

This is excerpted from:

VFR Communications

A Pilot-Friendly® Manual



Master VFR Radio Communications with this Simple Guide

Request Landing (with LAHSO)

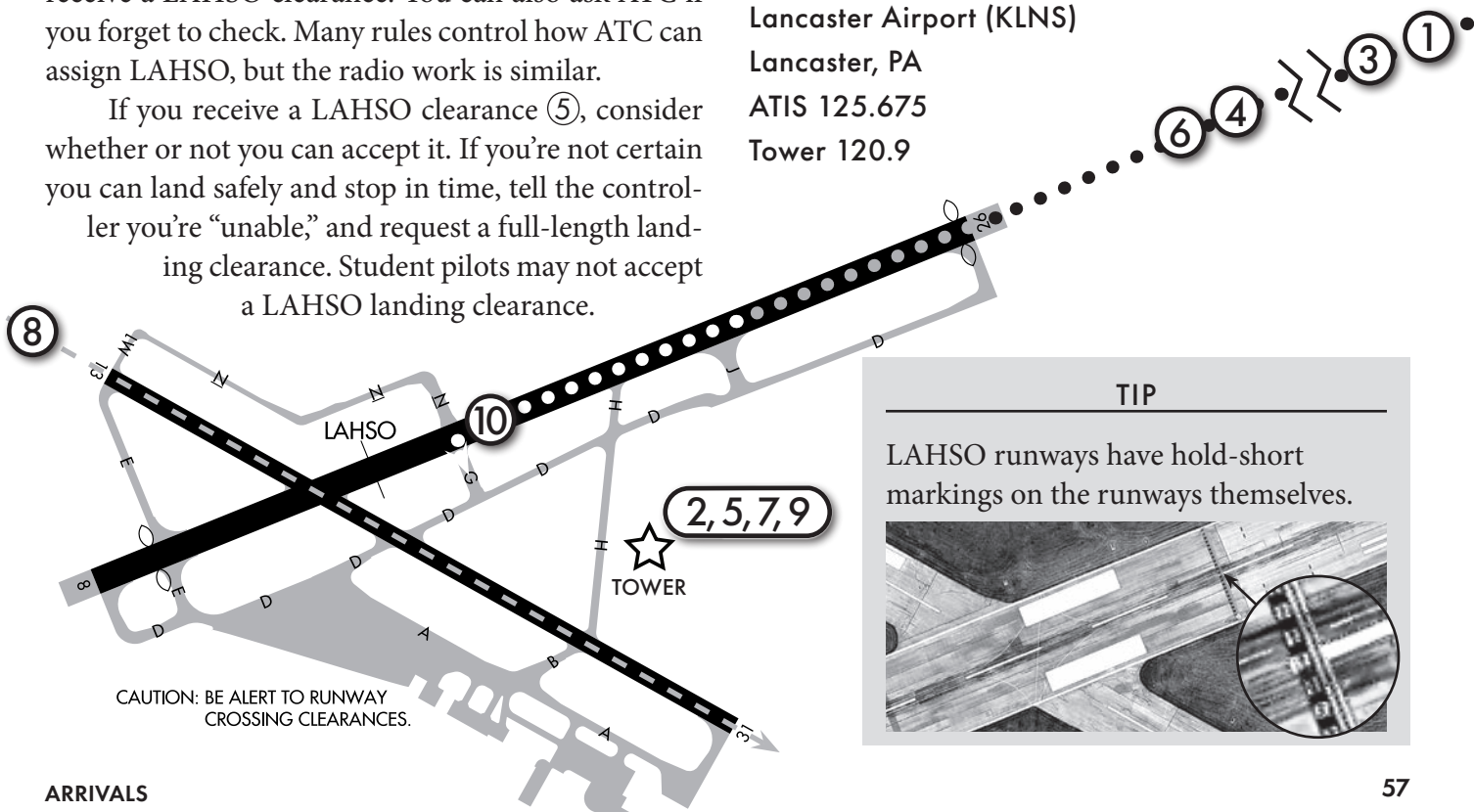
- ① PILOT
Lancaster Tower, Cessna Two Three Six Papa Whiskey, ten miles east, with Lima.
- ② TOWER CONTROLLER
Cessna Six Papa Whiskey, make straight-in for Runway Two Six, report two miles.
- ③ PILOT
Straight in Runway Two Six, report two miles. Cessna Six Papa Whiskey.
- ④ PILOT
Lancaster Tower, Cessna Six Papa Whiskey, two-miles for Runway Two Six.

- ⑤ TOWER CONTROLLER
Cessna Six Papa Whiskey, Runway Two Six, cleared to land. Hold short of Runway One Three for landing traffic.
- ⑥ PILOT
Cleared to land Two Six, hold short of Runway One Three for landing traffic. Cessna Six Papa Whiskey.
- ⑦ TOWER CONTROLLER
Cirrus Five Kilo X-Ray, Runway One Three, cleared touch-and-go.
- ⑧ CIRRUS PILOT
Runway One Three, cleared touch-and-go, Cirrus Five Kilo X-Ray.
- ⑨ TOWER CONTROLLER
Six Papa Whiskey, Ground point eight.
- ⑩ PILOT
Ground one two one point eight. Cessna Six Papa Whiskey.

Land and Hold Short Operations (LAHSO) mean only part of a runway is available for landing, usually because another aircraft is using a crossing runway. Often the ATIS will notify pilots that LAHSO is in effect. LAHSO points are depicted on charts, so that's a heads up to check the Chart Supplement and see how much runway is available in case you receive a LAHSO clearance. You can also ask ATC if you forget to check. Many rules control how ATC can assign LAHSO, but the radio work is similar.

If you receive a LAHSO clearance ⑤, consider whether or not you can accept it. If you're not certain you can land safely and stop in time, tell the controller you're "unable," and request a full-length landing clearance. Student pilots may not accept a LAHSO landing clearance.

Lancaster Airport (KLNS)
Lancaster, PA
ATIS 125.675
Tower 120.9



TIP

LAHSO runways have hold-short markings on the runways themselves.

