

## KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.



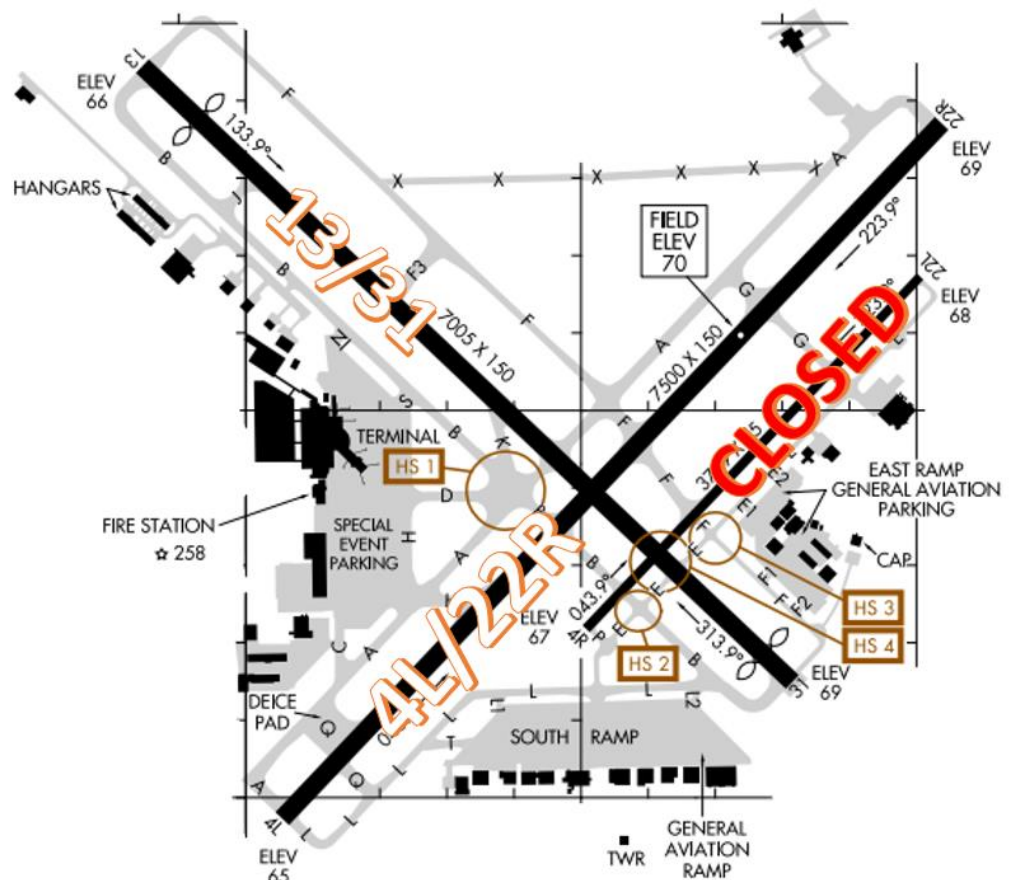
[View the FAA's From the Flight Deck video](#) to see actual KBTR airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Baton Rouge Metropolitan Airport (KBTR)** also known as Ryan Field, is a public use airport located four miles north of the central business district of Baton Rouge, Louisiana. It's a mixed-use airport with commercial, transient, and local GA, air taxi and military aircraft operations. It has a parallel runways and a complex system of taxiways.

KBTR ATCT operates 0500L- 0000L Daily  
Administrative Office Open 0800L to 1600L M-F  
Business Phone 225-354-2100

The RWY configuration consists of parallel RWYs 4L/22R and intersecting RWY 13/31.

RWY 4R/22L is permanently closed but still depicted on the Airport Diagram. Pilots must have a clearance to cross RWY 4R/22L active or not. Additional airport construction activities ongoing. [Check NOTAMS!](#)



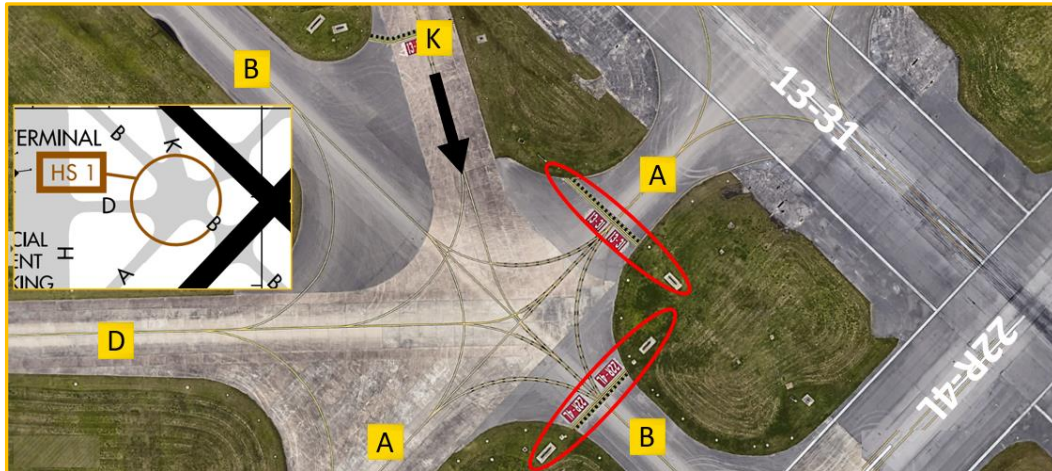
The **airspace** at KBTR is **Class C** (Refer to Sectional Chart).



