Austin

Terminal Radar Approach Control

Standard Operating Procedures

Rev 2 October 8, 2011

Foreword

This document provides formal Standard Operating Procedures which govern controllers operating within the Austin TRACON.

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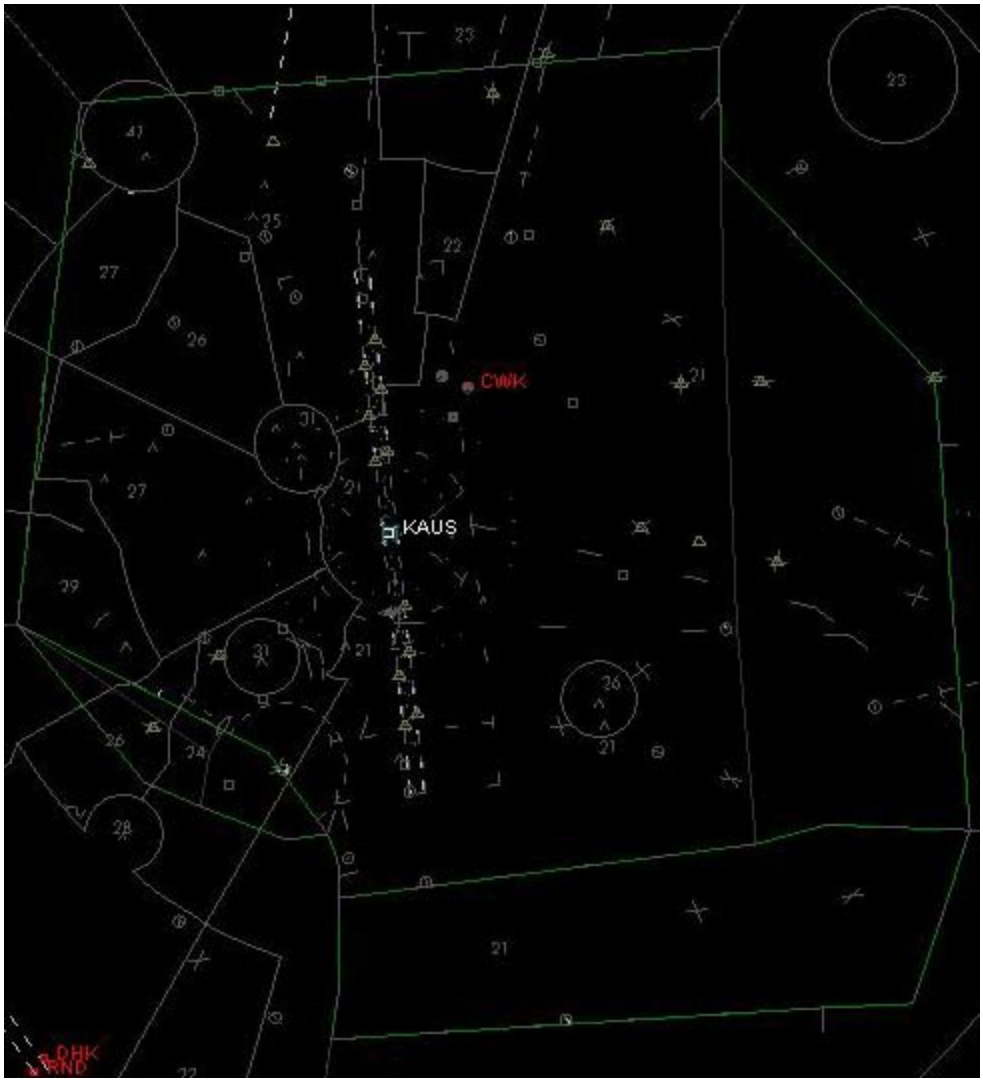
Air Traffic Manager
Houston Air Route Traffic Control Center

