

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ROCHESTER AIRPORT TRAFFIC CONTROL TOWER
1375 SCOTTSVILLE ROAD
ROCHESTER, NEW YORK

ISSUED: June 25, 2009

EFFECTIVE: July 2, 2009

ROCHESTER AIRPORT TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 09-3

SUBJECT: RUNWAY SAFETY INITIATIVE - AIRPORT FAMILIARITY AND NAME CHANGES

CANCELLATION: July 1, 2010

Effective July 2, 2009, several ramps and taxiways at the Greater Rochester International Airport (GRIA) will undergo name changes. In the interest of maintaining the safest airport operational environment possible, it is imperative that all pilots, controllers, and vehicle operators have a clear understanding of the airport operations area. It is also important to know which portions of the airport are considered movement areas (under the control of ATC) and non-movement areas (NOT under the control of ATC). Using correct phraseology and accepted naming is a critical element of runway safety. Pilots and controllers should work together to eliminate the use of outdated location names.

800 RAMP or FBO (Formerly Landmark Aviation East)

US Airports is the sole provider of services to transient General Aviation (GA) aircraft. US Airports operates one FBO location on the "800 Ramp". Aircraft inbound or outbound to the FBO should describe the location as the "800 Ramp" or "FBO". Since US Airports has many other facilities on the field, any use of the name "US Airports" is ambiguous and should be avoided.

NOTE: There are hangars on the airport on ramps other than the "800 RAMP" which still display "FBO" signs. These signs will be covered or removed at the convenience of the owner.

100 RAMP (formerly West Ramp)

Primarily freight and corporate aircraft hangars. Aircraft inbound or outbound to this ramp should describe the location as the "100 Ramp". Use of the phrase "US Airports North" is not acceptable.

300 RAMP (formerly South Ramp)

Primarily corporate and GA hangars, and tie-down areas. This ramp includes areas formerly referred to as “West Tie-down”, “East Tie-down”, “T-Hangars”, “Hangars 1, 2, and 3”, and the “Rochester Air Center”. This entire area should be referred to only as the “300 Ramp”.

700 RAMP (formerly US Airports South)

Primarily corporate hangars. Aircraft inbound or outbound to this ramp should describe the location as the “700 Ramp”. Use of the phrase “US Airports South” is not acceptable.

NORTH RAMP

Terminal Air Carrier parking. GA aircraft are not authorized to park on the North Ramp without specific permission from GRIA administration or a based airline. GA Aircraft may receive de-icing services on C-East & C-West De-ice Pads. Movement on the North Ramp, including push-back and de-icing, is at the pilot’s discretion and an ATC clearance is not required.

NYARNG Ramp (Referred to as "GUARD RAMP")

Military use only, unless specific permission is obtained.

NON-MOVEMENT AREAS

All of the ramps and some connecting taxiways are designated as “non-movement” areas. These non-movement areas are separated from the movement area by a single solid and single dashed yellow line on the surface. The hold lines are augmented by black and yellow unlighted signs which indicate entering “Movement” or “Non-movement” area, as appropriate. A clearance **from** a non-movement area becomes effective when the aircraft enters a movement area. A clearance **to** a non-movement area is only effective while in the movement area. Arrivals will normally be cleared by ATC to a particular ramp (not to a specific hangar or business on the ramp). Upon entering the ramp, the clearance is automatically terminated (and the aircraft completes the taxi at the pilot's discretion). All airport users within non-movement areas should watch for aircraft, vehicles, and pedestrians, not under the control of ATC.

PRE-TAXI PREPARATIONS

Prior to contacting ATC and requesting a taxi clearance from a non-movement area, pilots are strongly encouraged to position their aircraft near the movement area, without blocking the intersecting taxiway. Controllers base the taxi clearance and separation from other taxiing aircraft on the real-time position and movement of your aircraft. It is important that you are ready to enter the movement area and commence taxi immediately upon receipt of your clearance. By positioning your aircraft near the movement area, ATC will more likely be able to confirm your position visually and get you on your way with no delay. It is advantageous to the pilot to follow this recommendation.

OTHER AIRPORT CHANGES

Taxiway Hotel will connect Taxiway Alpha to the North Ramp

Taxiway November will connect Runway 4-22 to Taxiways Delta and Hotel.

Taxiways C1, C2, C3, and C4 are now part of the North Ramp and the individual designators will be removed from the charts and signage.

QUESTIONS?

Contact the Rochester Airport Traffic Control Tower at 585-463-3815.



Brian C. Reilly
Air Traffic Manager: Rochester Airport Traffic Control Tower

Attachment: Advance Airport Diagram

