

## NEW ORLEANS (MSY/KMSY)

Elevation 4ft

### CATEGORY A

AV brief – not required

### GENERAL

- New Orleans is located in southeastern Louisiana, 60 nm inland from the Gulf of Mexico.
- MSY is located in the western side of the city, just 1 nm north of the Mississippi River.
- No significant terrain in the vicinity. However, there are a number of tall buildings to the east of the city.
- A lake of approximately 25 nm diameter dominates to the north.

### Threats

#### Runway Incursion

- When landing on RWY 20 ensure you vacate at taxiway E or further south to avoid turning onto RWY 29. This is particularly important with Southerly winds as RWY 11 is also used. The junction between RWYs 20 and 29 is green tarmac followed by yellow chevrons prior to the threshold of RWY 29.
- When landing on RWY 11 ensure you vacate by taxiway S at the latest to avoid turning onto RWY 20. This is particularly important with Southerly winds as RWY 20 is also used. See above for junction information.
- Unless otherwise approved by ATC, departures from RWY 29 are from intersection S.

#### Mid Air Collision

- The approaches and missed approaches cross each other over the runway. Approaches to perpendicular runways are common.

### ARRIVAL

#### Diversions Airports

HOUSTON	IAH/KIAH	265 nm/269°T	CAT A
DALLAS	DFW/KDFW	389 nm/296°T	CAT A
MEMPHIS	MEM/KMEM	304 nm/003°T	CAT A
ATLANTA	ATL/KATL	370 nm/053°T	CAT A

### Approach

- On initial contact with New Orleans Approach ATC will likely provide a radar vector for a visual approach to the active runway.
- ATC are accommodating so request the approach that you want.

**GROUND**

- BA now use the new terminal to the north of Rwy 11/29. Expect stand A4, which is at an unusual angle to the terminal (hdg approx. 55°). Jetty will be attached to D1L.
- Eventually we will operate from A2 or A3, where the jetty will be attached to D2L.
- Recently it has come up that the Apron is not controlled by the ground tower, and therefore crews are not required to call for pushback clearance. However, we have been asked to make a courtesy call to the tower to let them know that we are ready to depart. Although the Flight crew will not receive a “clearance to Push” this will alert the tower and all other aircraft on the frequency.
- Worth checking with ground personnel if dual engine start is appropriate.
- Caution wing tip clearance with windsock when exiting Concourse C onto taxiway E. Wingtip clearance to the windsock is confirmed for B787 and B747. Exercise caution and ensure the aircraft remains established on Taxiway E centreline.
- Rwy 11/29 has numerous bumps making the landing/take-off roll bumpy.
  
- **B787 - 787-9:** Jetty will be positioned to door 1L as jetty does not reach to door 2L.

**DEPARTURE**

- No SIDs are currently published. Obstacles published in the Lido Obstacle Departure page are already considered in performance calculations.
- Departure clearance will be radar vectors to enroute fix.
- No line up and hold clearances provided by ATC so delays can be expected at the holding point with large separation between arriving aircraft.

**WEATHER**

- Humid sub-tropical climate with short mild winters and hot, humid summers.
- Monthly average high in summer is between 30-36°C.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	Flight Services and Systems
<b>Handling Agent VHF</b>	130.525
<b>Potable Water</b>	Not Assessed

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times