



EASA Safety Information Bulletin

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Subject: Land and Hold Short Operations at U.S. Airports

Ref. Publication: Federal Aviation Administration (FAA) Order [7110.118](#) dated 14 July 2000 "Land and Hold Short Operations";
 FAA Order [8900.1](#)
 - [Volume 3, Chapter 18, Section 3](#) dated 12 December 2013 "Part A Operations Specifications – General",
 - [Volume 4, Chapter 3, Section 5](#), paragraph 4-600 dated 13 September 2007 "Land and Hold Short Operations",
 - [Volume 12, Chapter 2, Section 3](#) dated 30 August 2013 "Part 129 – Part A Operations Specifications".

Applicability: Commercial operations at U.S. airports with fixed wing aeroplanes by EASA Member State commercial air transport operators.

Description: Land and Hold Short Operations (LAHSO) are operations that include landing and holding short of an intersecting runway, an intersecting taxiway, or some other predetermined point on the runway other than a runway or taxiway.

Even if it is not officially defined by the FAA, from a practical point of view, participation in LAHSO can take two forms, "active" and "passive":

- "Passive" participation: the entire runway is available to the aeroplane, with LAHSO being carried out at an intersecting runway.
- "Active" participation: only the runway portion up to the Hold Short point is available for the landing.

In the U.S., the referenced FAA procedures only address "active" participation in LAHSO, requiring the operator to hold an authorisation under [OpSpec A027](#). No special procedures are established nor is an authorisation required for "passive" participation.

This is information only. Recommendations are not mandatory.

FAA Order 8900.1 – Volume 12, Chapter 2, Section 3 requires that foreign (i.e. non-U.S.) air carriers shall conduct LAHSO only when authorised by their National Aviation Authority (NAA) and the FAA. As a prerequisite to “active” LAHSO participation, there are specific flight crew training and aeroplane performance requirements.

Neither EU-OPS (Regulation (EEC) [3922/91](#), amended by (EC) [859/2008](#)), nor EASA-OPS (Regulation (EU) No. [965/2012](#), amended by (EU) No. [800/2013](#)) contain particular provisions regarding LAHSO in Europe or in the U.S.

Recommendation(s): Operators conducting operations at U.S. airports should make an assessment through their safety management system whether or not to participate in any form of LAHSO.

The pilot in command has the final authority to accept or decline a Land and Hold Short clearance. Flight crews are expected to decline such a clearance if they determine it will compromise safety.

Commercial air transport operators not holding such authorisation(s) or not wishing to participate in LAHSO may include in the comments section of Air Traffic Control (ATC) Flight Plans the comment that the aeroplane is unable to accept a LAHSO clearance, and flight crews should inform ATC that they are “unable to accept LAHSO”, if offered.

Operators flying at aerodromes where LAHSO could be conducted, should address this operations in the operations manual.

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