

LAHSO – Land and Hold Short Operations

Reference: AIM 4-3-11

What is LAHSO?

LAHSO is an air traffic control procedure that requires pilot participation. At towered airports, ATC may clear a pilot to land and hold short of an intersecting runway, an intersecting taxiway, or some other designated point on a runway (see AIM figures 4-3-4, 4-3-5, and 4-3-6).

ATC may issue a LAHSO clearance only when the ceiling is at least 1,000 feet and the visibility is at least 3 statute miles.

Must the pilot accept a LAHSO clearance?

No. Pilots may accept a LAHSO clearance *only* if the PIC determines that the aircraft can safely land and stop within the available landing distance (ALD data are published in the A/FD special notices section.) Pilots unfamiliar with LAHSO and student pilots should not participate.

The PIC has complete authority to accept or decline a LAHSO clearance. The PIC must decline a LAHSO clearance if he or she believes it would compromise safety.

To accept a LAHSO clearance, you need to be familiar with all information concerning LAHSO at that particular airport (e.g., published ALD, runway slope). Some airports also have markings, signs, and lighting associated with LAHSO. These may include yellow hold-short markings, red and white signage and/or in-pavement lighting.

If you determine that you cannot safely accept a LAHSO clearance, you have full authority to decline and request to land on the full length, or on another runway.

What happens if you accept a LAHSO clearance?

A pilot who accepts a LAHSO clearance must adhere to it, unless he or she obtains an amended clearance. If a rejected landing becomes necessary after accepting a LAHSO clearance, the pilot must maintain safe separation from other aircraft / vehicles and notify ATC as soon as possible.

If ATC gives you a LAHSO clearance, ATC needs a full read back that includes the words, "HOLD SHORT OF (RUNWAY/TAXIWAY/POINT)."