

Docket No. SA-531

Exhibit No. 3-B

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Federal Aviation Administration
Aircraft Accident Package

(111 Pages)

AIRCRAFT ACCIDENT PACKAGE

BUF-ATCT-0033

CJC3407, DH8D

February 13, 2009, 0317 UTC

Destroy: August 13, 2011 UTC

BUF-ATCT-0033
CJC3407

SECTION 1.
Table of Contents

BUF-ATCT-0033
CJC3407

TABLE OF CONTENTS

SECTION 1.	Table of Contents
SECTION 2.	Certification
SECTION 3.	FAA Form 8020-6, Report of Aircraft Accident, and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheets)
SECTION 4.	Normal Service Statements and Certified Indexes
SECTION 5.	FAA Form 7230-4, Daily Record of Facility Operation
SECTION 6.	Personnel Logs
SECTION 7.	FAA Form 7230-10, Position Logs, or automated equivalent
SECTION 8.	Facility Layout Charts
SECTION 9.	Flight Progress Strip
SECTION 10.	Transcriptions of Voice Recordings
SECTION 11.	FAA Form 8020-3, Facility Accident/Incident Notification Record
SECTION 12.	FAA Form 8020-26, Personnel Statements
SECTION 13.	Weather Products
SECTION 14.	Non-Published NOTAM's

BUF-ATCT-0033
CJC3407

SECTION 2.
Certification



Federal Aviation Administration

Memorandum

Date: February 27, 2009

To: Felix J. Enriquez
Service Center Director, Eastern Service Area

From: Jeffery R. Lynch (b)
Manager, Buffalo Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

I hereby certify that Air Traffic Aircraft Accident Package, BUF-ATCT-0033, has been reviewed, and it is complete and accurate.

BUF-ATCT-0033
CJC3407

SECTION 3.

FAA Form 8020-6, Report of Aircraft Accident, and FAA Form
8020-6-1, Report of Aircraft Accident (Continuation Sheets)



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT DATE
March 12, 2009

REPORT NO.
BUF-ATCT-0033

REPORT OF AIRCRAFT ACCIDENT

NAME OF REPORTING FACILITY
Buffalo ATCT (BUF)

1. AIRCRAFT IDENTIFICATION AND TYPE CJC3407, DH8D	2. DATE/TIME OF ACCIDENT (GMT) February 13, 2009; 0317 UTC	3. LOCATION OF ACCIDENT Clarence, NY, 6 miles NE of Buffalo Airport
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4. NATURE OF ACCIDENT Impact with surface	5. TYPE OF FLIGHT Local flight - IFR Flight Plan
--	---

6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Marvin Dean Renslow	Captain	Lutz, FL			X
	Rebecca Lynne Shaw	First Officer	Maple Valley, WA			X
	Unknown		Unknown			
	Unknown		Unknown			

7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)	NUMBER ABOARD AIRCRAFT 45	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 45
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8. AIRCRAFT DAMAGE Destroyed	9. PROPERTY DAMAGE Fire, impact to house
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10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS
Normal

11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Buffalo METAR - 2154 EST: wind two five zero at one five, gusts two two knots, visibility three statute miles, light snow, mist, few clouds thousand hundred	
	REPORT JUST PRIOR TO ACCIDENT Buffalo METAR - 2154 EST: wind two five zero at one five, gusts two two knots, visibility three statute miles, light snow, mist, few clouds thousand hundred	DATE/TIME 2/13/2009 0254 UTC
	FIRST REPORT SUBSEQUENT TO ACCIDENT Buffalo METAR - 2254 EST: wind two five zero at one three, gusts two two knots, visibility three statute miles, light snow, mist, thousand hundred scattered	DATE/TIME 2/13/2009 0354 UTC

12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
	Leonard Adamczyk *(LA)	BUF ATCT	ER AR	
	Lawrence Pogorzala (LP)	BUF ATCT	GC GC	
	Michael Lowry (ML)	BUF ATCT	AD AD	
	Jason Davis (TX)	BUF ATCT	CD CD	

*Operating Initials

13. SIGNATURE OF FACILITY MANAGER

 (b)
 Jeffery R. Lynch

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 27, 2009	REPORT NO. BUF-ATCT-0033
	NAME OF REPORTING FACILITY Newark ATCT (EWR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 13, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0032 CJC3407 contacted Clearance Delivery for clearance to Buffalo Airport.

0033 Clearance Delivery instructs CJC3407 to contact Flow Control when they are ready to push back.

0112 CJC3407 contacts Flow Control and advises they are at ROMEO HOTEL and ALFA with information ECHO.

0117 Flow Control instructs CJC3407 to monitor Ground Control.

0130 Ground Control issues taxi instructions to CJC3407.

0136 Ground Control gives CJC3407 their departure sequence and instructs them to monitor the tower.

0217 Local Control issues CJC3407 alternate departure instructions and clears them to taxi into position and hold on runway 22R at intersection WHISKEY.

0218 Local Control clears CJC3407 for takeoff.

0219 Local Control instructs CJC3407 to contact New York departure.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE February 17, 2009	REPORT NO. BUF-ATCT-0033
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 13, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0219 CJC3407 checks in with New York TRACON, Newark Departure (E414) at 700 feet climbing to 2,000 feet on a heading of 270 degrees. E414 advises radar contact and instructs CJC3407 to climb and maintain 10,000 feet. CJC3407 acknowledges.
- 0220 E414 instructs CJC3407 to proceed direct to the COATE intersection. CJC3407 acknowledges. E414 instructs CJC3407 to contact New York Departure on frequency 118.17. CJC3407 acknowledges frequency change.
- 0221 CJC3407 checks in with New York TRACON Liberty North (B512) at 5,700 feet climbing to 10,000 feet. B512 acknowledges.
- 0223 B512 instructs CJC3407 to climb and maintain 12,000 feet and proceed direct to the COATE intersection. CJC3407 acknowledges.
- 0227 B512 instructs CJC3407 to contact New York Center on frequency 132.6. CJC3407 acknowledges frequency change.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

March 4, 2009

REPORT NO.

BUF-ATCT-0033

NAME OF REPORTING FACILITY

New York ARTCC (ZNY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 13, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0228 CJC3407 checked on frequency 132.6 at 12,000 feet direct coate intersection. Radar Sector 35 Huguenot (R35) acknowledged and issued Wilkes Barre altimeter. CJC3407 acknowledged R35.
- 0231 CJC3407 was instructed to climb to 16,000 feet. CJC3407 acknowledged clearance.
- 0233 CJC3407 was instructed to contact New York ARTCC (sector 50 Binghamton) on frequency 133.35. CJC3407 acknowledged clearance.
- 0233 CJC3407 checked on frequency 133.35 New York ARTCC (sector 50) as thirty four zero seven fourteen point one for sixteen thousand. R50 acknowledged and issued Wilkes Barre altimeter. CJC3407 acknowledged R50.
- 0241 Relief briefing on sector 50 Radar/Radar Associate position commenced.
- 0243 Relief Briefing concluded. No mention of CJC3407. Relieving Radar/Radar controller acknowledged briefing.
- 0250 R50 instructed CJC3407 to contact Cleveland ARTCC on frequency 124.32. CJC3407 acknowledged.

No More Follows

CJC3407

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 19, 2009	REPORT NO. BUF-ATCT-0033
	NAME OF REPORTING FACILITY Cleveland ARTCC (ZOB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 13, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0250 CJC3407 checked on with Cleveland Center at 16,000 feet. The radar controller acknowledged the call.

0255 The radar controller called CJC3407 and instructed them to reset the transponder to code two seven six two. CJC3407 acknowledged the instruction.

0256 CJC3407 requested a pilot's discretion clearance to descend to 12,000 feet. The radar controller instructed them to stand by.

0257 The radar controller instructed CJC3407 to cross BENEE intersection at and maintain 11,000 feet. CJC3407 read back the clearance.

0300 The radar controller issued a frequency change to MES3045. The clearance was read back by MES3045 and CJC3407. The radar controller caught the incorrect readback and advised CJC3407 that the instruction was not for them.

