

Medway Air Ambulance, LLC

8. There is no tailwind for the landing aircraft restricted to hold short of the intersection.

The safety and operation of an aircraft remain the responsibility of the pilot. The pilot in command may refuse a LAHSO clearance if for example; he has difficulty in discerning the location of an intersection at night, the inability to hold short of an intersection, or wind factors, etc. A pilot who elects to use the full length of the runway, a different runway or desires to obtain the distance from the landing threshold to the intersection, is expected to promptly inform ATC accordingly.

Upon receiving a LAHSO clearance, it is the pilot's responsibility to determine if the aircraft can be landed safely and in compliance with the regulatory performance requirements within the available landing distance before accepting the clearance. Since land-and-hold-short clearances are issued late in the arrival sequence, the pilot in command should anticipate that such a clearance may be issued and make the determination ahead of time.

The pilot in command is not required to accept a land-and-hold-short clearance. Any Company pilot in command who considers an operation to be unsafe has several other options available. He/She may request the full length of the runway, another runway, or accept a delay in the approach and landing sequence. To minimize delays and conflicts, the pilot in command should notify the controller as early as possible in the arrival sequence that a land -and-hold-short clearance will not be accepted, preferably when the pilot in command is first turned over to approach control.

Company pilots are expected to use common sense when accepting LAHSO clearances where the available runway length would be less than required for a normal approach and landing (i.e. requiring a short field approach and landing). It is Company policy to accept a minor delay rather than place unnecessary wear and tear on aircraft landing gear and brakes.

Once any clearance has been accepted (including a land-and-hold-short clearance), it becomes binding, and the pilot in command may not deviate from it without first obtaining an amended clearance. When a LAHSO clearance is accepted, the read back should include the words "Hold short of (point)."

V.4 Stabilized Approach Concept (ref. AC 120-71)

It is essential that a stabilized approach to the landing runway be flown. A stabilized approach must be established before descending below the following minimum stabilized approach altitudes:

- a. 500 feet above the airport elevation during visual flight rules (VFR) or visual approaches and during straight in instrument approaches in VFR weather conditions.
- b. Minimum descent altitude (MDA) or 500 feet above airport elevation, whichever is lower, if a circling maneuver is to be conducted after completing an instrument approach.
- c. 1000 feet above the airport or touchdown zone elevation during any straight-in instrument approach in instrument flight conditions.
- d. 1000 feet above the airport during contact approaches.

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- e. It is essential that the airplane touchdown in the first one-third of the available landing distance (ALD), but in no case greater than 3000 feet down the runway, whichever is less.
- f. If touchdown in the first one-third of the ALD, but in no case greater than 3000 feet down the runway is not assured, a rejected landing must be executed.

V.5 Confirmation of Correct Runway Alignment (ref. N8900.118)

Prior to taxiing onto a runway for departure, flight crews shall confirm orally with each other, or to themselves for single-pilot operations, that they are lining up for takeoff on the correct runway.

- a. This check and confirmation shall be completed before crossing the hold short line and taking the runway for departure.
- b. Pilots will utilize airport taxi diagrams, runway hold short signage, and compass headings to verify that they are in fact holding short of the correct runway.
- c. Once in agreement that they are holding short of the correct runway the pilot/s may then taxi the aircraft onto the runway for departure.
- d. After lining up on the runway and prior to initiating the takeoff roll, the flight crew, or PIC in single-pilot ops, will again verify correct runway alignment through the use of runway markings and heading indications.
- e. Under no circumstances shall any flight crew taxi onto a runway with the intention of departing without accomplishing these verification checks.
- f. For single-pilot operations, the PIC will be solely responsible for the above actions. The PIC shall make a call-out confirming the above actions are complete.

V.6 Transponder Use on Airport Movement Areas (ref. SAFO 15006)

At all US airports, transponders shall be set for altitude reporting at all times when the aircraft is on a movement area. The FAA utilizes airport surface surveillance at some of the busiest airports and these systems will also be upgraded to support Automatic Dependent Surveillance- Broadcast (ADS-B) systems. This allows control tower displays to track both aircraft and surface vehicles concurrently.

- a. "Before Taxi", transponders shall be set to Altitude Reporting mode and ADS-B enabled, if so equipped.
- b. "Before Takeoff", TA or TA/RA shall be enabled if equipped.
- c. "After Landing/Clearing Runway", Transponder shall be set to Altitude Reporting Mode, with TA/RA disabled. In addition, ADS-B will remain enabled if equipped.
- d. "Parking/Shutdown", Transponders and ADS-B systems shall both be placed in the Standby/OFF positions.