

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
BUFFALO AIRPORT TRAFFIC CONTROL TOWER
165 HOLTZ ROAD
CHEEKTOWAGA, NEW YORK 14225

ISSUED: June 1, 2013

EFFECTIVE: July 1, 2013

BUFFALO AIRPORT TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 13-2

SUBJECT: Movement Area and Areas of Non-Visibility

CANCELLATION: June 30, 2015

This Letter to Airmen alerts pilots to those portions of the Buffalo-Niagara International Airport designated as either Movement or Non-Movement Areas. This letter also alerts Airmen to those portions of the Buffalo-Niagara International Airport Movement Areas not visible from the Air Traffic Control Tower.

MOVEMENT AREA

All aircraft and vehicular traffic receive ATC clearance from Buffalo Air Traffic Control Tower, Frequency 133.2, prior to entering the Movement Area.

All runways and most taxiways are designated as Movement Areas with the exception of portions of Taxiways "M", "P" and "Q" which are non-movement areas as identified in NON-MOVEMENT AREAS, below.

The following areas are designated Non-Movement Areas.

- a. The ramp area surrounding the Passenger Terminal. Clearance for push back from a Terminal Gate is not required, except for those aircraft that need to use an active taxiway for their push back. Buffalo Tower requests a push back advisory for Traffic Management purposes.
- b. The entire Prior North Ramp and the Cargo Ramp behind Buffalo Airport Rescue and Firefighting building.
- c. A portion of Taxiway "M" (Mike) from the perimeter road to the Cargo Ramp.
- d. "P" (Papa) taxiway from adjacent to Prior Hangar 4, southeast along taxiway "P", to the southeast end of the Prior Ramp, taxiways P1 and P2.
- e. Throat area of "P" and "Q" (Quebec) taxiways.
- f. Throat area on "Q" taxiway at the Prior Ramp, southeast entrance.

A Taxi Clearance for an aircraft located within the Non-Movement Area becomes effective when the aircraft enters the Movement Area. Any movement information given by ATC to aircraft operating within Non-Movement areas is advisory, and does not provide nor does it imply separation from traffic within that area.

NON-VISIBILITY / LIMITED VISIBILITY AREAS

Areas of Aircraft and Vehicular Movement which are not visible from the Control Tower at all times can be found in Attachment #2. Added caution should be taken while taxiing in these areas. Report any unusual situation to the Control Tower immediately.

DAYLIGHT HOURS:

- a. **The Passenger Terminal and aircraft pushed back at gate numbers 3 through 22** block/restrict Control Tower visibility along taxiway Alpha (Alpha, between taxiway "F" (Foxtrot) and the hold short line of runway 05. View of the runway 05 run-up area is completely restricted from the tower.
- b. The majority of the **Prior Hanger 4 Ramp** is not visible from the Control Tower.
- c. **Sierra Research/LTV/FBO Ramp** (Northwest side of airport, west of runway 14 approach end) – West End Ramp area is not visible from the Control Tower.
- d. The **south side of the Air Cargo Ramp**, west of the airport Rescue and Firefighting Station is not visible from the Control Tower.

HOURS OF DARKNESS and INCLEMENT WEATHER:

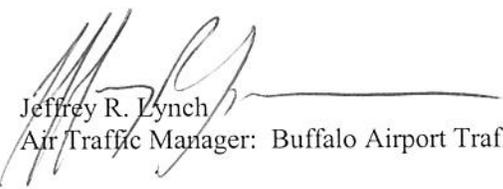
Many areas of Buffalo Niagara International Airport have limited visibility during periods of inclement weather (such as heavy rain and snow); extreme caution should be used during these periods. Buffalo Tower is not equipped with ground/surface radar, such as ASDE (Airport Surface Detection Equipment).

- a. **Taxiway "A" (Alpha) from Taxiway "E" (Echo), southwest to the approach end of Runway 05.** Visibility may be limited and degraded from the Control Tower due to red obstruction lights and glare from ramp lights at the passenger terminal.
- b. **Approach end of Runway 05.** Aircraft holding short of Runway 05 blend in with background lighting making it difficult, from the Controller's perspective in the tower to see aircraft holding short of runway 05.

NOTE – Because of obscured tower vision and safety considerations during operations at the approach end of Runway 05, **Buffalo Tower Controllers are not authorized to taxi aircraft into position and hold on runway 05 during the hours of darkness, or when the approach end of runway 05 is not visible from the Control Tower (i.e., ground fog obscuration).**

- c. **Intersections of Runway 05/23 at Taxiways "D" (Delta), "E" (Echo), "M" (Mike), and "F" (Foxtrot).** During the hours of darkness it may be difficult from the Control Tower to visually ensure that an aircraft/vehicle is clear of, or holding short of Runway 05/23.

All airport users are encouraged to give this letter the widest possible dissemination within their organizations.


Jeffrey R. Lynch
Air Traffic Manager: Buffalo Airport Traffic Control Tower