0303 CJC3407 was instructed to contact Buffalo Approach. CJC3407 acknowledged the frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 12, 2009	REPORT NO. BUF-ATCT-0033
	NAME OF REPORTING FACILITY Buffalo ATCT (BUF)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 13, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0302 Initial contact from Cleveland Center. Handed off approximately 40 miles SE of Buffalo to the East Radar position.
- 0303 Colgan 3407 checked in with Buffalo Approach Control and was issued clearance vectors to the I L S runway two three approach.
- 0304 East Radar Approach vector Colgan 3407 proceed direct trava.
- 0305 East Radar Approach directed Colgan 3407 to descend and maintain 6,000 feet.
- 0308 East Radar Approach directed Colgan 3407 to descend and maintain 5,000 feet.
- 0309 East Radar Approach directed Colgan 3407 to descend and maintain 4,000 feet.
- 0312 East Radar Approach directed Colgan 3407 to descend and maintain 2,300 feet and turn left heading 330.
- 0314 East Radar Approach directed Colgan 3407 to turn left heading 310.
- 0315 East Radar Approach advised Colgan 3407 that he was 3 miles from Klump and to turn left heading 260 and to maintain 2,300 feet until established the localizer ILS approach to runway 23. Colgan 3407 acknowledged clearance.
- 0316 East Radar Approach directed Colgan 3407 to contact tower on frequency 120.5. Colgan 3407 acknowledged frequency change.
- 0317 East Radar Approach immediately contacted Local Control after noticing a sudden change in altitude and also the loss of Colgan 3407's tag. One fatality occurred on the ground with aircraft impact to a residential home.

No More Follows

BUF-ATCT-0033
CJC3407

SECTION 4.
Normal Service Statements and Certified Indexes



Federal Aviation Administration

Memorandum

Date: February 18, 2009

To: Buffalo Airport Traffic Control Tower
[REDACTED]

From: James D. Swanson
Acting Manager, Newark Air Traffic Control Tower

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

All services provided by Newark Air traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments

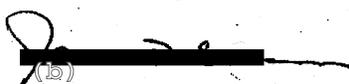
BUF-ATCT-0033
CJC3407

CERTIFIED INDEX

February 18, 2009

I hereby certify that the following originals are on file in this office.

- FAA Form 8020-1
- FAA Form 7230-4
- Original Voice Recording
- Certified Re-recording
- Flight Progress Strip
- Personnel Logs



(b)
James D. Swanson
Acting Manager, Newark ATCT



Federal Aviation Administration

Memorandum

Date: February 17, 2009

To: Buffalo Airport Traffic Control Tower

From: ~~Jeffrey D. Clarke~~
Jeffrey D. Clarke

Manager, New York Terminal Radar Approach Control Facility

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

All services provided by New York Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

Attachments

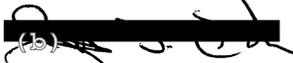
BUF-ATCT-0033
CJC3407

CERTIFIED INDEX

February 17, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Logs
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
Continuous Data Recording (CDR)
Flight Progress Strips
Transcriptions of Voice Recordings


(b)
Jeffrey D. Clarke
Manager, New York TRACON



Federal Aviation Administration

Memorandum

Date: March 4, 2009

To: Buffalo Airport Traffic Control Tower

From: Lois Esposito 
Acting Manager, New York Air Route Traffic Control Center

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

All services provided by New York Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

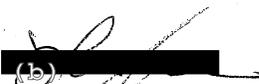
BUF-ATCT-0033
CJC3407

CERTIFIED INDEX

March 4, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 8020-6-1
FAA Form 8020-26
FAA Form 7230-10
FAA Form 7230-4
Weather Products
Original Digital Audio Tape
Certified Re-recordings
Data Analysis Reduction Tool (DART)
National Track Analysis Program (NTAP)
Facility Layout Chart
Personnel Log



Lois Esposito
Acting Air Traffic Manager
New York ARTCC



Federal Aviation Administration

Memorandum

Date: February 27, 2009

To: Buffalo Airport Traffic Control Tower

From: Vincent V. Shobe
Manager, Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

All services provided by Cleveland Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

BUF-ATCT-0033
CJC3407

CERTIFIED INDEX

February 27, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log
Original Voice Recording
Certified Re-recording
Facility Layout Chart
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Weather Information


(b)
Vincent V. Shobe
Manager, Cleveland ARTCC

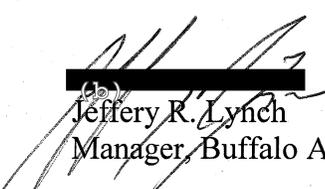
BUF-ATCT-0033
CJC3407

CERTIFIED INDEX

February 27, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-3
FAA Form 8020-26
Personnel Logs
Original Voice Recordings
Certified Re-recordings
Facility Layout Charts
Continuous Data Recording (CDR)
Flight Progress Strip
Transcriptions of Voice Recordings
Weather Products


Jeffery R. Lynch
Manager, Buffalo ATCT

BUF-ATCT-0033
CJC3407

SECTION 5.
FAA Form 7230-4, Daily Record of Facility Operation

U.S. Department of Transportation
Federal Aviation Administration

Daily Record of Facility Operation

Date 2/12/2009

Location	Identification	Type Facility	Operating Position
Cheektowaga, NY	BUF	Combined TRACON/Tower	WS

Checked By

Air Traffic Manager
Jeffrey Lynch

Time (UTC)	REMARKS
0500	J. DAVIS ON. WCLC. CFPL: SECON LEVEL YELLOW, S. TWR WINDOW CRACKED, RY 14 REILS ON STEP 1 TWR CNTRL, 126.5 RX WEAK OVER G.I. D-ATIS ACARS WRITTEN OTS. ILS 23 IN USE.
E 1055	NUMEROUS POWER FLUCTUATIONS, SOME CRUART COMPUTERS RESET.
1100	D. COSTELLO ON, ABOVE NOTED.
E 1115	FACILITY ON GENERATOR PER AFS/DJ.
1129	WCLC.
E 1216	WX IN IDS4 IS NOT UPDATING. AFS/LA NOTIFIED.
1327	RY 14-32 CLSD PER NFTA.
E 1352	OM RY 23 OTS PER AOCC.
E 1415	LOC RY 23 INDICATES OFF, AFS/MD NOTIFIED, NO NAVCOM AVAILABLE.
E 1420	LOC RY 23 NOW MONITORS NORMAL AFS/MD NOTIFIED.
E 1430	WX PRODUCTS NOW UPDATING INTO IDS4.
E 1508	POSSIBLE ROOF LEAK IN QUIET ROOM, AFS/BW NOTIFIED.
E 1539	BACK SECURITY GATE STUCK OPEN, AFS/BW NOTIFIED.
E 1550	BACK GATE NOW CLOSED PER AFS/BW.
E 1606	D-ATIS VIA ACARS NORMAL PER PIREP SWA294.
1805	RY 14-32 OPEN PER NFTA.
E 1821	OM RY 23 RTS PER AFS/DAN.
1847	P. ENDRES ON, ABOVE NOTED.
1908	T. SWEENEY ON. WCLC.
2314	N444GB C421, EMERGENCY DUE TO SEVERE VIBRATION.
2319	N444BG CANCELS EMERGENCY VIBRATION SUBSIDES, PROCEEDS ON COURSE.
0052	RY14/32 CLSD.LA,
0215	L. ADAMCZYK ON ABOVE NOTED
0317	SIMULTANEOUS LOSS OF RADAR AND RADIO CJC3407. (CO).
0320	ARFF NOTIFIED OF POSSIBLE AIRCRAFT ACCIDENT. (CO).
0323	PER ARFF AIRCRAFT ACCIDENT CJC3407. (CO).
0327	ROC/DF NOTIFIED OF CJC3407. (CO).
0348	AOCC/JER NOTIFIED OF CJC3407.(CO).
0350	P. MACK ON, ABOVE NOTED.
0459	COB.

