

Know Before You Go

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

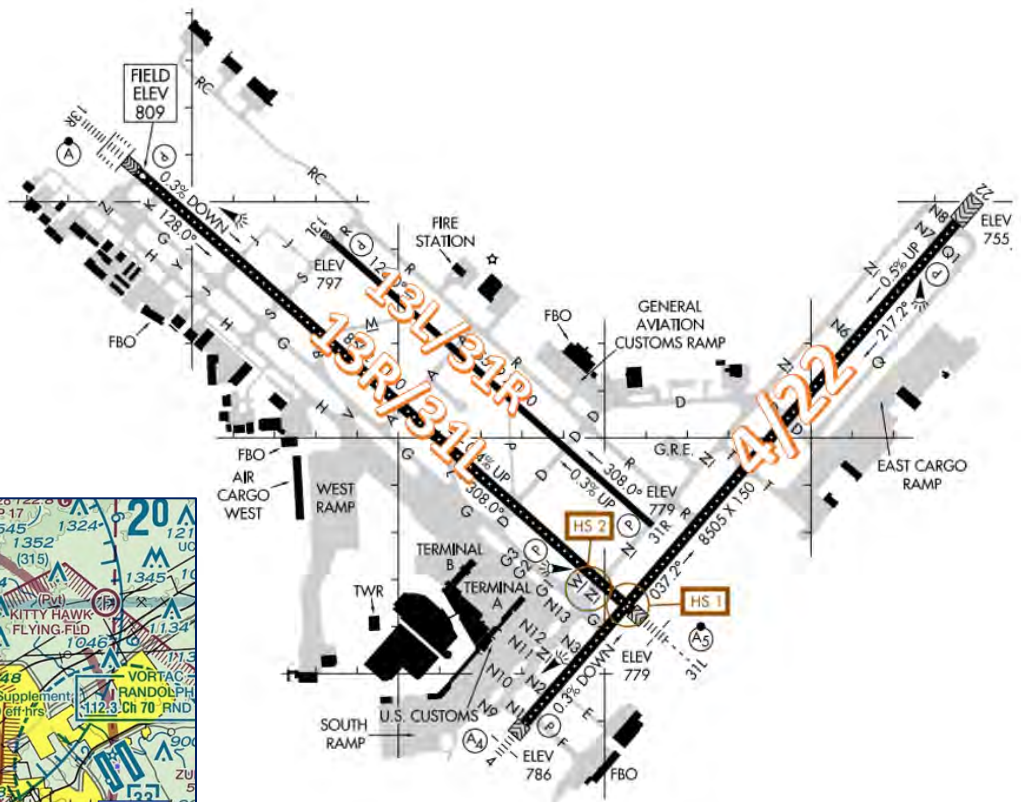


View the FAA's [From the Flight Deck video](#) to see actual KSAT airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

San Antonio International Airport (KSAT) is located eight miles north of downtown San Antonio, TX. This metropolitan airport has three runways that serve air carriers, air cargo, business, and general aviation operations. The proximity of both Kelly and Randolph Air Force Bases contribute to a complex traffic mix.

KSAT ATCT Operates 24 hours
 Administrative Office Open 0800L-1600L M-F
 Business Phone 210-805-5507

The RWY configuration consists of RWYs 13/31 L/R as well as 4/22.



The airspace at KSAT is Class C (Refer to Sectional Chart)



Cautions

Hot Spots

HS1 RWY 4 at RWY 31L. Aircraft taxiing on RWY 4 sometimes fail to hold short of RWY 31L.

- ✓ KSAT ATCT will sometimes use RWY 4 to taxi departing aircraft for RWY 31L. When taxiing on RWY 4, instructed to hold short RWY 31L, make sure that you stop before the RWY 31L hold short line.



HS2 TWY G and TWY N in close proximity of RWY 31L. Aircraft taxiing northbound on TWY N sometimes fail to make the turn onto TWY G and enter RWY 31L without approval.

- ✓ Pilots taxiing from the South Ramp or the Terminal area via northbound on TWY N then TWY G, sometimes fail to make the right turn onto TWY G, continue on TWY N and enter RWY 31L without authorization.



- ✓ Runway Holding Position Markings and Signage are present to identify where an **aircraft must stop until instructed to proceed onto or cross a runway.**
- ✓ For both of the above Hot Spot descriptions, pilots should **review the taxi clearance before starting to taxi. Actively scanning** to locate and identify RWY signs, markings, lighting and deferring all heads down activities until holding short at the appropriate location **will help eliminate these errors.**
- ✓ Pilots are encouraged to **review NOTAMS** for the Letter to Airmen: [KSAT Runway Safety/Incursion Awareness for facility issued guidance.](#)
- ✓ If you are unsure of your position or instructions, ask the tower.

Wrong Surface Landing Risk

- ✓ Wrong Surface Landing risk exists due to closely spaced parallel runways with staggered thresholds. Pilots will see RWY 13R/31L first, which is longer and wider. RWY 13R/31L is concrete while the shorter RWY13L/31R is asphalt.
- ✓ All of the runways at KSAT have full-length parallel taxiways. Whenever a taxiway runs parallel to a runway, the risk of landing on a taxiway increases.
- ✓ If available, back up all visual approaches with an instrument approach/GPS Waypoint to help ensure that you are lined up for the correct surface.
- ✓ Remember, 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.
- ✓ [View the From the Flight Deck-Wrong Surface Landings](#) video for additional mitigation strategies.

