

# O'Hare International Airport

## LAND AND HOLD SHORT OPERATIONS

### LAHSO FACT SHEET

#### What is LAHSO?

LAHSO (Land And Hold Short Operations) is an air traffic control procedure that depends on pilot participation. This means that at O'Hare Airport, Air Traffic Control (ATC) may clear a pilot to land on runway 9C or 27C and ask them to hold short of **AN INTERSECTING TAXIWAY**, like TT or VV. This could happen on runway 10C-28C as well (holding short of Z or GG Twys) If the pilot agrees to do it, you may see aircraft on very short final (or even on the runway rolling out) when you receive your runway crossing instructions.

#### How will I know that ATC is using LAHSO?

Listen to the ATIS and you will hear "LAHSO procedures are in effect" or "Expect traffic landing runway \_\_\_\_\_ to hold short of \_\_\_\_\_ taxiway", whenever ATC is conducting LAHSO. In general, LAHSO can only be used when the weather is relatively good (1000' ceiling and 3 miles visibility or better), the runway is dry, and there are no significant tailwinds for the landing aircraft.

#### When LAHSO are in effect, what can I expect to see?

When taxiing, aircraft landing on runway 9C or runway 27C (and possibly runways 10C or 28C) will be holding short of the taxiway you will be using IF AND ONLY IF the pilot agrees to do so. This means you may see aircraft on short final, or even landing on the runway when you are instructed to cross it. Some pilots will refuse to do it for a variety of reasons and in that case, you will be instructed to hold short of the runway like always.

#### How will I know that the landing aircraft is holding short of the Taxiway I am using?

Pilots may refuse a land and hold short clearance at times. Also, foreign air carriers and general aviation aircraft are prohibited from being active participants. In that case, ATC will wait for the arriving aircraft to complete the landing roll and then instruct you to cross the runway (like any runway crossing clearance). When a pilot agrees to hold short for your crossing, ATC is required to tell you that the aircraft landing is holding short of your taxiway when they issue your runway crossing instructions. (EXAMPLE: "\_\_\_\_\_ **Maintenance 15, cross Runway 27C at Z traffic landing will hold short**". If ATC does not advise you that the landing traffic is holding short and you see traffic landing or very close to the airport, **DO NOT CROSS THE RUNWAY** and contact ATC for clarification. If you have ANY questions or don't like what you hear or see, contact ATC for clarification **BEFORE CROSSING THE RUNWAY!**

# LAHSO FACT SHEET *Cont.*

## When told to Monitor Frequency, what does ATC Expect me to do?

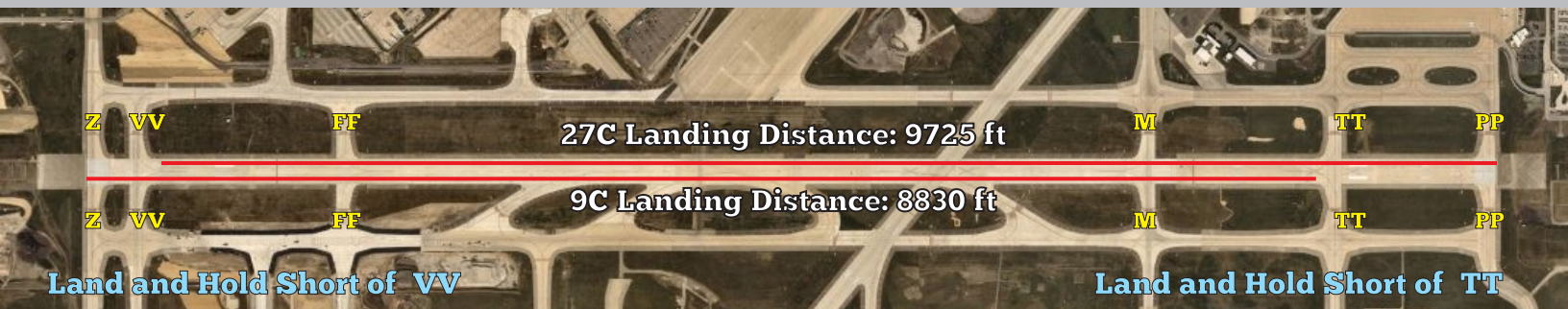
ATC may tell you to “monitor \_\_\_\_\_ (frequency).” When told to **MONITOR**, do just that; switch to and monitor the new frequency and wait for the controller to call you. The new controller will know you are there and will call you when they are ready to give you further instructions. When told to “monitor” **DO NOT** contact ATC unless you have waited for an exceptionally long time!

## One Last Thing

While LAHSO are in effect, your crossing clearance allows you to **ONLY** cross the runway. No other activities are allowed beyond the hold short point (no vehicle runway inspections, proceeding on the runway, etc.).

**VV****TT**

## 9C-27C LAND AND HOLD SHORT OPERATIONS

**Z****GG**

## 10C-28C LAND AND HOLD SHORT OPERATIONS

