna 1234 cross runway 30 right NO DELAY and contact ground on the other side’, it can feel like they are asking you to ‘hurrrrrry, taxi FAST’. That is NOT the case.

‘No Delay’ means:

- Do not be messing with a checklist, you should be ready.
- Do not be messing with a taxiway diagram, you should be ready.
 - o If not ready, reply ‘unable no-delay’.
- Do not be loading in a frequency, etc. while sitting there, you should have been ready.
- You should have your hand on the throttle and begin accelerating NORMALLY as soon as you can.
 - o acknowledge the clearance and begin moving.
- Simply put, do not delay.

‘No Delay’ does NOT mean:

- Do NOT Taxi at a faster speed than normal.
- Do NOT apply a ton of power and speed across the runway crossing.
 - o This leads to the need for heavy breaking and possible skidding on the other side (when trying to be compliant with the subject above of where to position after clearing the hold line)
 - o This can lead to poor positioning on the other side.

Summary ‘No Delay’:

- ATC is NOT asking you to double your taxi speed, they are simply asking for you to begin moving and do not delay.
- DO NOT taxi so fast that you cannot position properly on the other side.
- It is acceptable to reply with ‘unable no-delay’ if you are focused on important tasks that must be completed before you can begin to move.
 - o You are the PIC, but you must let ATC know.

Reference of recent event if you are interested:

- A good report out on the Delta airlines hitting the tail of the smaller jet as it was holding short....but was not really at the correct position (they did not pull up to the hold line properly)

- <https://www.youtube.com/watch?v=U95S6dQSga8>



- Example of how it can be a tight squeeze:



Thanks,

Matt Beyer
Rocky Mountain Flight School
Director of Safety
303-517-7086
Matt.beyer@comcast.net
www.mattbeyer.com