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

Watch Supervisor(s) Signature	Watch Supervisor(s) Signature	Watch Supervisor(s) Signature
		

BUF-ATCT-0033
CJC3407

SECTION 6.
Personnel Logs



Federal Aviation Administration

Memorandum

Date: February 19, 2009
To: Aircraft Accident File BUF-ATCT-0033
From: Buffalo Niagara International FAA Airport Traffic Control Tower
Prepared by:  Jeffrey Lynch, Air Traffic Manager, Buffalo ATCT
Subject: Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

The following Buffalo ATCT employees were on RDO on February 12, 2009:
Frederick Engel, Donald Freedenberg, Kenneth Hyer, Jerome Janik, Brady Zdrojewski.

ART - Sign On Log

2/19/2009 6:16:48 PM

BUF

Selected Report Dates: 2/11/2009 10:00:00 PM - 2/12/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
TX	DAVIS, JASON R.	22:12-06:12/R	22:12:00	06:12:00				
	REMARKS							
MA	MACK, PAUL K	22:33-06:33/R	22:33:00	06:33:00				
	REMARKS							
CO	COSTELLO, DANIEL J	05:50-13:50/R	05:50:00	14:16:00				0+26
	REMARKS							
RH	HERMAN, ROBERT, A	06:00-14:00/R	06:00:00	14:00:00		1+13		
	REMARKS							
IT	SCAROZZA, LOUIS A	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
LD	DEMARIO, LLOYD W	06:04-14:04/R	06:04:00	14:20:00				0+16
	REMARKS							
RD	KELLER, RICHARD S	06:25-14:25/R	06:25:00	14:25:00				
	REMARKS							
MO	MINISTERO, MICHAEL J	06:34-14:34/R	06:34:00	14:34:00				
	REMARKS							
DH	HERR, DANIEL J.	06:47-14:47/R	06:47:00	14:47:00				
	REMARKS							
MJ	JARVIS, MICHAEL P	06:55-14:55/R	06:55:00	14:55:00				
	REMARKS							
AM	DOJKA, RYAN F.	07:20-15:50/R	07:20:00	15:50:00				
	REMARKS							
NC	DOWD, BRIAN	07:35-15:35/R	07:35:00	15:35:00				
	REMARKS							
GJ	JOK, GREGORY S	07:45-16:15/R	07:45:00	16:15:00				
	REMARKS							
PZ	ENDRES, PAUL G.	07:54-15:54/R	07:54:00	15:54:00				
	REMARKS							
RX	MURRAY, REX L	07:55-15:55/R	07:55:00	15:55:00				

BUF

Selected Report Dates: 2/11/2009 10:00:00 PM - 2/12/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
		REMARKS						
DD	D'ADDARIO, DANIEL	08:00-16:00/R	08:00:00	16:00:00	8+0			
		REMARKS						
BZ	KONDRACKE, ROBERT	08:00-16:00/R	08:00:00	16:00:00	8+0			
		REMARKS						
SY	GRZEBIN, STEPHEN	08:15-16:15/R	08:15:00	14:15:00	2+0			
		REMARKS						
LC	CONNORS, LAWRENCE	13:33-21:33/R	13:33:00	21:33:00				
		REMARKS						
PM	MAZUROWSKI, PETER	13:39-21:39/R	13:39:00	21:39:00		2+37		
		REMARKS						
TS	SWEENEY, TERRANCE	13:52-21:52/R	13:52:00	21:52:00				
		REMARKS						
BK	KLOTZBACH, BLAIR A	13:55-21:55/R	13:55:00	21:55:00				
		REMARKS						
MB	BORGA, MICHAEL L	13:57-21:57/R	13:57:00	21:57:00				
		REMARKS						
ML	LOWRY, MICHAEL J	14:41-22:41/R	14:41:00	02:32:00				3+51
		REMARKS						
XX	HOLLAND, DAVID J	14:50-22:50/R	14:50:00	22:05:00	0+45			
		REMARKS						
NS	STEVENSON, SHAUN D	15:00-23:00/R	15:00:00	22:30:00	0+30			
		REMARKS						
VK	VARA, KEVIN G	15:00-23:00/R	15:00:00	23:00:00				
		REMARKS						
LA	ADAMCZYK, LEONARD	16:00-00:00/R	16:20:00	04:50:00				4+50
		REMARKS						
LP	POGORZALA,	16:00-00:00/R	16:30:00	02:39:00	0+30			2+39
		REMARKS						

ART - Sign On Log

2/19/2009 6:12:20 PM

BUF

Selected Report Dates: 2/12/2009 10:00:00 PM - 2/13/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
TX	DAVIS, JASON R.	22:11-06:11/R	22:11:00	06:45:00				0+34
	REMARKS							
MA	MACK, PAUL K	22:42-06:42/R	22:42:00	06:12:00	0+30			
	REMARKS							
CO	COSTELLO, DANIEL J	23:15-07:15/R	23:15:00	11:10:00				3+55
	REMARKS							
KH	HYER, KENNETH J.	05:46-13:46/R	05:46:00	13:46:00				
	REMARKS							
LD	DEMARIO, LLOYD W	05:53-13:53/R	05:53:00	19:08:00				5+15
	REMARKS							
RD	KELLER, RICHARD S	06:23-14:23/R	06:23:00	14:23:00				
	REMARKS							
DZ	FREEDENBERG,	06:33-14:33/R	06:33:00	15:00:00				0+27
	REMARKS							
MO	MINISTERO, MICHAEL J	06:35-14:35/R	06:35:00	13:35:00	1+0			
	REMARKS							
MJ	JARVIS, MICHAEL P	06:47-14:47/R	06:47:00	14:47:00				
	REMARKS							
DH	HERR, DANIEL J.	06:51-14:51/R	06:51:00	13:36:00	1+15			
	REMARKS							
MB	BORGA, MICHAEL L	06:57-14:57/R	06:57:00	14:57:00				
	REMARKS							
NC	DOWD, BRIAN	07:08-15:08/R	07:08:00	15:08:00				
	REMARKS							
AM	DOJKA, RYAN F.	07:30-11:30/R	07:30:00	11:30:00	4+0			
	REMARKS							
IT	SCAROZZA, LOUIS A	07:35-15:35/R	07:35:00	15:35:00		1+17		
	REMARKS							
GJ	JOK, GREGORY S	07:45-15:45/R	07:45:00	15:45:00				

BUF

Selected Report Dates: 2/12/2009 10:00:00 PM - 2/13/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
		REMARKS						
RX	MURRAY, REX L	07:57-15:57/R	07:57:00	15:57:00				
		REMARKS						
DD	D'ADDARIO, DANIEL	08:00-16:00/R	08:00:00	16:00:00	8+0			
		REMARKS						
BZ	KONDRACKE, ROBERT	08:00-16:00/R	08:00:00	16:00:00	8+0			
		REMARKS						
VK	VARA, KEVIN G	08:00-16:00/R	08:00:00	16:00:00				
		REMARKS						
AM	DOJKA, RYAN F.	11:30-15:30/R	11:30:00	15:30:00	4+0			
		REMARKS						
LC	CONNORS, LAWRENCE	13:31-21:31/R	13:31:00	21:31:00				
		REMARKS						
XX	HOLLAND, DAVID J	13:50-21:50/R	13:50:00	22:05:00				0+15
		REMARKS						
PM	MAZUROWSKI, PETER	13:52-21:52/R	13:52:00	21:52:00				
		REMARKS						
TS	SWEENEY, TERRANCE	13:53-21:53/R	13:53:00	21:53:00				
		REMARKS						
LA	ADAMCZYK, LEONARD	14:00-22:00/R	14:00:00	22:00:00	8+0			
		REMARKS						
ZZ	ZDROJEWSKI, BRADY J	14:27-22:27/R	14:27:00	23:12:00				0+45
		REMARKS						
LP	POGORZALA,	15:15-23:15/R	15:15:00	22:00:00	1+15			
		REMARKS						
JN	JANIK, JEROME J, JR.	15:55-23:55/R	15:55:00	23:55:00				
		REMARKS						
NS	STEVENSON, SHAUN D	16:00-24:00/R	16:00:00	00:00:00	8+0			
		REMARKS						

BUF-ATCT-0033
CJC3407

SECTION 7.

