

**DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

Buffalo Tower
165 Holtz Road
Cheektowaga, NY 14304

Issued: 04/11/2018 1529 (UTC) Buffalo Tower

Effective: 05/15/2018 1200 (UTC)
Letter to Airmen: LTA-BUF-11

Subject: Noise Abatement Program

Cancellation: 05/15/2020 1200 (UTC)

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

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:

1. There is no ice, snow, slush, or standing water that might make the use of the Preferential Runway undesirable.
2. 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.
3. Under conditions of runways not clear and dry, crosswind component does not exceed 15 knots or wind is calm.
4. Runway breaking effectiveness is "good".

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

Preferential Departure Corridors

Runway 5 and 23

Jet aircraft departing on Runway 5, 23 and 32 should expect to maintain runway heading until reaching an altitude of 3,000 feet MSL.

Immediately upon passing over the end of the runway, east and southbound propeller aircraft could expect to be assigned a heading of up to 90 degrees from runway heading until reaching 3,000 MSL.

Runway 14

Immediately upon passing over the end of the runway, all jet aircraft should expect to be assigned a heading of runway heading through 180 degrees and are to maintain the assigned 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 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 restricted by the NFTA.

The NFTA restricts 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

The NFTA restricts engine maintenance run-ups during quiet time. Run-ups should be approved during Quiet Time only if the NFTA concurs that there are extenuating circumstances.

All engine maintenance run-ups should 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 D6, 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 should be considered as an operational necessity and should 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.

David J Holland
Air Traffic Manager, Buffalo Tower