

4-3-10. Intersection Takeoffs

a. In order to enhance airport capacities, reduce taxiing distances, minimize departure delays, and provide for more efficient movement of air traffic, controllers may initiate intersection takeoffs as well as approve them when the pilot requests. If for ANY reason a pilot prefers to use a different intersection or the full length of the runway or desires to obtain the distance between the intersection and the runway end, **THE PILOT IS EXPECTED TO INFORM ATC ACCORDINGLY.**

b. Pilots are expected to assess the suitability of an intersection for use at takeoff during their preflight planning. They must consider the resultant length reduction to the published runway length and to the published declared distances from the intersection intended to be used for takeoff. The minimum runway required for takeoff must fall within the reduced runway length and the reduced declared distances before the intersection can be accepted for takeoff.

REFERENCE-

AIM, Paragraph 4-3-6, *Use of Runways/Declared Distances*

c. Controllers will issue the measured distance from the intersection to the runway end rounded “down” to the nearest 50 feet to any pilot who requests and to all military aircraft, unless use of the intersection is covered in appropriate directives. Controllers, however, will not be able to inform pilots of the distance from the intersection to the end of any of the published declared distances.

REFERENCE-

FAA Order JO 7110.65, Paragraph 3-7-1, *Ground Traffic Movement*

d. An aircraft is expected to taxi to (but not onto) the end of the assigned runway unless prior approval for an intersection departure is received from ground control.

e. Pilots should state their position on the airport when calling the tower for takeoff from a runway intersection.

EXAMPLE-

Cleveland Tower, Apache Three Seven Two Two Papa, at the intersection of taxiway Oscar and runway two three right, ready for departure.

f. Controllers are required to separate small aircraft that are departing from an intersection on the same runway (same or opposite direction) behind a large nonheavy aircraft (except B757), by ensuring that at least a 3-minute interval exists between the

time the preceding large aircraft has taken off and the succeeding small aircraft begins takeoff roll. The 3-minute separation requirement will also be applied to small aircraft with a maximum certificated takeoff weight of 12,500 pounds or less departing behind a small aircraft with a maximum certificated takeoff weight of more than 12,500 pounds. To inform the pilot of the required 3-minute hold, the controller will state, “Hold for wake turbulence.” If after considering wake turbulence hazards, the pilot feels that a lesser time interval is appropriate, the pilot may request a waiver to the 3-minute interval. To initiate such a request, simply say “Request waiver to 3-minute interval” or a similar statement. Controllers may then issue a takeoff clearance if other traffic permits, since the pilot has accepted the responsibility for wake turbulence separation.

g. The 3-minute interval is not required when the intersection is 500 feet or less from the departure point of the preceding aircraft and both aircraft are taking off in the same direction. Controllers may permit the small aircraft to alter course after takeoff to avoid the flight path of the preceding departure.

h. A 4-minute interval is mandatory for small, large, and heavy aircraft behind a super aircraft. The 3-minute interval is mandatory behind a heavy aircraft in all cases, and for small aircraft behind a B757.

4-3-11. Pilot Responsibilities When Conducting Land and Hold Short Operations (LAHSO)

a. LAHSO is an acronym for “Land and Hold Short Operations.” These operations include landing and holding short of an intersecting runway, an intersecting taxiway, or some other designated point on a runway other than an intersecting runway or taxiway. (See FIG 4-3-8, FIG 4-3-9, FIG 4-3-10.)

b. Pilot Responsibilities and Basic Procedures.

1. LAHSO is an air traffic control procedure that requires pilot participation to balance the needs for increased airport capacity and system efficiency, consistent with safety. This procedure can be done safely provided pilots and controllers are knowledgeable and understand their responsibilities. The following paragraphs outline specific pilot/operator responsibilities when conducting LAHSO.

2. At controlled airports, air traffic may clear a pilot to land and hold short. Pilots may accept such a