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## LAA–

(See LOCAL AIRPORT ADVISORY.)

## LAAS–

(See LOW ALTITUDE ALERT SYSTEM.)

**LAHSO–** An acronym for “Land and Hold Short Operation.” These operations include landing and holding short of an intersecting runway, a taxiway, a predetermined point, or an approach/departure flightpath.

**LAHSO-DRY–** Land and hold short operations on runways that are dry.

**LAHSO-WET–** Land and hold short operations on runways that are wet (but not contaminated).

**LAND AND HOLD SHORT OPERATIONS–** Operations which include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold-short of the intersecting runway/taxiway or designated hold-short point. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.

(See PARALLEL RUNWAYS.)

(Refer to AIM.)

**LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ)–** An ADIZ over U.S. metropolitan areas, which is activated and deactivated as needed, with dimensions, activation dates, and other relevant information disseminated via NOTAM.

(See AIR DEFENSE IDENTIFICATION ZONE.)

**LANDING AREA–** Any locality either on land, water, or structures, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.

(See ICAO term LANDING AREA.)

**LANDING AREA [ICAO]–** That part of a movement area intended for the landing or take-off of aircraft.

**LANDING DIRECTION INDICATOR–** A device which visually indicates the direction in which landings and takeoffs should be made.

(See TETRAHEDRON.)

(Refer to AIM.)

**LANDING DISTANCE AVAILABLE (LDA)–** The runway length declared available and suitable for a landing airplane.

(See ICAO term LANDING DISTANCE AVAILABLE.)

**LANDING DISTANCE AVAILABLE [ICAO]–** The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

**LANDING MINIMUMS–** The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure. The minimum applies with other limitations set forth in 14 CFR Part 91 with respect to the Minimum Descent Altitude (MDA) or Decision Height (DH) prescribed in the instrument approach procedures as follows:

**a.** Straight-in landing minimums. A statement of MDA and visibility, or DH and visibility, required for a straight-in landing on a specified runway, or

**b.** Circling minimums. A statement of MDA and visibility required for the circle-to-land maneuver.

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.)