FAA Form 7230-10, Position Logs, or automated equivalent

CJC3407 Position Log									
(1) FACILITY ID	(2) POSITION IDENTIFIER		(3) Pos	(4) DATE					
BUF	CD		CD	2/12/09					
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined		(10) Position Type			
				(9) POSITION IDENTIFIER					
05:00		11:13		GC		GC			
11:14	RH	11:14	C						
11:15	RH	12:04	C						
12:05	MJ	13:06	C						
13:07	MJ	13:16	C						
13:17	PZ	13:17	C						
13:18	PZ	13:46	C						
13:47	MO	15:08	C						
15:09	MO	15:09	C						
15:10	RX	15:40	C						
15:41	RX	15:48	C						
15:49	MO	16:23	C						
16:24	MO	16:24	C						
16:25	RX	17:52	C						

CODE:
 C - ATCS/ATA
 S - Supervisor/Staff Spec.
 T - Trainee/Developmental
 M - Trainee/ Developmental Monitoring
 R - Trainee/ Developmental Certification/ Evaluation

Position Log									
(1) FACILITY ID	(2) POSITION IDENTIFIER		(3) Pos	(4) DATE					
BUF	CD		CD	2/12/09					
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined		(10) Position Type			
				(9) POSITION IDENTIFIER					
01:40	MB	02:37	C						
02:38	LP	02:49	C						
02:50	LP	03:04	C						
03:05		03:24				GC		GC	
03:25	TX	03:59	C						
04:00		04:59				GC		GC	

CODE:
 C - ATCS/ATA
 S - Supervisor/Staff Spec.
 T - Trainee/Developmental
 M - Trainee/ Developmental Monitoring
 R - Trainee/ Developmental Certification/ Evaluation

Position Log									
(1) FACILITY ID	(2) POSITION IDENTIFIER		(3) Pos	(4) DATE					
BUF	CD		CD	2/12/09					
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined		(10) Position Type			
				(9) POSITION IDENTIFIER					
17:53	LD	18:47	S						
18:48	LC	18:57	C						
18:58	PM	18:58	C						
18:59		19:37				GC		GC	
19:38	RX	19:38	C						
19:39	RX	20:39	C						
20:40	MB	21:51	C						
21:52	LP	22:33	C						
22:34	MB	22:59	C						
23:00	MB	23:34	C						
23:35	LC	00:04	C						
00:05	LP	01:01	C						
01:02	MB	01:38	C						
01:39	NS	01:39	C						

CODE:
 C - ATCS/ATA
 S - Supervisor/Staff Spec.
 T - Trainee/Developmental
 M - Trainee/ Developmental Monitoring
 R - Trainee/ Developmental Certification/ Evaluation

Position Log									
(1) FACILITY ID	(2) POSITION IDENTIFIER		(3) Pos	(4) DATE					
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined		(10) Position Type			
				(9) POSITION IDENTIFIER					

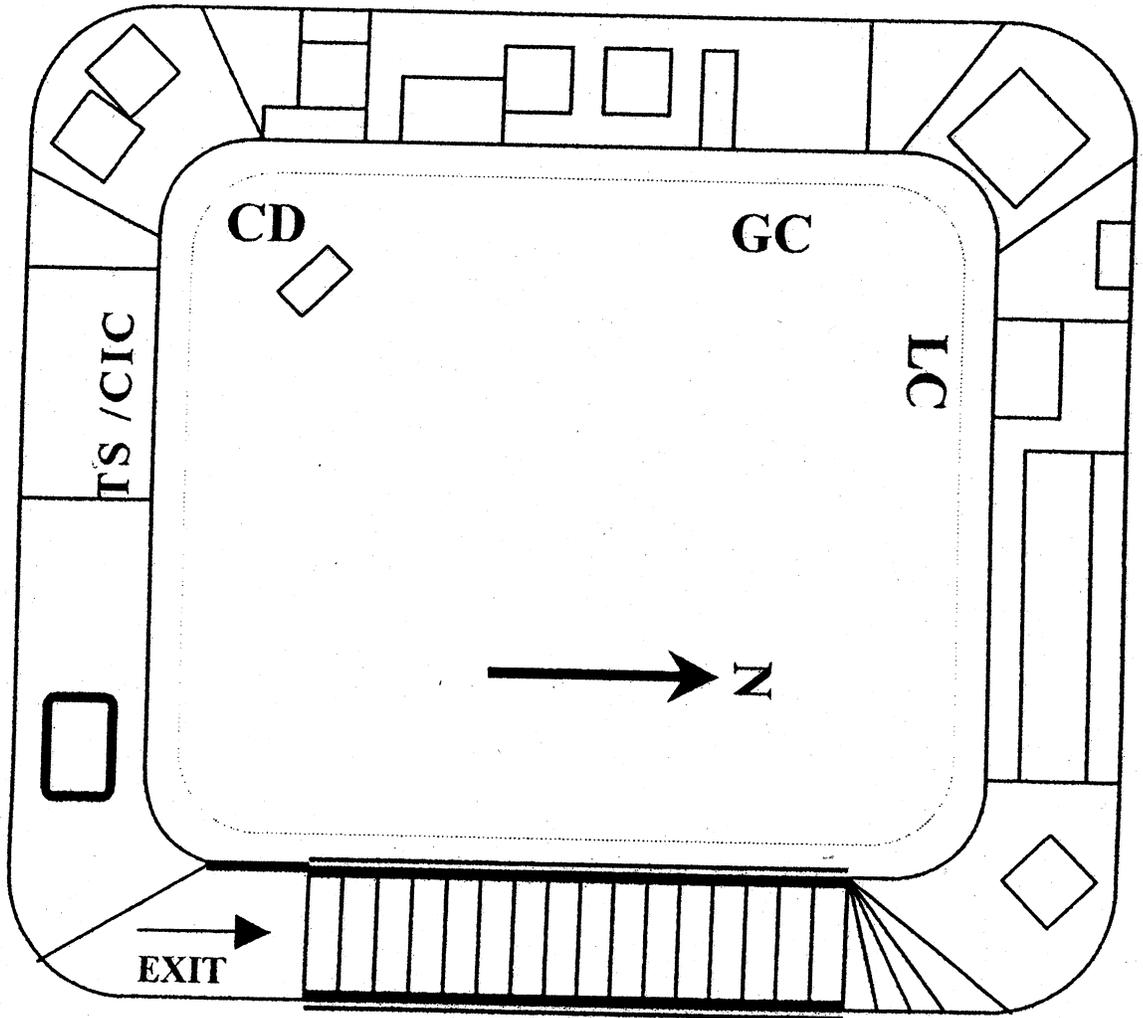
CODE:
 C - ATCS/ATA
 S - Supervisor/Staff Spec.
 T - Trainee/Developmental
 M - Trainee/ Developmental Monitoring
 R - Trainee/ Developmental Certification/ Evaluation

BUF-ATCT-0033
CJC3407

SECTION 8.
Facility Layout Charts

2-1-7. TOWER POSITION LOCATIONS.

