

www.navcanada.ca
Head Office
77, Metcalfe Street
Ottawa, ON K1P 5L6
Direct Line / Ligne directe (+1) 613 296 8913
Jeff.dawson@navcanada.ca

VIA EMAIL

January 14, 2022

Dear Valued Stakeholder:

RE: Changes to Land and Hold Short Operations (LAHSO)

Land and hold short operations (LAHSO) is an air traffic control procedure that allows for simultaneous operations on intersecting runways for arriving and departing aircraft at Transport Canada approved airports. The intent is to increase airport traffic capacity by using two runways simultaneously and instructing one aircraft to land and hold-short of a runway where a departure or arrival is occurring. This procedure has historically been conducted on both wet and dry runways.

Transport Canada has requested that NAV CANADA change its LAHSO procedures to align with the Federal Aviation Administration (FAA) LAHSO procedures. These changes will be effective on January 26, 2022 and pertain to ceasing LAHSO when the runway is wet. Please note the following parameters associated with the new LAHSO procedures:

- LAHSO is only to be conducted when the entire runway surface is *dry*. The use of LAHSO procedures when moisture or contaminants are present is not authorized.
- The weather minima of 1,000-ft ceiling or more and visibility of three statute miles continue to be required. Note that some cases may require increased weather minima, due to other ATS surveillance requirements.
- Maximum crosswind component of 25 knots including gusts. The PAPI serving the runway used for LAHSO is serviceable and ON. If the PAPI is unserviceable, LAHSO will be suspended.
- References:
 - AC 300-019, Sections 5.8(3) and 5.9(3)
 - AC 300-019, Section 5.7(3)
 - AC 700-057, Appendix C

If you have any questions or would like to discuss this further, please contact Vanessa Robertson – Director, ATS Standards – NAV CANADA at vanessa.robertson@navcanada.ca.

Yours truly,



Jeff Dawson
Assistant Vice President, Operational Support
NAV CANADA

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