

acknowledgment of all LAHSO clearances. In order to reduce frequency congestion, pilots are encouraged to read back the LAHSO clearance without prompting. Don't make the controller have to ask for a read back!

### c. LAHSO Situational Awareness

1. Situational awareness is vital to the success of LAHSO. Situational awareness starts with having current airport information in the cockpit, readily accessible to the pilot. (An airport diagram assists pilots in identifying their location on the airport, thus reducing requests for "progressive taxi instructions" from controllers.)

2. Situational awareness includes effective pilot-controller radio communication. ATC expects pilots to specifically acknowledge and read back all LAHSO clearances as follows:

#### **EXAMPLE-**

*ATC:* "(Aircraft ID) cleared to land runway six right, hold short of taxiway bravo for crossing traffic (type aircraft)."

*Aircraft:* "(Aircraft ID), wilco, cleared to land runway six right to hold short of taxiway bravo."

*ATC:* "(Aircraft ID) cross runway six right at taxiway bravo, landing aircraft will hold short."

*Aircraft:* "(Aircraft ID), wilco, cross runway six right at bravo, landing traffic (type aircraft) to hold."

3. For those airplanes flown with two crewmembers, effective intra-cockpit communication between cockpit crewmembers is also critical. There have been several instances where the pilot working the radios accepted a LAHSO clearance but then simply forgot to tell the pilot flying the aircraft.

4. Situational awareness also includes a thorough understanding of the airport markings, signage, and lighting associated with LAHSO. These visual aids consist of a three-part system of yellow hold-short markings, red and white signage and, in certain cases, in-pavement lighting. Visual aids assist the pilot in determining where to hold short. FIG 4-3-8, FIG 4-3-9, FIG 4-3-10 depict how these markings, signage, and lighting combinations will appear once installed. Pilots are cautioned that not all airports conducting LAHSO have installed any or all of the above markings, signage, or lighting.

5. Pilots should only receive a LAHSO clearance when there is a minimum ceiling of 1,000 feet and 3 statute miles visibility. The intent of having "basic" VFR weather conditions is to allow pilots to maintain visual contact with other aircraft and ground vehicle operations. Pilots should consider the effects of prevailing inflight visibility (such as landing into the sun) and how it may affect overall situational awareness. Additionally, surface vehicles and aircraft being taxied by maintenance personnel may also be participating in LAHSO, especially in those operations that involve crossing an active runway.

## **4-3-12. Low Approach**

a. A low approach (sometimes referred to as a low pass) is the go-around maneuver following an approach. Instead of landing or making a touch-and-go, a pilot may wish to go around (low approach) in order to expedite a particular operation (a series of practice instrument approaches is an example of such an operation). Unless otherwise authorized by ATC, the low approach should be made straight ahead, with no turns or climb made until the pilot has made a thorough visual check for other aircraft in the area.

b. When operating within a Class B, Class C, and Class D surface area, a pilot intending to make a low approach should contact the tower for approval. This request should be made prior to starting the final approach.

c. When operating to an airport, not within a Class B, Class C, and Class D surface area, a pilot intending to make a low approach should, prior to leaving the final approach fix inbound (nonprecision approach) or the outer marker or fix used in lieu of the outer marker inbound (precision approach), so advise the FSS, UNICOM, or make a broadcast as appropriate.

#### **REFERENCE-**

*AIM, Para 4-1-9, Traffic Advisory Practices at Airports Without Operating Control Towers.*

## **4-3-13. Traffic Control Light Signals**

a. The following procedures are used by ATCTs in the control of aircraft, ground vehicles, equipment, and personnel not equipped with radio. These same procedures will be used to control aircraft, ground vehicles,