Buffalo ATCT



TS – TOWER SUPERVISOR
GC – GROUND CONTROL
CD – CLRNC. DELIVERY

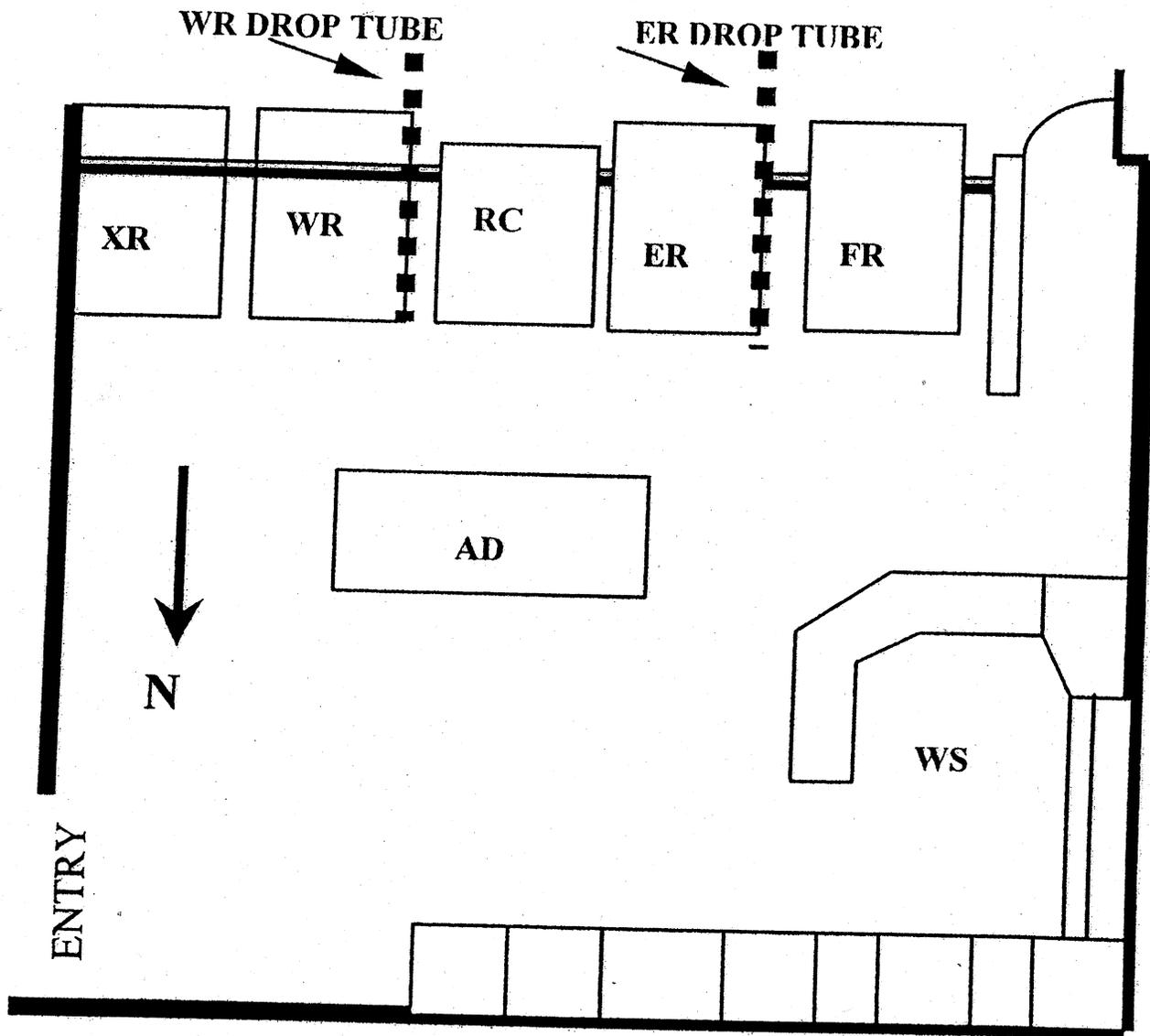
LC - LOCAL
CONTROL

2-1-4

BUF 7110.6F

Buffalo ATCT

2-1-6. TRACON POSITION LOCATIONS.



AD - ARRIVAL DATA
WR - WEST RADAR
ER - EAST RADAR
FR - FINAL RADAR

XR - XTRA RADAR
RC - RADAR COORD.
WS - WATCH SUPV.

BUF-ATCT-0033
CJC3407

SECTION 9.
Flight Progress Strip

BUF-ATCT-0033
CJC3407

Buffalo ATCT

CJC3407	2762	A0302	IFR			
DH80/R	ULW		40	6080		
689	ELZ 024/018		23	TRAM		0307
			BUF			

BUF-ATCT-0033
CJC3407

SECTION 10.
Transcriptions of Voice Recordings



Federal Aviation Administration

Memorandum

Date: March 12, 2009

To: Aircraft Accident File BUF-ATCT-0033

From: Buffalo Airport Traffic Control Tower

Subject: **INFORMATION**: Full Transcript
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

This transcription covers the Buffalo Airport Traffic Control Tower (ATCT) ER AR position for the time period from February 13, 2009, 0257 UTC, to February 13, 2009, 0341 UTC.

Agencies Making Transmissions

Buffalo Approach Control, East Radar
American Eagle Flight 4422
Niagara Falls ATCT
US Airways Flight 1064
Southwest Airlines Flight 615
United Airlines Flight 246
Toronto Area Control Center - Grimsby
Sector
Unknown
Delta Airlines Flight 1998
Colgan Air Flight 3407
US Airways Flight 1452
Castle Aviation Flight 405
Buffalo ATCT, Ground Control/Local
Control
Federal Express Flight 1378
Northwest Orient Airlines Flight 1130
Mesaba Aviation Flight 3512
Quest Diagnostics Flight 920
Toronto Area Control Center - East
Satellite Sector
Cleveland Air Route Traffic Control
Center
Colgan Air Flight 3268
TN9287Y
Jetlink Flight 2305

Abbreviations

ER
EGF4422
IAG-ATCT
AWE1064
SWA615
UAL246

CZYZ-G
UNK
DAL1998
CJC3407
AWE1452
CSJ405

GC
FDX1378
NWA1130
MES3512
LBQ920

CZYZ-ES

ZOB
CJC3268
TN9287Y
BTA2305

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CJC3407.

~~(b)~~
Daniel Costello
Front Line Manager
Buffalo ATCT

0257:00 ER united four twenty two turn left heading zero five zero

0257:03 ER eagle eagle four twenty two turn left heading zero five zero

0257:07 EGF4422 ah zero five zero four eagle flight four four twenty two

0257:13 IAG-ATCT buf niagara on the twenty seven

0257:15 ER buffalo

0257:16 IAG-ATCT hey labquest has got this airport in sight he needs to go to runway two four

0257:20 ER okay real good

0257:21 IAG-ATCT papa tango

0257:39 ER cactus ten sixty four two and a half miles from the outer marker turn left heading two six zero maintain two thousand three hundred til established on the localizer cleared for i l s two three approach

0257:49 AWE1064 two sixty heading cleared for the approach cactus ten sixty four

0257:52 ER southwest six fifteen descend and maintain five thousand

0257:55 SWA615 descend to five thousand southwest six fifteen
0258

0258:01 ER united two forty six fly heading zero five zero

0258:04 UAL246 zero five zero united two forty six

0258:27 ER cactus ten sixty four contact the tower one two zero point five good night

0258:31 AWE1064 point five so long

0258:38 ER twenty three no um do have visual at niagara though got no visual at buffalo all i l s ah tops are at nine thousand negative icing traffic (unintelligible) point out (unintelligible) fifty heading going down to four forty heading going down to five okay united's a fifty heading (unintelligible) three inbounds

0259

0259:07 ER eagle forty four twenty two descend and maintain two thousand three hundred

0259:12 EGF4422 out of four for twenty three hundred for eagle forty four twenty two

0259:36 ER attention all aircraft buffalo information sierra now current altimeters two niner eight zero

0300

0300:25 ER eagle flight forty four twenty two turn right heading one four zero

0300:29 EGF4422 right turn to one four zero eagle forty four twenty two

0300:32 ER southwest six fifteen descend and maintain four thousand

0300:36 SWA615 descend to four thousand southwest six fifteen

0301

0301:01 ER eagle forty four twenty two turn right heading one seven zero

0301:04 EGF4422 one seven zero eagle flight forty four twenty two

0301:07 ER southwest six fifteen descend and maintain two thousand three hundred

0301:10 SWA615 down to two thousand three hundred southwest six fifteen

0301:13 ER united two forty six descend at pilots discretion maintain four thousand

0301:16 UAL246 pilots discretion to four thousand united two forty six

we're leaving seven

0301:21 ER eagle forty four twenty two turn right heading two two zero you're five from klump maintain two thousand three hundred til established localizer cleared i l s approach runway two three

