

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC CONTROL TOWER
165 HOLTZ DRIVE,
BUFFALO, NEW YORK 14225

ISSUED: July 1, 2006

EFFECTIVE: August 1, 2006

BUFFALO AIR TRAFFIC CONTROL TOWER LETTER TO AIRMEN 06-01

SUBJECT: Noise Abatement Program

CANCELLATION: Buffalo Air Traffic Control Tower Letter to Airmen 05-03
effective November 1, 2005.

This letter will cancel July 31, 2008.

This Letter to Airman is to advertise to all users of the Noise Abatement Program developed for use at the Buffalo Niagara International Airport (BNIA). Any questions or comments should be directed to the Niagara Frontier Transportation Authority (NFTA) at (716) 630-6021.

All turbojet and multi-engine aircraft arriving and departing the BNIA are requested to adhere to the Noise Abatement Program subject to the identified programmed directives.

Preferential Runway

Runway 5/23 is the designated Preferential Runway and should be used at all times by turbojet aircraft, based on the following conditions.

- a. There is no ice, snow, slush, or standing water that might make the use of the Preferential Runway undesirable
- b. Under conditions of clear and dry runways the crosswind component does not exceed 20 knots and/or the tailwind component does not exceed 5 knots
- c. Under conditions of runways not clear and dry, crosswind component does not exceed 15 knots or wind is calm
- d. Runway braking effectiveness is "good"

- e. Whenever Runway 5/23 is available and the above conditions are met, turbojet aircraft will not be assigned Runway 14/32 by ATC unless windshear or thunderstorm activity require the use of this runway.

Preferential Departure Corridors

Runway 5

Jet aircraft departing on Runway 5 should expect to maintain runway heading until reaching an altitude of 3,000 feet MSL. Upon reaching or leaving 3,000 feet MSL, east and southbound jet aircraft should expect to be assigned a heading of 90 degrees. North and westbound aircraft should expect to be assigned a heading of 330 degrees.

Immediately upon passing over the end of the runway, east and southbound propeller aircraft should expect to be assigned a heading of 90 degrees until reaching 3,000 MSL. North and westbound propeller aircraft should expect to be assigned a heading of 330 degrees until reaching 3,000 feet MSL.

Runway 23

Jet aircraft departing on Runway 23 should expect runway heading until reaching an altitude of 3,000 feet MSL. Upon reaching 3,000 feet MSL, north and west bound jet aircraft shall be assigned a heading of 270 degrees. South and eastbound jets should expect to maintain runway heading until further instructions are issued by ATC.

Immediately upon passing over the end of the runway, south and eastbound propeller aircraft should expect to be assigned a heading of 180 degrees until reaching an altitude of 3000 MSL. North and westbound propeller aircraft should expect to be assigned a heading of 270 degrees until reaching an altitude of 3,000 feet MSL.

Runway 14

Immediately upon passing over the end of the runway, all jet aircraft should expect to be assigned a heading of 170 degrees and shall maintain that heading until reaching 3,000 feet MSL.

All propeller aircraft departing on Runway 14 should expect to be assigned runway heading until reaching an altitude of 3,000 feet MSL.

Runway 32

All aircraft departing on Runway 32 should expect to be assigned runway heading until reaching an altitude of 2,000 feet MSL. Aircraft should then expect to be assigned a heading of 330 degrees until reaching an elevation of 3,000 feet MSL.

Note. All aircraft may be turned to an on course heading by ATC leaving 3000 feet MSL, regardless of the departure runway, based on traffic.

Preferential Arrival Corridors

Runway 5

Visual Flight Rules (VFR) arrivals and Instrument Flight Rules (IFR) aircraft cleared for Visual Approaches on Runway 5 should expect instruction from ATC to proceed to a point five miles southwest of the Airport before turning inbound on final approach.

Runway 23

VFR arrivals and IFR aircraft cleared for Visual Approaches on Runway 23 are requested to proceed to a point five miles northeast of the Airport before turning inbound on the final approach.

Runways 14 and 32

VFR arrivals and IFR aircraft cleared for Visual Approaches on Runways 14 and 32 are requested to maintain 2,300 feet MSL as long as practicable before descending to land.

Quiet Time Procedures

Quiet Time is designated as between, 2200-0600 (10:00 pm – 6:00 am)

All touch and go and Practice Instrument Operations are prohibited by the NFTA.

The NFTA prohibits all jet and multi engine aircraft, regardless of weight, from landing /departing Runway 14/32 unless runway or wind conditions dictate no alternative.

Engine Maintenance Run Ups

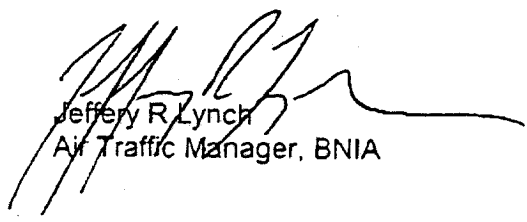
No engine maintenance run-ups are to be conducted, unless prior approval is received by the NFTA. Run-ups will be approved during Quiet Time only if the NFTA concurs that there are extenuating circumstances.

All engine maintenance run-ups shall be conducted at the NFTA approved locations on the airport. The two (2) identified locations are the holding pad for Runway 23 and the holding pad at Taxiway K, which is in close proximity to Runway 32

Ground Movements

Aircraft operating on Taxiway M and Air Cargo ramp should refrain from high speed and high power taxiing.

Strict conformance with the Noise Abatement Procedures is expected. Request for the use of a runway other than the one assigned by the ATC will be considered as an operational necessity and will be honored. The control of the air traffic in accordance with the Noise Abatement Program is secondary only to the consideration of safety. These procedures were developed in the public interest and the cooperation of all users will be greatly appreciated.



Jeffery R. Lynch
Air Traffic Manager, BNIA