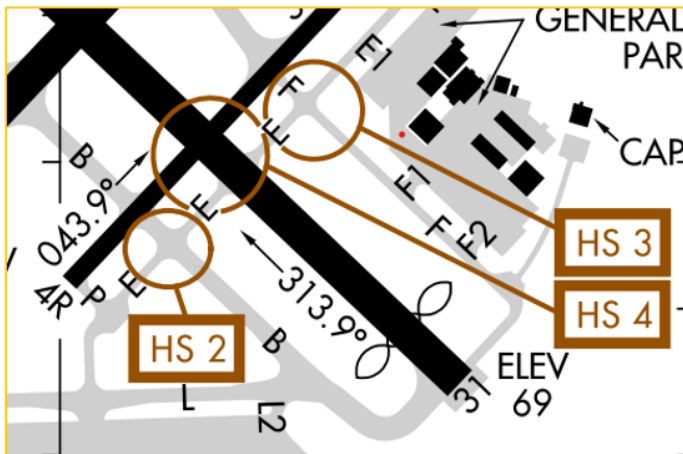
## Cautions

### Hot Spots

**HS1** Complex intersection TWY A, TWY B, TWY D and TWY K west of RWY 13/31 and RWY 4L/22R.



- ✓ Pilots landing on RWY 13 and exiting on TWY K have become confused and have taxied back onto an active RWY.
- ✓ Depending on where an aircraft is parking, taxi routes in this area may include instructions to hold short of either RWY 13/31 or RWY 4L/22R.
- ✓ Above ground signage and surface painted markings are present in this area to assist pilots taxiing in this area.



**HS2** RWY 4R/22L and TWY E in close proximity, pilots sometime confuse the RWY as TWY E.

**HS3** Aircraft taxiing from TWY F, turning onto TWY E southbound, sometime cross the RWY 13/31 hold bar without authorization.

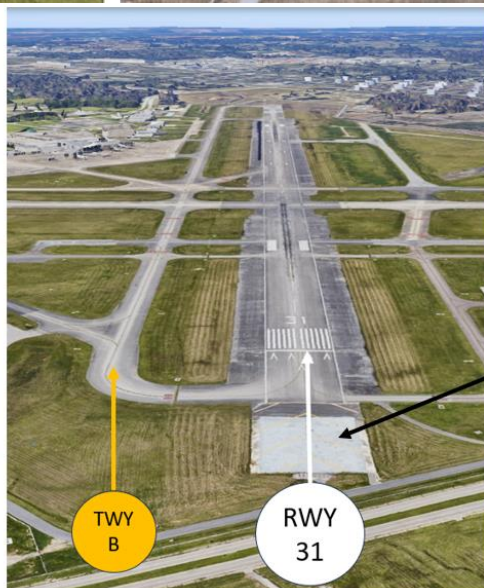
**HS 4** Pilots exiting RWY 13 onto TWY E sometimes exit onto RWY 4R/22L without authorization.

- ✓ For all of the KBTR Hotspots, actively scanning to locate and identify RWY signs, markings, and lighting and **deferring all heads down** activities until holding short at the appropriate location will help eliminate these errors.
- ✓ It is always okay to verify with the TWR when you are unsure whether to hold or proceed.



## Wrong Surface Landing Risk

- ✓ The risk of landing or taking off on a TWY exists whenever a TWY runs full-length to a RWY.
- ✓ Loading an instrument approach or GPS Waypoint, when available, to the assigned RWY will help pilots ensure they are lined up for the proper surface.
- ✓ RWY Markings are white. Markings on surfaces not used for takeoff/landing like TWY markings, chevrons, RWY shoulder and RWY turn-on markings etc., are yellow.
- ✓ If you are ever in doubt of your instructions or your position, ask the TWR.
- ✓ [View the From the Flight Deck-Wrong Surface Landings](#) video for additional mitigation strategies.



RWY 13 Engineered Materials Arresting System (EMAS) which uses crushable material placed at the end of a runway to help stop an aircraft that overruns the runway end.



## FROM THE KBTR TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

### General

- ✓ **Always read back Hold Short instructions with your call-sign.** It is our responsibility to ensure this happens, so if you do not read it back correctly, be patient with us asking you to do so multiple times.
- ✓ Bird activity on and in vicinity of the airport.
- ✓ Engineered Material Arresting System (EMAS) located at departure end of RWY 13.

### Traffic Patterns

- ✓ When TWR is closed conduct Right Traffic Pattern on RWY 22R.

### Ground Control

- ✓ Taxi with caution, try not to be in a hurry no matter the situation.
- ✓ There are intermittent blind spots on Ground Control 121.9 frequency on the East Ramp. Pilots may need to reposition on the ramp to transmit/receive.

### Takeoff/Departure

- ✓ Read back assigned heading and runway clearance including callsign.
- ✓ Pay close attention to parallel runway assignments and read back right or left with the instructions given by tower/approach.

### Arrival/Landing

- ✓ Read back runway assignments including callsign when issued take-off/landing clearances.
- ✓ Pay close attention to parallel runway assignments and read back right or left with the instructions given by tower/approach.

### Special Traffic-Helicopters

- ✓ VFR helicopters will be instructed by Approach Control to enter a boundary of the airport (East/West/North/South). After being switched to the tower, helicopters should advise the tower where they are parking and expect a clearance or landing advisory shortly after.

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