0301:26 CZYZ-G buf grimsby ninety four line point out forty one thirty two

0301:29 ER forty one thirty two your control down

0301:31 UNK thanks (unintelligible)

0301:39 ER southwest six fifteen turn right heading one five zero

0301:42 SWA615 right to one five zero southwest six fifteen

0301:46 DAL1998 evening buffalo delta nineteen ninety eight one seven thousand for one one eleven thousand at dunkirk we have sierra

0301:51 ER delta nineteen ninety eight buffalo approach good evening sir buffalo altimeters two niner eight zero fly your present heading vector i l s approach runway two three

0301:58 DAL1998 two nine eight zero present heading vectors for the i l s two three delta nineteen ninety eight

0302:06 ER southwest six fifteen turn right heading one six zero

0302:09 SWA615 right to one six zero southwest six fifteen

0302:24 ER eagle flight forty four twenty two contact tower one two zero point five have a good night sir

0302:28 EGF4422 twenty point five so long

0302:30 ER so long
0303

0303:06 ER southwest six fifteen turn right heading two two zero intercept the localizer

0303:10 SWA615 two two zero heading to intercept the localizer southwest six fifteen

0303:53 CJC3407 buffalo approach colgan thirty four zero seven twelve for eleven thousand with romeo

0303:59 ER colgan forty four zero seven buf approach good evening buffalo altimeter two niner eight zero plan i l s approach runway two three

0304:05 CJC3407 two niner eight zero and i l s two three colgan thirty four zero seven

0304:08 ER southwest six fifteen three from the marker twenty three hundred til established cleared i l s approach runway two three if you could sir start slowing to approach speed

0304:14 SWA615 all right sir we're slowing it on up and ah cleared for the approach southwest six fifteen

0304:19 ER united two forty six descend and maintain two thousand three hundred

0304:20 CZYZ-G buffalo grimsby ninety four line

0304:23 UAL246 descend to two thousand three hundred united ah two forty six

0304:23 ER approach

0304:24 CZYZ-G point out for you ten east of colts seven triple four code going to seven

0304:28 ER seven triple four point out approved

0304:32 ER southwest six fifteen thanks for the help contact tower one two zero point five have a good night

0304:37 SWA615 twenty point five southwest six fifteen good night

0304:40 ER colgan thirty four zero seven proceed direct trava

0304:43 CJC3407 direct trava colgan thirty four zero seven

0304:46 ER united two forty six descend and maintain two thousand three hundred

0304:49 UAL246 down to two thousand three hundred united two forty six

0304:53 ER delta nineteen ninety eight ah descend pilots discretion maintain six thousand

0304:58 DAL1998 pilots discretion to six thousand delta nineteen ninety eight

0305:01 ER colgan thirty four zero seven descend and maintain six thousand

0305:04 CJC3407 (unintelligible) down to six thousand colgan thirty four zero seven

0305:53 ER united two forty six turn right heading one six zero

0305:56 UAL246 turn one six zero united two forty six
0306

0306:35 ER united two forty six turn right heading one eight zero

0306:38 UAL246 one eight zero united two forty six

0306:56 ER united two forty six you're four from klump turn right heading two one zero maintain two thousand three hundred til established localizer cleared i l s approach runway two three

0307:03 UAL246 two ten on the heading twenty three hundred til established cleared i l s two three united two forty six

0307:59 ER united two forty six contact tower one two zero point five have good night

0308:03 UAL246 twenty point five good night united two forty six

0308:41 ER colgan thirty four zero seven descend and maintain five thousand

0308:45 CJC3407 five thousand colgan thirty four zero seven

0308:47 ER delta nineteen ninety eight descend pilots discretion maintain three thousand

0308:51 DAL1998 pilots discretion to three thousand just to let you know we're going to do a practice auto land out of this one

0308:55 ER roger
0309

0309:04 ER and delta nineteen ninety eight let me just amend that slightly then ah just descend and maintain four thousand

0309:09 DAL1998 all right descend and maintain four thousand nineteen ninety eight

0309:12 ER colgan thirty four zero seven descend and maintain four thousand

0309:16 CJC3407 to four thousand colgan thirty four zero seven

0309:20 AWE1452 evening approach cactus fourteen fifty twos with you with romeo at one one thousand

0309:25 ER cactus fourteen fifty two buf approach good evening buffalo altimeter two niner eight zero proceed direct trava sir for i l s approach runway two three

0309:35 AWE1452 ah what was that point is that the one outside klump

0309:38 ER cactus fourteen fifty two yeah that's the one outside klump on the i l s ah trava for two three

0309:44 AWE1452 okay we'll head there directly cactus um fourteen fifty two

0309:48 ER cactus fourteen fifty two roger descend pilots
discretion maintain six thousand

0309:53 AWE1452 p d to six thousand cactus fourteen fifty two

0309:59 CSJ405 buffalo good evening castle four zero five level six
thousand

0310:03 ER castle four zero five good evening buffalo approach ah
buffalo utilize niagara altimeter two niner eight one

0310:10 CSJ405 two niner eight one castle four zero five thanks

0310:55 ER local

0310:56 GC yeah

0310:57 ER do you see that delta nineteen ninety eight

0310:58 GC no i can't see him physically but go ahead

0311:00 ER he says he's going to do a practice auto land

0311:03 GC okay

0311:04 ER alright

0311:05 GC i'll do a practice auto clear him to land

0311:06 ER okay it's automatic

0311:07 GC l p
0312

0312:18 ER colgan thirty four oh seven descend and maintain two
thousand three hundred

0312:22 CJC3407 down to two thousand three hundred colgan thirty four
zero seven

0312:26 ER delta nineteen ninety eight turn right heading zero five zero

0312:29 DAL1998 right to zero five zero delta nineteen ninety eight

0312:44 ER colgan thirty four zero seven turn left heading three three zero

0312:47 CJC3407 left heading three three zero colgan thirty four zero seven

0313

0313:07 ER pogo

0313:08 GC what

0313:09 ER hey you need that four tomorrow

0313:10 GC ah yeah why

0313:11 ER oh just wondering

0313:12 GC sorry

0313:13 ER that's okay

0313:50 CZYZ-G buf grims ninety four line handoff

0313:53 ER buf

0313:54 CZYZ-G twenty west of colts mesaba thirty five twelve out of seventeen for nine he's yours descending with me

0313:58 ER he's radar

0313:59 CZYZ-G t m

0314:00 ER bye

0314:09 ER colgan thirty four zero seven turn left heading three

one zero

0314:12 CJC3407 left heading three one zero colgan thirty four zero seven

0314:36 FDX1378 approach fedex ah thirteen seventy eight heavys with you passing three thousand for ten thousand

0314:40 ER fedex thirteen seventy eight heavy buf approach good evening ah radar contact turn left direct jamestown resume own navigation

0314:47 FDX1378 left turn direct jamestown own navigation fedex ah thirteen seventy eight heavy

0315:00 ER delta nineteen ninety eight descend and maintain two thousand three hundred

0315:03 DAL1998 descend and maintain two thousand three hundred delta nineteen ninety eight

0315:06 ER cactus fourteen fifty two descend and maintain four thousand

0315:10 AWE1452 out of six for four thousand cactus fourteen fifty two

0315:14 ER colgan thirty four zero seven three miles from klump turn left heading two six zero maintain two thousand three hundred til established localizer cleared i l s approach runway two three

0315:22 CJC3407 left two sixty two thousand three hundred til established and cleared i l s two three approach colgan thirty four zero seven

0315:30 ER delta nineteen ninety eight turn right heading one four zero

0315:33 DAL1998 right to one four zero delta nineteen ninety eight

0315:35 ER buf

0315:36 IAG-ATCT request release on labquest nine twenty off runway two eight right

0315:38 ER two eight right give him a left turn to a heading of ah two four zero and climb him to ah five thousand

0315:45 IAG-ATCT left turn two four zero up to five thousand released

0315:46 ER thanks l a

0315:50 NWA1130 buffalo good evening northwest eleven thirty one four eight for one one eleven thousand at dunkirk with sierra