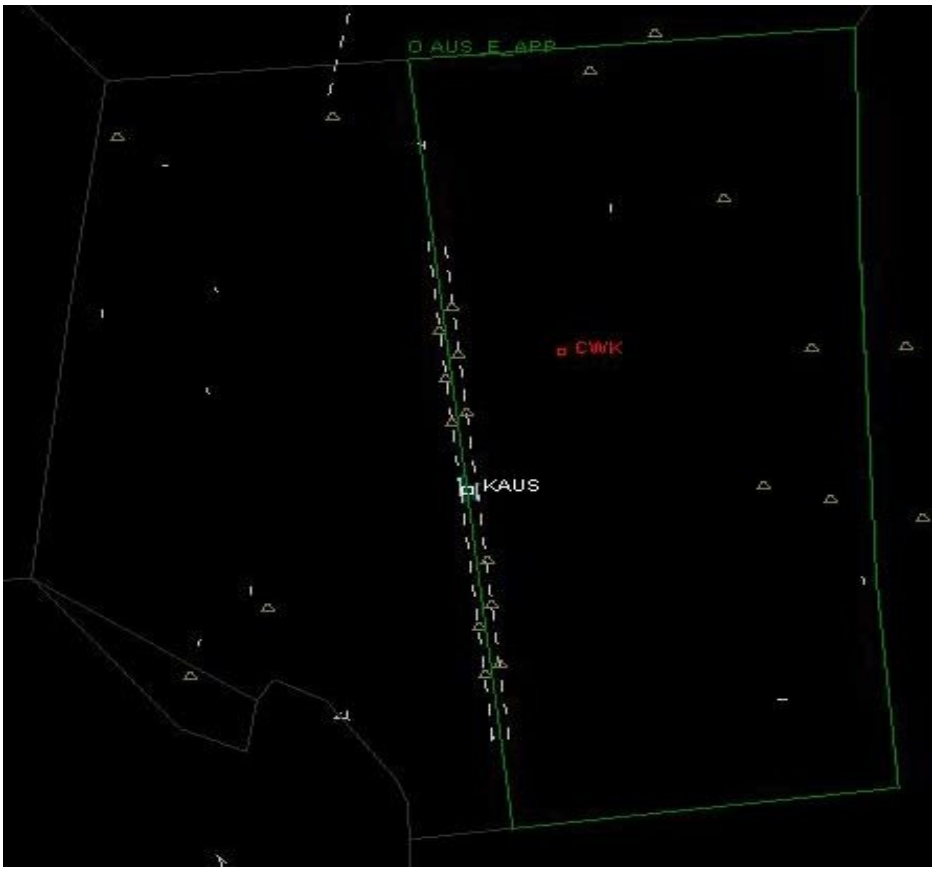
Austin TRACON



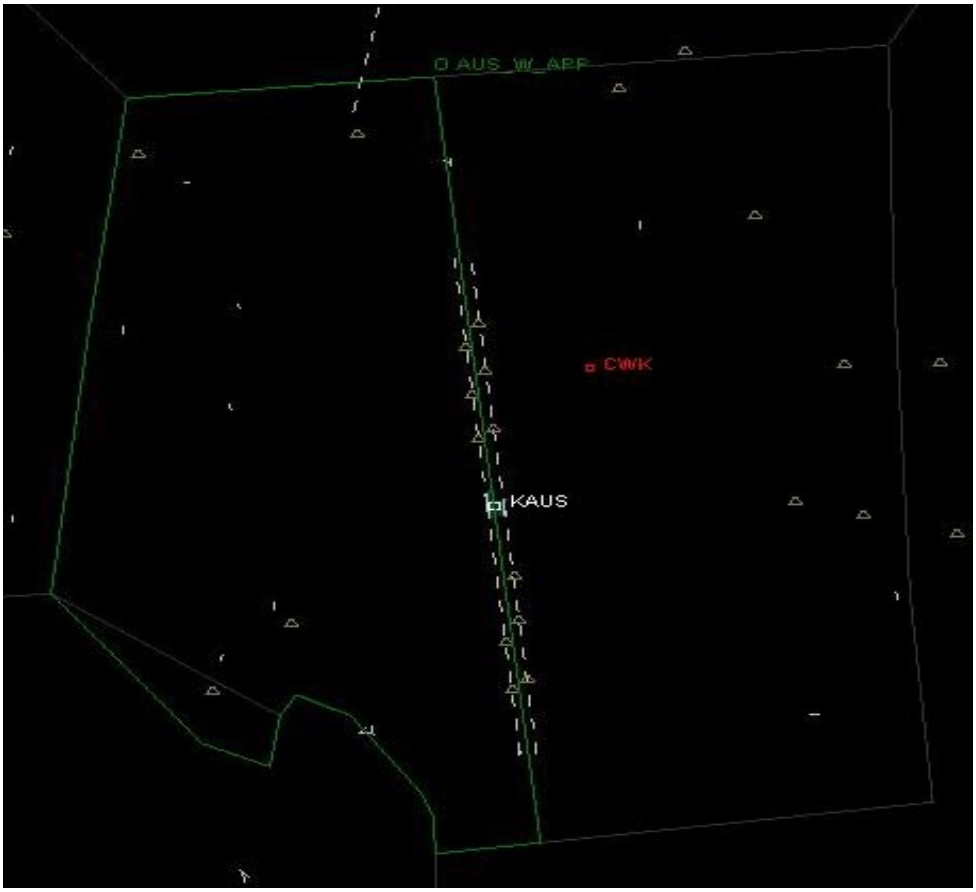
The Austin TRACON encompasses approximately 3,000 nautical miles in greater central Texas. The class C airspace extends from surface to twelve thousand (12,000) feet MSL. Outside the class C, the airspace extends from two thousand one hundred (2,100) feet MSL to twelve thousand (12,000) feet MSL

