

**HIGH FREQUENCY COMMUNICATIONS**– High radio frequencies (HF) between 3 and 30 MHz used for air-to-ground voice communication in overseas operations.

**HIGH SPEED EXIT**–

(See HIGH SPEED TAXIWAY.)

**HIGH SPEED TAXIWAY**– A long radius taxiway designed and provided with lighting or marking to define the path of aircraft, traveling at high speed (up to 60 knots), from the runway center to a point on the center of a taxiway. Also referred to as long radius exit or turn-off taxiway. The high speed taxiway is designed to expedite aircraft turning off the runway after landing, thus reducing runway occupancy time.

**HIGH SPEED TURNOFF**–

(See HIGH SPEED TAXIWAY.)

**HIWAS**–

(See HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE.)

**HIWAS AREA**–

(See HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE.)

**HIWAS BROADCAST AREA**– A geographical area of responsibility including one or more HIWAS outlet areas assigned to a FSS for hazardous weather advisory broadcasting.

**HIWAS OUTLET AREA**– An area defined as a 150 NM radius of a HIWAS outlet, expanded as necessary to provide coverage.

**HOLD FOR RELEASE**– Used by ATC to delay an aircraft for traffic management reasons; i.e., weather, traffic volume, etc. Hold for release instructions (including departure delay information) are used to inform a pilot or a controller (either directly or through an authorized relay) that an IFR departure clearance is not valid until a release time or additional instructions have been received.

(See ICAO term HOLDING POINT.)

**HOLD-IN-LIEU OF PROCEDURE TURN**– A hold-in-lieu of procedure turn shall be established over a final or intermediate fix when an approach can be made from a properly aligned holding pattern. The hold-in-lieu of procedure turn permits the pilot to align with the final or intermediate segment of the approach and/or descend in the holding pattern to an

altitude that will permit a normal descent to the final approach fix altitude. The hold-in-lieu of procedure turn is a required maneuver (the same as a procedure turn) unless the aircraft is being radar vectored to the final approach course, when “NoPT” is shown on the approach chart, or when the pilot requests or the controller advises the pilot to make a “straight-in” approach.

**HOLD PROCEDURE**– A predetermined maneuver which keeps aircraft within a specified airspace while awaiting further clearance from air traffic control. Also used during ground operations to keep aircraft within a specified area or at a specified point while awaiting further clearance from air traffic control.

(See HOLDING FIX.)

(Refer to AIM.)

**HOLDING FIX**– A specified fix identifiable to a pilot by NAVAIDs or visual reference to the ground used as a reference point in establishing and maintaining the position of an aircraft while holding.

(See FIX.)

(See VISUAL HOLDING.)

(Refer to AIM.)

**HOLDING POINT [ICAO]**– A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances.

**HOLDING PROCEDURE**–

(See HOLD PROCEDURE.)

**HOLD-SHORT POINT**– A point on the runway beyond which a landing aircraft with a LAHSO clearance is not authorized to proceed. This point may be located prior to an intersecting runway, taxiway, predetermined point, or approach/departure flight path.

**HOLD-SHORT POSITION LIGHTS**– Flashing in-pavement white lights located at specified hold-short points.

**HOLD-SHORT POSITION MARKING**– The painted runway marking located at the hold-short point on all LAHSO runways.

**HOLD-SHORT POSITION SIGNS**– Red and white holding position signs located alongside the hold-short point.