0315:56 ER northwest eleven thirty buf approach good evening buffalo altimeter two niner eight zero (unintelligible) plan on i l s approach runway two three

0316

0316:03 NWA1130 two nine eight zero two three northwest eleven thirty

0316:07 ER colgan thirty four zero seven contact tower one two zero point five have a good night

0316:12 CJC3407 over to tower you do the same thirty four zero seven

0316:14 ER fedex thirteen seventy eight heavy contact cleveland center one two five point two have a good evening

0316:19 FDX1378 cleveland on twenty five point two fedex thirteen seventy five heavy have a good morning

0316:24 ER mesaba thirty five twelve descend and maintain ah seven thousand

0316:28 MES3512 descend to seven thousand mesaba thirty five twelve

0317:00 ER check colgan there what happened

0317:02 GC no idea

0317:03 ER check him see if he's on ya he's on ya

0317:04 GC what's

0317:06 ER colgan thirty four oh seven approach

0317:16 ER delta nineteen ninety eight vectors gonna take you through the localizer ah for sequencing

0317:20 DAL1998 delta nineteen ninety eight thanks

0317:22 ER do ya got him

0317:23 GC no what's his call sign

0317:23 ER colgan thirty four oh seven

0317:24 GC colgan thirty four zero seven buffalo

0317:26 ER see if he's on you

0317:30 ER colgan thirty four oh seven approach

0317:32 GC i don't have him

0317:33 ER alright call him ah he just disappeared over the marker ya see anything out there

0317:37 GC nothing

0317:38 ER well we're looking for him

0317:39 ER delta nineteen ninety eight look off your right side about five miles uh for a dash eight should be twenty three hundred see anything there

0317:46 DAL1998 uh negative delta nineteen ninety eight we're just in the bottoms and nothing on the t c a s

0317:59 GC i don't have him lonnie

0318:00 ER alright call ah call the fire department i don't know what happened pogo he went x x x and then nothing

0318:06 GC okay

0318:10 ER colgan colgan thirty four oh seven approach

0318:20 LBQ920 buffalo labquest nine twenty two point three for five thousand two four zero on the heading

0318:29 ER labquest nine twenty buffalo departure radar contact

0318:38 ER pogo

0318:39 GC i i don't have him

0318:40 ER see if you got mercy flight see if you can get him in the air he went x x x right over the marker and then i lost everything on him he was right over the marker when he disappeared

0318:49 GC i seen him turning on it i was waiting

0318:50 ER i know call somebody out get a helicopter or something

0318:52 GC alright

0318:53 ER okay

0318:54 LBQ920 buffalo labquest nine twenty

0318:55 ER labquest nine twenty buffalo departure radar contact maintain five thousand

0318:59 LBQ920 maintain five thousand ah afterwards we'd like to request a continuous climb up ah for ice

0319:05 ER labquest nine twenty ah continue the climb climb and maintain eight thousand

0319:09 LBQ920 up to eight thousand like to go to one zero thousand as
a final now

0319:13 ER labquest climb and maintain one zero thousand

0319:16 LBQ920 up to one zero thousand labquest nine twenty

0319:18 ER delta nineteen ninety eight turn left left heading three
six zero

0319:22 DAL1998 left three six zero delta nineteen ninety eight you want
us to climb at all

0319:34 DAL1998 delta nineteen ninety eight just to maintain two
thousand three hundred then

0319:37 ER ah delta nineteen ninety eight affirmative and delta
nineteen ninety eight you in v f r conditions there

0319:42 DAL1998 negative we're i m c

0319:44 ER roger

0319:46 ER mesaba thirty five twelve turn left heading zero five
zero

0319:49 MES3512 left zero five zero mesaba thirty five twelve

0319:52 ER northwest eleven thirty ah turn right heading zero seven
zero descend and maintain niner thousand

0319:57 NWA1130 zero seven zero one one eleven thousand for niner
thousand northwest eleven thirty

0320:06 ER grims buf er correction east satellite buf ninety four
manual handoff

0320:12 CZYZ-ES east satellite over

0320:13 ER ah northeast of buffalo twenty miles code seven four
zero three at six thousand caravan two zero eight going

to hamilton

0320:21 CZYZ-ES (unintelligible) castle four oh five is radar my friend

0320:23 ER thanks

0320:24 ER (unintelligible)

0320:25 ER castle four zero five contact ah toronto approach on one three well just stay with me sir i'll have you over to toronto approach shortly

0320:32 CSJ405 roger castle four zero five

0320:36 ER cactus fourteen fifty two there's gone be a delay for the ah runway can you climb and maintain five thousand on your present heading

0320:44 AWE1452 ah yes out of four for five thousand cactus fourteen fifty two can you say the reason

0320:51 ER um all i can tell you there's aircraft over the marker and we're not talking to um now

0320:59 UNK k
0321

0321:08 ER delta nineteen ninety eight ya getting any icing where you're at

0321:12 DAL1998 ah well we picked it up on the way down i don't think we're building any more here but about ah about sixty five hundred down to about thirty five hundred maybe

0321:20 ER okay thank you sir

0321:24 ER delta nineteen ninety eight there's gonna be a delay i'm gonna bring you back around expect a hold over ah klump

0321:30 DAL1998 alright expect a hold over ka lump delta nineteen ninety eight

0321:39 ER delta nineteen ninety eight climb and maintain four thousand turn left heading two seven zero

0321:44 DAL1998 climb and maintain to four thousand left turn heading of two seven zero delta nineteen ninety eight

0322

0322:15 ER delta nineteen ninety eight turn left heading uh two six zero intercept the localizer and uh you can maintain your present altitude sir just maintain three thousand til you're established for now i'll have the approach clearance when you get a little closer

0322:26 DAL1998 alright maintain three thousand join the localizer for runway two three delta nineteen ninety eight

0322:32 ER local

0322:33 GC okay listen also ah

0322:57 ER cactus fourteen fifty two i will be bringing you uh back around shortly for the uh airport

0323:04 AWE1452 okay we're ah picking up rime ice here ah for a while

0323:10 ER northwest eleven thirty turn left heading zero five zero

0323:13 NWA1130 zero five zero northwest eleven thirty

0323:37 ER delta nineteen ninety eight can descend your discretion maintain two thousand three hundred

0323:41 DAL1998 our discretion two thousand three hundred delta nineteen ninety eight

0323:56 ER cactus fourteen fifty two turn right heading one four zero

0324:00 AWE1452 right turn to one forty for cactus fourteen fifty two

0324:04 ER okay for all aircraft this frequency uh we did have a dash eight over the marker that ah didn't make the airport um he appears to be about five miles away from

the airport for delta nineteen ninety eight i'm gonna bring you in sir on the approach um if you could just give me a pirep when you get to twenty three hundred and uh if you have any problem with the localizer or anything let me know however we're showing it all green here

0324:28 DAL1998 delta nine ninety nineteen ninety eight wilco

0324:32 ER cactus fourteen fifty two turn right heading one six zero descend and maintain two thousand three hundred

0324:38 AWE1452 one sixty heading descent to two point three for cactus fourteen fifty two

0324:44 ER castle four zero five contact toronto approach one three three point four

0324:49 CSJ405 three point four castle four zero five good night

0324:52 ER good night

0324:53 ER delta nineteen ninety eight six miles from klump maintain two thousand three hundred til established on the localizer cleared i l s approach two three

0325:00 DAL1998 two thousand three hundred til established cleared for the i l s two three and we're still in the i m c here at twenty three hundred delta nineteen ninety eight

0325:08 ER roger sir you getting any kind of icing or anything there

0325:11 DAL1998 uh it doesn't appear to be building we've ah we've got about a half inch uh well bout quarter inch on us from the descent that has remained with us the whole time

0325:19 ER thank you

0325:20 ER cactus fourteen fifty two turn right heading two two zero to intercept the localizer

0325:24 MES3512 (unintelligible) mesaba thirty five twelve

0325:25 AWE1452 two two zero to intercept the loc for cactus fourteen forty two and we've been picking up rime ice for the last oh ten minutes