Airspace Delegation

East approach sector:
Operations frequency 127.22

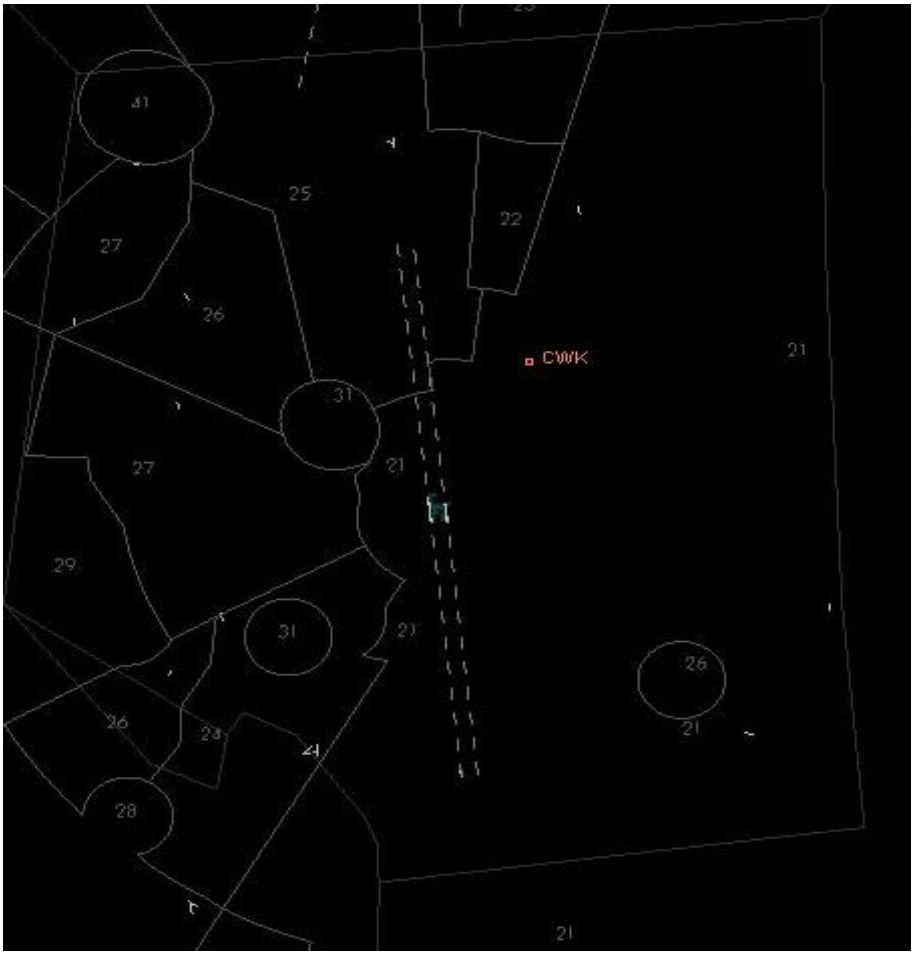


West approach sector*:
Operations frequency 119.00



* When the two positions are combined this sector becomes AUS_APP.

