

Austin-Bergstrom International

IATA/ICAO CODE: AUS/KAUS
CITY: Austin
STATE: TX
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site: www.ci.austin.tx.us/austinairport/default.htm

ELEVATION: 541 ft.

RUNWAY INFORMATION				
Orientation	Length ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
17R/35L	12248	-	3.0	150
17L/35R	9000	-	3.0	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Informal noise abatement procedure for aircraft arrivals between 0600-1200Z during clam wind conditions. Arriving aircraft will be assigned RWY 35L or RWY 35R and departing aircraft will be assigned RWY 17R or RWY 17L to avoid noise sensitive areas. General aviation aircraft are prohibited on the passenger terminal apron. Between the hours of 10:00 pm and 6:00 am, all turbojet departures shall be at or above 4,000 feet MSL before being turned from the primary departure heading. Between the hours of 6:00 am and 10:00 pm, all turbojet departures should normally be at or above 3,000 feet MSL before being turned from the initial departure heading.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

The airport has a voluntary agreement with commercial passenger operators to not conduct nighttime operations from midnight to 0600.

PREFERENTIAL RUNWAYS

Informal preferential runway use procedures will be utilized between the hours of midnight and 6:00 a.m. During these hours, FAA Air Traffic Controllers shall assign all arriving flights to Runway 35L or 35R and departing flights to Runway 17L or 17R within the guidelines established in FAAO 8400.9.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

The Department of Aviation has designated sites located on the airport that utilizes existing building structures to diffuse and deflect noise energy. The primary designated location for engine run-ups is the maintenance ramp, located at the center of the airport; the secondary engine run-ups location is the east taxiway system and is for GA only.

The airlines and cargo operator will use the maintenance ramp as a run-up area. Non-emergency maintenance run-ups are prohibited between the hours of 10:00 pm and 7:00 am. Non-emergency refers to all circumstances except those involving aircraft in service or soon to be in service and which, if not repaired immediately, would seriously delay their departure from the airport. Also excluded are aircraft in use for emergency services such as police, ambulance and military functions.

APU OPERATING RESTRICTIONS

Encourage the commercial airlines operators to use supplied power at the gate at all times.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	no
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	no
Avigation Easements	-	no
Zoning Laws	-	yes
Real Estate/Property Disclosure Laws	-	unknown
Acquire Land for Noise Compatibility to date	-	see Source of Funding below.
Population within each noise contour level relative to aircraft operations	-	unknown
Airport Noise Contour Overlay Maps	-	yes
Total Cost of Noise Mitigation		

Programs to Date	-	47 million
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport revenue and FAA grants

NOISE MONITORING SYSTEM

RMT #	Address	Lat	Long	Alt
1	800 Patton Ave.	30.23321	-97.681001	542
2	1308 Hyman Lane	30.2251	-97.672656	542
3	Hornsby Bend (Removed)	30.22737	-97.655371	542
4	COA Aviation Dept. (Removed)	30.217711	-97.656654	542
5	7002 Cozette Ct.	30.159201	-97.651446	542
6	11512 McAngus Rd.(Removed)	30.147841	-97.655067	542
7	City of Austin Landfill (Removed)	30.158414	-97.674556	542
8	Salem Lutheran Church (Removed)	30.161448	-97.683334	542
9	Longhorn Pipeline	30.160427	-97.690009	542



FLIGHT TRACK MONITORING SYSTEM - ANOMS, version 7

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs](#)

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STAGE 3 RESTRICTIONS - NONE