

Note: Descent below the MDA or DH must meet the conditions stated in 14 CFR Section 91.175.

(See CIRCLE-TO-LAND MANEUVER.)

(See DECISION HEIGHT.)

(See INSTRUMENT APPROACH PROCEDURE.)

(See MINIMUM DESCENT ALTITUDE.)

(See STRAIGHT-IN LANDING.)

(See VISIBILITY.)

(Refer to 14 CFR Part 91.)

LANDING ROLL– The distance from the point of touchdown to the point where the aircraft can be brought to a stop or exit the runway.

LANDING SEQUENCE– The order in which aircraft are positioned for landing.

(See APPROACH SEQUENCE.)

LAST ASSIGNED ALTITUDE– The last altitude/flight level assigned by ATC and acknowledged by the pilot.

(See MAINTAIN.)

(Refer to 14 CFR Part 91.)

LATERAL NAVIGATION (LNAV)– A function of area navigation (RNAV) equipment which calculates, displays, and provides lateral guidance to a profile or path.

LATERAL SEPARATION– The lateral spacing of aircraft at the same altitude by requiring operation on different routes or in different geographical locations.

(See SEPARATION.)

LDA–

(See LOCALIZER TYPE DIRECTIONAL AID.)

(See LANDING DISTANCE AVAILABLE.)

(See ICAO Term LANDING DISTANCE AVAILABLE.)

LF–

(See LOW FREQUENCY.)

LIGHTED AIRPORT– An airport where runway and obstruction lighting is available.

(See AIRPORT LIGHTING.)

(Refer to AIM.)

LIGHT GUN– A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area.

(Refer to AIM.)

LIGHT-SPORT AIRCRAFT (LSA)– An FAA-registered aircraft, other than a helicopter or powered-lift, that meets certain weight and performance. Principally it is a single-engine aircraft with a maximum of two seats and weighing no more than 1,430 pounds if intended for operation on water, or 1,320 pounds if not. It must be of simple design (fixed landing gear (except if intended for operations on water or a glider), piston powered, nonpressurized, with a fixed or ground adjustable propeller). Performance is also limited to a maximum airspeed in level flight of not more than 120 knots calibrated airspeed (CAS), have a maximum never-exceed speed of not more than 120 knots CAS for a glider, and have a maximum stalling speed, without the use of lift-enhancing devices of not more than 45 knots CAS. It may be certificated as either Experimental LSA or as a Special LSA aircraft. A minimum of a sport pilot certificate is required to operate light-sport aircraft.

(Refer to 14 CFR Part 1, §1.1.)

LINE UP AND WAIT (LUAW)– Used by ATC to inform a pilot to taxi onto the departure runway to line up and wait. It is not authorization for takeoff. It is used when takeoff clearance cannot immediately be issued because of traffic or other reasons.

(See CLEARED FOR TAKEOFF.)