Minimum Vectoring Altitude (MVA)



Controller hand-off coodination

ATCT (Air Traffic Control Tower)
Departing Aircraft

Departure releases are not required, but ATCT is encouraged to inform the approach/CTR controller of departing aircraft. Departing aircraft shall be voice hand-off to the approriate approach or CTR controller when: a) the aircraft has a positive rate of climb b) the aircraft has past the end of the runway.
Aircraft are expected to be handed-off before reaching 2100 MSL.

Arriving Aircraft

Expect voice hand-off of inbound aircraft when: a) The aircraft is on a positive approach. b) The aircraft is no more than 15 miles from the runway and no latter than the outer marker.

TRACON

Expect to initiate voice hand-offs of inbound aircraft to ATCT when on a positive approach. This should be done not prior to 15 miles and no later than the Outer Marker.
Aircraft arriving to an uncontrolled airfield should have their radar services terminated when: a) The aircraft is on a positive approach or has a visual on the arrival airfield b) The aircraft chooses to terminate their IFR clearance.

Center and Approach

Austin TRACON will initiate radar hand-offs to the appropriate CTR controller when:
1) The aircraft is climbing through one zero thousand (10,000) feet
and/or
2) The aircraft is one zero (10) miles from crossing the mutual approach-center border.

If Houston CTR is not online release departing aircraft to unicom.

CTR controllers should apply temporary altitudes to aircraft inbound to controlled approach airspace.
The CTR controller will initiate radar hand-offs to the Austin TRACON controller when one of the following scenarios is met:
a) The aircraft is level at cruise altitude appropriate for their direction of flight and falls within Austin TRACON's airspace limits. See "TRACON Airspace".
b) The aircraft is level at one zero thousand (10,000) feet and when/if applicable for their arrival has reduced speed to the published requirements. Ex. KALLA1, BITER4
c) The aircraft is level and/or leaving one three thousand (13,000) feet for a temporary altitude of one zero thousand (10,000) feet. The standard (250 knt) speed restriction at one zero thousand feet is pilot's responsibility.

The CTR controller must initiate a radar hand-off not prior to two zero (20) miles and no later than one zero (10) miles from the mutual center-approach border

Any deviation from prescribed procedure must be coordinated and agreed to prior to the radar hand-off. Deviations should only be used if safety of an aircraft could be jeopardized.

VFR Flight Following

Any VFR aircraft requesting flight following into Austin airspace that are already receiving flight following from center are not guaranteed flight following or a clearance into the class charlie or Approach airspace (workload permitting). If the approach controller denies the radar hand-off for any aircraft, CTR will release the aircraft to monitor unicom and terminate radar services as well as instructing them to stay below and outside of charlie airspace. If the approach controller accepts the hand-off, the pilot may then switch to the approach controller's frequency and initiate two way communications..

