



LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT (MSY)

PILOT INFORMATION

Updated: 02/23/2023

MSY Tower Administrative Office
Business Phone 504-471-4300
Open 0700L to 1500L – Monday through Friday



**Federal Aviation
Administration**

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66B Non-Towered Airport Flight Operations \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 2/25/19
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48 \(faa.gov\)](#) Subject: Pilots' Role in Collision Avoidance – 10/20/22

MSY Specific Section

Louis Armstrong New Orleans International Airport (MSY) in Louisiana is a medium size, primarily air carrier airport 11 miles west of downtown New Orleans. The airport has two runways and two FBOs serving visiting business and GA aircraft as well as a new passenger terminal on the north side of the airport.

1. From the Flight Deck (FTFD) Video Notes

- The airport has two RWYS. RWY 11/29 and RWY 02/20.
- There is a new passenger terminal on the north side of the airport along with two Fixed Based Operators (FBOs) serving visiting business and general aviation aircraft.
- Hot Spot 1 is located at the intersection of RWY 11/29 and TWY F.
 - Runway 11 is the primary RWY and TWY F is the primary turnoff for air carrier traffic inbound to the new terminal. The close proximity of the TWY to the new terminal can be a source of delay for arriving and departing aircraft trying to get to/from the terminal.
 - The TWR is normally aware of your parking request but due to congestion, you may have to initially turn in the direction away from your parking location.
- Hot Spot 2 is located on the east end of the field.
 - RWY 11/29 and RWY 02/20 are physically close to one another, but they do not intersect.
 - The pavement between RWY 11/29 and RWY 02/20 is painted green.
 - Pilots still mistake this area for TWY E.
 - Mistakenly turning into this area may cause a conflict with aircraft operating on RWY 11/29.
- Hot Spot 3, at the intersection of TWY C and RWY 11/29, is a busy crossing location on a busy RWY.
- Not identified as a Hot Spot – pavement north of the RWY 11/29 and TWY B intersection is a closed surface is a dead end. It is not a TWY.
- The pavement south of TWY U and between TWY S and RWY 02/20 is closed – do not use this surface as a turnoff when exiting RWY 02/20.

2. Airspace

The airspace at MSY is Class B. Refer to the Sectional Chart.

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles

- | | |
|------------------------|---|
| ○ Distance from Clouds | Clear of clouds |
| ○ Communications | Must obtain ATC clearance prior to entering/departing |
| ○ Pilot | Private Pilot Certificate (see AIM for alt requirements) |
| ○ Equipment | Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out |

3. Cautions

Hot Spots

- HS 1** Lead-Off lines from RWY 11 can be misinterpreted for TWY F, a perpendicular crossing, due to visual obstruction caused by crowned RWY.
- HS 2** Green painted over-run for RWY 11-29 can be misinterpreted for TWY E when landing RWY 02-20.
- HS 3** RWY 11-29 and TWY C, high number of RWY crossings.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ RWY 11 noise sensitive for departure; available for operational necessity.

Landing

- ✓ All RWYs noise sensitive for arrivals.
- ✓ Arriving turbojets must make 5 mile final approach to minimize noise.
- ✓ The TWR is normally aware of your parking request but due to congestion, you may have to initially turn in the direction away from your parking location.
- ✓ The pavement south of TWY U and between TWY S and RWY 02/20 is closed – do not use this surface as a turnoff when exiting RWY 02/20.

Surface Risk – Movement Area

- ✓ The pavement between RWY 11/29 and RWY 02/20 is painted green and is not TWY E. Turning onto this area may conflict with aircraft operating on RWY 11/29.
- ✓ Pavement north of the RWY 11/29 and TWY B intersection is closed.

Additional Cautions

- ✓ Class B Airspace

4. Communications

MSY TWR operates from 0500L – 0000L Daily

When TWR is closed:

- ✓ The airspace becomes Class E
- ✓ Specific procedures will be defined on the ATIS
- ✓ If MSY Approach and TWR are both closed, specific procedures will be laid out in the NOTAM. If additional assistance is required, contact Houston Center on

- 126.35 or 281-230-5551.
- ✓ Use CTAF 118.45.
- ✓ Clearance Delivery available with Houston Center(ARTCC) on 126.35
- ✓ Clearance Delivery Phone: 281-230-5622
- ✓ Use CTAF to control Runway lighting when TWR is closed.
- ✓ Cancel flight plan via 281-230-5551.

5. From the MSY Control Tower

Local Information that MSY TWR controllers want you to know.

General

- ✓ MSY has Controller-Pilot Data Link Communications (CPDLC) capability
- ✓ Flight Notification Service (ADCUS) available
- ✓ International Airport of Entry – US Customs available
- ✓ For Customs, suggest reaching out to them at least 30 minutes prior to arrival to avoid delays.

Ground

- ✓ Airport Surface Surveillance Capability (ASSC) in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
- ✓ 180 degree and locked wheel turns prohibited on asphalt surface by aircraft 12,500 lbs and over.
- ✓ The TWR is generally aware of your parking request but due to congestion, you may have to initially turn in the direction away from your parking location.

Takeoff/Departure

- ✓ RWY 11 noise sensitive for departure, available for operational necessity
- ✓ Initial altitude will depend upon type of aircraft.

Arrival/Landing

- ✓ Landing Fee
- ✓ All RWYS noise sensitive for arrival. Arriving turbojets must make 5 mile final

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

- ✓ MSY does not allow fixed-wing SVFR operations.

6. Additional Information

- ✓ RWY 29 threshold displaced 304'
- ✓ RWY 11 is noise sensitive for departures – available for operational necessity.
- ✓ All RWYS are noise sensitive for arrival.
- ✓ Arriving turbojets must make 5 mile final approach to minimize noise.

End of MSY Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- ➔ The clearance must be requested by the pilot.
- ➔ If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- ➔ A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ➔ You may depart for another destination
- ➔ You may transition
- ➔ You may enter and land
- ➔ You may do touch and go landings

End of General Section