

**AUSTIN (AUS/KAUS)**

Elevation 542ft

**CATEGORY A**

AV brief – not required

**GENERAL**

- Austin is in Central Texas, with the airfield to the South of the city.
- The airfield is relatively quiet with some light and commuter traffic.
- As of June 2016, BA is the only international flight to serve this airfield.

**Threats****CFIT**

- Terrain to the W is depicted on the Lido AFC chart.

**Runway Excursion**

- Energy management – Extended straight-in approaches and aircraft often kept high by ATC due to airspace constraints.
- Density altitude is often much higher than 500ft due to temperatures leading to increased TAS.
- DME distances for Rwy 17L/R over-read by 1.7d and 2.2d respectively.

**Mid Air Collision**

- TCAS from light traffic.
- Reports of large birds in vicinity.

**Ground Collision**

- Twy A max wingspan restriction (see Lido AOI).
- Beware of local carriers taxiing at high speed on the apron.

**ARRIVAL**

**Diversions Airports**

HOUSTON	IAH/KIAH	122 nm/096°T	CAT A
DALLAS	DFW/KDFW	166 nm/011°T	CAT A
CHICAGO (O'Hare)	ORD/KORD	851 nm/033°T	CAT A
ATLANTA	ATL/KATL	706 nm/073°T	CAT A
MEMPHIS	MEM/KMEM	486 nm/053°T	CAT A
NEW ORLEANS	MSY/KMSY	386 nm/092°T	CAT A
SAN ANTONIO	SAT/KSAT	058 nm/226°T	CAT A

**Approach**

- ATC often offer visual approaches.
- Crew should review guidance on visual operations in the US.
- 17R/35L – although published width is 46 m there are hatched runway shoulders that may give a visual perception of a wider runway.

**BAV Crew Reports**

- *Lido AOI 1 suggests arrival from the East will be allocated Rwy 17L. An early call can usually secure use of Rwy 17R.*

**GROUND**

- Exercise caution in the ramp area as ramp space is constrained in contrast to the airfield and uncontrolled.
- Exercise extra caution when taxiing and carrying out 90° turns due to narrow taxiways.
- TWY lines are painted and well labeled.
- All non-suitable lines are marked with maximum wingspan figures in feet.
- The following photo sequence shows the taxi route to stand 2A from entering the ramp at G1.



TWY G1 inbound to Ramp



Don't take C2 (Max. wingspan 171ft/52.1m)



Take C1



Take centreline R2 (R1 & R3 max. wingspan is 118ft/36m)



Widebody parking is usually 2A. Marshalling by hand from ladder platform.

### DEPARTURE

- The station ask that you pass fuel figures as early as possible as this will assist in the turnaround.
- Fuelling is completed by bowsers.
- The ramp area is uncontrolled and pushback is given at pilot discretion.

### WEATHER

- High temperatures are possible.

### OPERATIONAL INFORMATION

Handling Agent	DNATA
Handling Agent VHF	130.975
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times (787 – Engineer may decide not to connect due to short turnaround not giving time to rectify persisting fault messages)
If BOTH electrical power and air conditioning is required:	Use at all times