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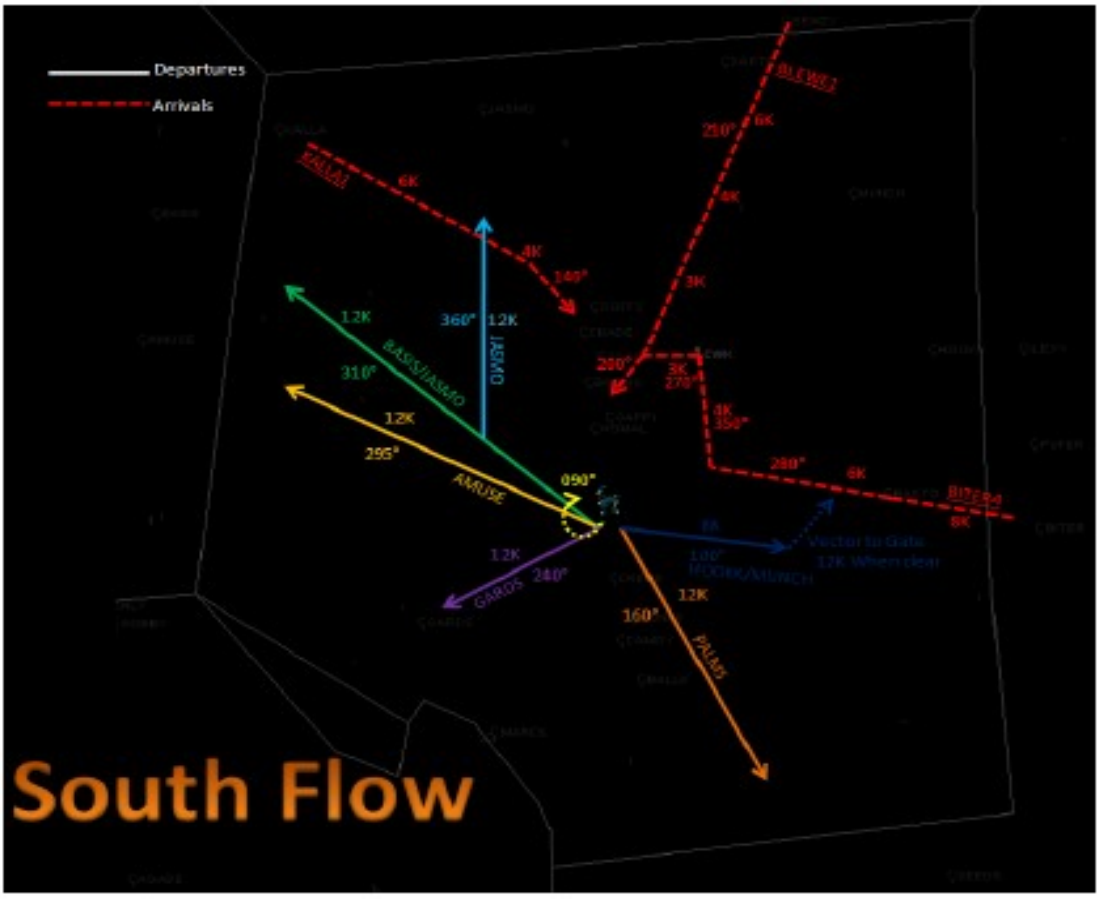
South Flow
(Departing and Arriving 17L & 17R)