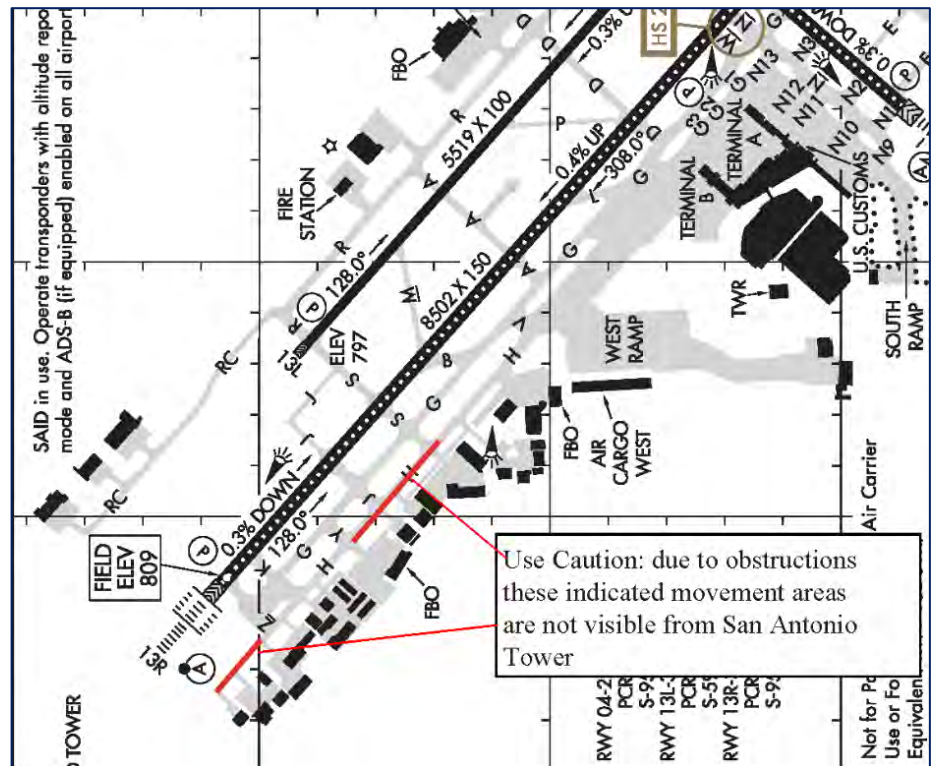


Surface Movement Area Cautions

Non-Visibility Areas

Use caution, the following designated movement areas are not visible from San Antonio Control Tower:

- Taxiway Hotel in front of Signature Aviation North FBO.
- Taxiway Hotel northwest of Runway 13R Holding Bay.
- Taxiway Hotel between Taxiways Sierra and Yankee



FROM THE KSAT TOWER CONTROLLERS

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

General

- ✓ ATC regulations require a readback of specific instructions. This includes your call sign with the runway assignment, taxiway, and the hold-short instructions in the same transmission. Any readback that does not include these requirements will have to be repeated, even if you believe you are the only aircraft on frequency.

Traffic Patterns

- ✓ Unless otherwise instructed by the tower, all runways have left traffic patterns.

Takeoff/Departure

- ✓ Noise sensitive areas exist in all quadrants of the airport. At pilots' discretion, climb as quickly and quietly as safely possible on departure. Use consideration when flying above populated areas by minimizing flight and high-power settings.

- ✓ KSAT utilizes “**Line Up and Wait**” (LUAW) to instruct a pilot to taxi onto the departure runway and hold position until cleared for takeoff. It **is not authorization for takeoff**. For mitigation strategies, view the [From the Flight Deck-Line Up and Wait video](#).

Arrival/Landing

- ✓ A green no-taxi island is located at the intersection of TWY G and TWY D. Aircraft exiting RWY 13R/31L southwest bound on TWY D, expect to make a 90-degree turn onto TWY G to avoid unusable surface.
- ✓ **Boerne Stage Airport** is located 17 miles northwest of KSAT and is aligned with the RWY 13R straight-in final approach course. Use extreme caution when operating in and out of 5C1 for overflying traffic landing KSAT at or above 3,000’ MSL. Suggest contacting San Antonio Approach for traffic advisories or calling 210-805-5516 prior to departure for beacon code assignment and/or recommended departure procedures.

Special Traffic (Military/Commercial/Helicopter, etc.)

- ✓ Multiple Military Operations Areas (MOAs) in the vicinity (Refer to Sectional Chart).
- ✓ Glider/Soaring Operations approximately 17 miles northwest of the airport during VFR.
- ✓ Military/Commercial pilots should refer to Chart Supplement for airport restrictions.

Additional Information

- ✓ **Pilots should review NOTAMS for the following Letters to Airmen:**
 - Evaluation of Runway Entrance Lights (RELS) at KSAT
 - San Antonio Traffic over Boerne Stage
 - Twin Oaks Airport (T94): Recommended Departure Procedures
 - IFR Separation for VFR Aircraft Practicing Instrument Approaches
 - Photo Missions and Aerial Surveys in the San Antonio Terminal Airspace

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