Subject: LAHSO Rejected Landing Procedures

Background/Discussion:

Aeronautical Information Manual (AIM) section 4−3−11. Pilot Responsibilities When Conducting Land and Hold Short Operations (LAHSO) furnishes pilots guidance on LAHSO operations. Paragraph b. Pilot Responsibilities and Basic Procedures, subparagraph 6 provides the following guidance when executing a rejected landing:

6. A pilot who accepts a LAHSO clearance should land and exit the runway at the first convenient taxiway (unless directed otherwise) before reaching the hold short point. Otherwise, the pilot must stop and hold at the hold short point. If a rejected landing becomes necessary after accepting a LAHSO clearance, the pilot should maintain safe separation from other aircraft or vehicles, and should promptly notify the controller.

Several U.S. airports have specific Rejected Landing Procedures (RLP) associated with a LAHSO clearance. An example is Boston, MA – Logan (BOS) – See Attachment 1. This AIM paragraph does not mention the existence of published LAHSO rejected landing procedures, nor does it provide the location of these procedures which are only published in the FAA Chart Supplement’s Special Notices. While the pilot is ultimately responsible to be familiar with all available information applicable to a flight, it would be helpful if the guidance on LAHSO would point the pilot to the location of these LAHSO rejected landing procedures.

LAHSO is often used at airports where instrument approaches are conducted to intersecting runways. The pilots are made aware of LAHSO over the ATIS broadcast or on initial contact with the tower controller. Information on runways where LAHSO is used, the landing hold short point, and the actual landing distance available to that hold short point on the landing runway is provided in the both the Chart Supplement and the Terminal Procedure Publication (TPP) – See attachment 2. This information is readily available for pre-approach briefing. However, the rejected landing procedure for a LAHSO runway is only available in the Chart Supplement. Pilots flying under IFR will primarily be referencing the TPP document for an arrival into an airport where LAHSO is used, and they will be referencing the LAHSO runway and available landing distance information from this document. No indication is provided in the TPP of the existence of a rejected landing procedure at an airport. Pilots must look, on their own initiative, in the Special Notices section of the Chart Supplement for these procedures. This requires pilots to look in two difference documents for essentially the same information except for one important item, the rejected landing procedure.
**Recommendations:**

FAA Flight Standards needs to update AIM section 4–3–11 to include a discussion of rejected landing procedures on a LAHSO runway, the pilot’s responsibility in executing them, and where these procedures are published.

NBAA also recommends that this AIM section be reviewed for consistency with FAA Order 8900.1, Volume 4, Chapter 3, Section 5, paragraph 4-600 that discusses LAHSO. There are several items in this Order’s paragraph, for example the discussion on “Required Landing Distance” (subparagraph 13) that are not discussed in the AIM and would be applicable to part 91 pilots not subject to OpSpecs or MSpecs, or a FAA approved training program.

FAA should publish any rejected landing procedures in the LAHSO entry in the FAA Terminal Procedures Publication (TPP) in addition to publishing them in the Chart Supplement, Special Notices.

**Comments:**

This recommendation affects:

1. FAA Aeronautical Information Publication
2. FAA Terminal Procedures Publication (TPP)

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**Date:** 10/2/2019
MEETING 19-02

Rich Boll, NBAA, briefed the new topic. Rich explained that Aeronautical Information Manual (AIM) paragraph 4.3.11 describes pilot responsibilities when conducting Land and Hold Short Operations (LAHSO). Part of that description is what to do if a Rejected Landing Procedure becomes necessary, however, the AIM does not provide guidance to point the pilot to the location of such procedures. Rich showed an example of a LAHSO Rejected Landing Procedure at Boston-Logan Airport (KBOS) that is published in the Special Notices section of the Chart Supplement. Rich recommended a review of the AIM language for consistency with FAA Order 8900.1 and that it be expanded to include guidance for Rejected Landing Procedures. Rich emphasized that FAR Part 91 (Subpart K), 135 and 121 requires OpSpec approval for LAHSO. For FAR Part 91 operations, the only reference pilots have is the information provided in the AIM, which he believes is inadequate. Additionally, Rich recommended publishing Rejected Landing Procedures in the current LAHSO tables in the Terminal Procedures Publication (TPP) where they would be easily seen by users planning to execute a LAHSO.

Joe Lintzenich, FAA/AFS-410, Contract Support, stated that the Flight Operations Group is planning to look into this issue further. He said that the Order that governs
Rejected Landing Procedures states that they are designed for use by Part 121, Air Carriers. They are not designed for general aviation and perhaps should not be published in the Chart Supplement at all.

Gary Fiske, FAA/AJV-82, Contract Support, stated that LAHSO participants are determined by Air Traffic Control (ATC) for each location, therefore this information does not need to be in the AIM because ATC will assign it based on the category of aircraft. Gary also stated that he does not believe that the publication of a Rejected Landing Procedure in the Chart Supplement or TPP is appropriate. Rich argued that pilots are trained to look at the information ahead of time to determine if they can accept the clearance. There was general audience agreement that pilots need to see the LAHSO information, but not the Rejected Landing Procedures.

Rich suggested the formation of a workgroup to address the concerns discussed. He offered to chair the group.

Jeff Lamphier, FAA/AJV-A240, commented that the publication of LAHSO in the Chart Supplement is currently under review because it is a duplication of the LAHSO table published in the TPP. There was agreement that if it is concluded that Rejected Landing Procedures are only for air carriers, this information can be removed from the Chart Supplement.

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<th>LAHSO Workgroup</th>
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<tr>
<td>Jeff Gingras</td>
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<td>Al Michaels</td>
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**STATUS: OPEN**

**ACTION:** Rich Boll, NBAA, will report on the LAHSO Workgroup discussions.

**ACTION:** Joe Lintzenich, FAA/AFS-410, Contract Support, will investigate the definition and use of LAHSO and Rejected Landing Procedures and look at the guidance published FAA Order 8900.1 and the AIM to determine if it is sufficient.