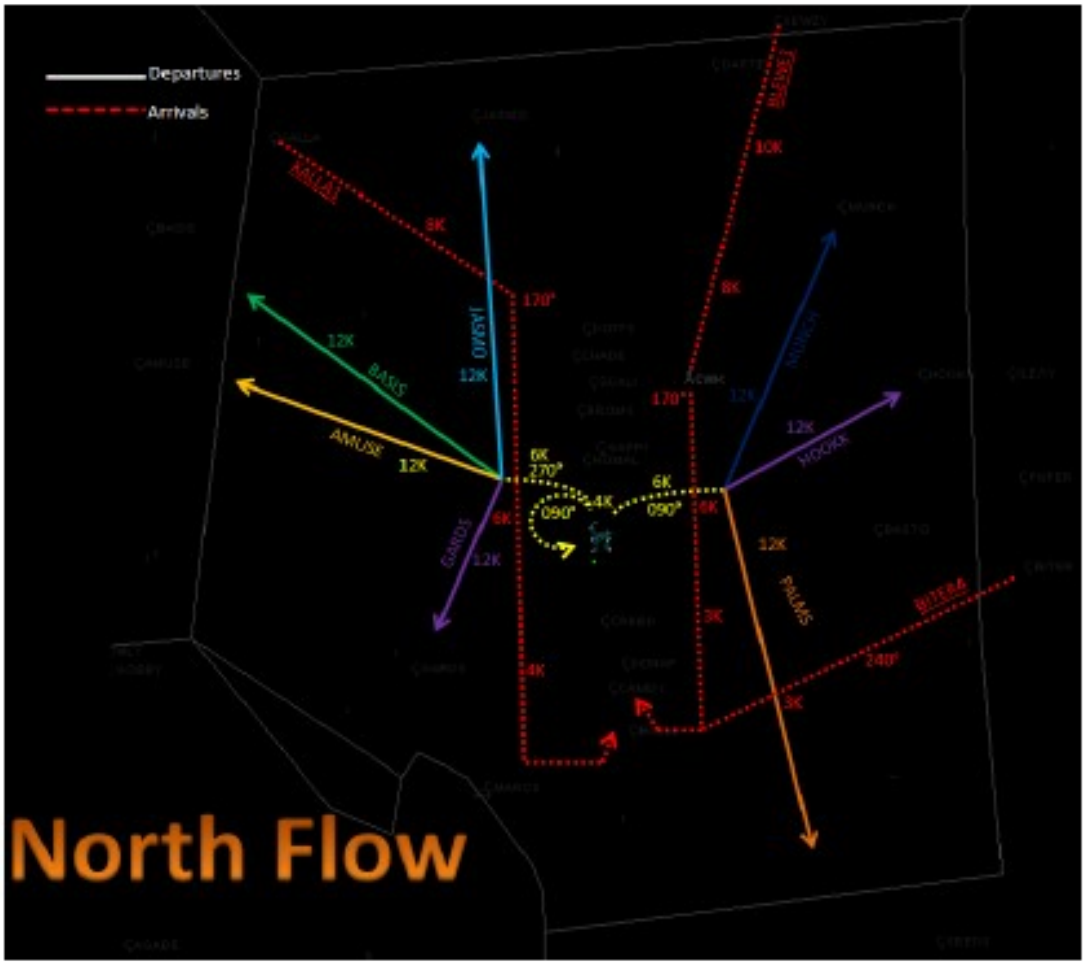
Departure headings should be issued to aircraft during their take off clearance.
HOOKK – Heading 100 ► direct
PALMS – Heading 160 ► direct
MUNCH – Heading 100 ► direct
GARDS – Heading 240 ► direct.
AMUSE – Heading 295 ► direct.
BASIS – Heading 310 ► direct.
JASMO – Heading 310 after 7-10 nm ► direct.



North Flow

(Departing 35L & 35R)

Departures off of Runway 35L have an initial heading of 270 and climb to a maximum of six thousand (6,000) upon reaching 7-10 miles and when clear of potential conflict, the aircraft may be cleared direct to their departure gate and climbed to one two thousand (12,000) feet.



CWK3 departures will be given runway 35R/17L for departure, unless aircraft is a heavy.
PALMS1 departures will be given runway 35R/17L for departure, unless aircraft is a heavy.
AUS2 departures will be given runway 35L/17R for departure. Heavy aircraft will be given a right or left turn to heading 090 to maximize flow.

Arrivals narrated:

North Flow:

BITER4: After BITER intersection vector to heading of 240 and descend to three thousand (3,000) at estimated 5-7 nm from BALLD intersection.
Approach altitude is three thousand (3,000) feet.
BLEWE1: After SEWZY continue inbound direct CWK VOR and descend to eight thousand prior to crossing CWK. Vector to a heading of 170. Do not descend aircraft lower than six thousand until abeam mid field.
Approach altitude is three thousand (3,000) feet.
KALLA1: After KALLA continue inbound direct CWK VOR then a right turn to heading 170. Descended no further than six thousand Feet (6,000) until abeam mid field.
Approach altitude is four thousand (4,000) feet.

South Flow:

BITER4: After BITER continue inbound on heading of 280 and descending to six thousand (6,000) feet as depicted. Once due south of CWK VOR, issue a right turn northbound on heading 350 and descend to four thousand (4,000) feet. Over CWK VOR, issue left turn west heading 270 and clear them for the approach.
Approach altitude is Three Thousand (3,000) feet.
BLEWE1: After SEWZY continue inbound heading of 210 and descending as low as three thousand as depicted. You may issue the aircraft a heading of 200 to intercept the approach.
Approach altitude is Three Thousand (3,000) feet.
KALLA1: After KALLA continue inbound direct CWK VOR and descending to six thousand (6,000) feet as depicted. Issue a right turn heading 140 to join the approach.
Approach altitude is four thousand (4,000) feet.