0325:33 ER okay stand by on the rime ice report

0325:36 ER mesaba thirty five twelve descend and maintain four thousand

0325:39 MES3512 maintain four thousand mesaba thirty five twelve

0325:42 ER okay the aircraft getting that's getting the rime icing uh who was that

0325:46 AWE1452 cactus fourteen fifty two sir we've been getting the ice oh since twenty miles south of the airport

0325:54 ER cactus fourteen fifty two uh okay if you could let me know when you get out of the icing uh aircraft coming up from the south wasn't reporting that earlier

0326:01 AWE1452 awright

0326:03 LBQ920 buffalo any chance direct allegany for labquest nine twenty

0326:07 GC i c you gonna run em

0326:07 ER labquest nine twenty proceed direct to allegany county sir

0326:11 LBQ920 direct allegany labquest nine twenty thanks

0326:12 UNK eh

0326:13 GC you running em in

0326:14 ER yeah i'm running em in i told em let us know if there's any variation on the localizer or anything

0326:18 GC okay

0326:19 ER okay if you got a problem with me runnin em in just let me know

0326:20 GC delta said that he might take that auto land so you just gotta watch em on that

0326:24 ER i'll tell em to disregard that

0326:25 GC okay thanks

0326:27 ER mesaba thirty five twelve turn right heading two two zero intercept the localizer

0326:31 MES3512 right two two zero intercept the localizer mesaba thirty five twelve

0326:35 ER delta nineteen ninety eight if you could just disregard the auto land sir contact tower one two zero point five just let him know if you have any variation on the localizer or anything

0326:42 DAL1998 twenty point five we'll do that delta nineteen ninety eight thanks

0326:45 ER alright

0326:49 ER northwest eleven thirty descend and maintain seven thousand

0326:53 NWA1130 niner thousand for seven thousand northwest eleven thirty

0326:56 ER cactus fourteen fifty two seven miles from klump maintain two thousand three hundred til established on the localizer cleared i l s approach runway two three

0327
0327:04 AWE1452 k twenty three hundred til established cleared for i l s two three cactus fourteen fifty two and um the uh i ice is startin to come off the windscreen now

0327:17 ER cactus fourteen fifty two thank you and us so right now at twenty three hundred seems pretty clear for you

0327:24 AWE1452 it's still i m c but it um the ice is starting to
dissipate

0327:27 ER thank you

0327:29 ER mesaba thirty five twelve if you're picking up any ice
you should be getting out if it shortly can you descend
and maintain twenty three hundred

0327:35 MES3512 two thousand three hundred mesaba thirty five twelve
0328

0328:13 ER cactus fourteen fifty two thanks for your help i
appreciate it contact tower one two zero point five

0328:19 AWE1452 twenty point five for cactus did you find colgan

0328:22 ER unfortunately they said he went down about right over
the marker klump

0328:31 ER northwest eleven thirty turn left heading three five
zero

0328:34 NWA1130 three five zero northwest eleven thirty

0328:41 ER mesaba thirty five twelve one four miles from klump
maintain two thousand three hundred til established on
the localizer cleared i l s approach runway two three

0328:48 MES3512 cleared i l s two three mesaba thirty five twelve
0329

0329:29 ER mesaba thirty five twelve one two miles from klump
maintain two thousand three hundred til established on
the localizer cleared i l s approach runway two three

0329:35 MES3512 maintain two thousand three hundred we're cleared to the
i l s two three mesaba five twelve

0329:38 ER northwest eleven thirty descend and maintain two
thousand three hundred you may pick up some icing on the
descent should dissipate once you get below about three
thousand

0329:46 NWA1130 alright northwest eleven thirty thank you seven thousand for two thousand three hundred

0329:51 ER labquest nine twenty contact erie approach one two one point zero have a good evening

0329:57 LBQ920 one two one point zero labquest nine twenty have a good night

0330:00 ZOB buf buf when you got a second can you give me a call

0330:10 ER did you call buf

0330:12 ZOB hey good um we got one coming up syracuse coming into buffalo you taking inbounds yet

0330:16 ER ah yeah we're bringing the inbounds in

0330:18 ZOB okay good did you find the aircraft you were looking for

0330:20 ER unfortunately no he didn't he didn't make it

0330:23 ZOB oh okay very good is this a private

0330:25 ER no it was a dash eight

0330:27 ZOB oh thank you j a

0330:29 ER l a

0330:32 ER mesaba thirty five twelve contact tower one two zero point five good evening sir

0330:36 MES3512 zero point five thirty five twelve good day

0331:00 ER colgan thirty two sixty eight did you check on sir

0331:04 CJC3268 colgan ah thirty two sixty eight we're here with sierra

0331:08 ER colgan thirty two sixty eight roger fly a heading of uh
three five zero vector i l s approach runway two three

0331:13 CJC3268 three five zero expecting two three colgan thirty two
sixty eight

0331:18 ER northwest eleven thirty turn left heading two five zero
intercept the localizer

0331:22 NWA1130 two five zero intercept two three localizer northwest
eleven thirty

0332

0332:17 ER northwest eleven thirty you're one three miles from
klump maintain two thousand three hundred til
established on the localizer cleared i l s approach
runway two three

0332:24 NWA1130 two thousand three hundred til established uh cleared
for the i l s two three northwest eleven thirty

0332:31 ER colgan thirty two sixty eight descend pilots discretion
maintain six thousand you may pick up some icing in your
descent

0332:37 CJC3268 down to six thousand colgan thirty two sixty eight
0333

0333:03 ER northwest eleven thirty looks like you missed the
localizer maintain two thousand three hundred uh is the
wind blowing you off

0333:12 NWA1130 ah yeah it's just starting to come back in now northwest
eleven thirty

0333:17 ER northwest eleven thirty roger maintain two thousand
three hundred looks like about ten degrees right to join
the report established

0333:22 NWA1130 alright we'll call established northwest eleven thirty

0333:25 ER northwest eleven thirty roger if you could start a speed
reduction by two zero twenty knots you're about sixty
knots faster than the regional jet in front of you about
six miles

0333:32 NWA1130 okay slow twenty knots at least northwest eleven thirty

0333:57 ER colgan thirty two sixty eight leaving uh eleven thousand

0334:00 CJC3268 colgan thirty two sixty eight roger

0334:03 ER northwest eleven thirty looks like you're established now

0334:06 NWA1130 uh yeah well still it's just coming back in now we're just about established

0334:11 ER northwest eleven thirty okay you're about five miles from klump maintain two thousand three hundred til established on the localizer cleared i l s approach runway two three

0334:17 NWA1130 two thousand three hundred til established cleared i l s two three northwest eleven thirty

0334:25 GC hey lonnie

0334:26 ER yeah

0334:27 GC the command center is trying call also so

0334:28 ER well

0334:28 GC i know

0334:29 ER we're doing the best we could

0334:29 GC i i know

0334:30 GC we we got we got somebody coming in to help but if you could just grab the line

0334:33 ER okay

0334:33 GC and if it rings up here i'll grab it and we'll give it

the best we can

0334:35 ER okay

0334:36 GC thanks brother

0334:37 ER alright

0334:38 ER northwest eleven thirty thanks for your assistance
contact tower on one two zero point five have a good
evening

0334:42 NWA1130 twenty point five northwest eleven thirty good day

0334:45 ER good day

0334:47 ER colgan thirty two sixty eight approach

0334:49 CJC3268 colgan thirty two sixty eight here

0334:51 ER ah roger sir uh i need you to prepare yourself um
company dash eight inbound we think went down over the
outer marker uh we're not sure why i'm not sure if you
want to try the approach since then we've had four
aircraft go in they were all jets

0335:08 CJC3268 thirty two sixty eight

0335:10 ER roger sir it was another dash eight approximately
fifteen minutes ago and uh we're not sure why

0335:18 CJC3268 um can you ah clarify the uh the uh dash eight uh did
how what do you mean it went down

0335:27 ER he didn't make the airport he's cleared for the approach
he went over to the tower uh he didn't call the tower
basically he exd out on his mode c and we couldn't get a
hold of him his report he's uh went down about five
miles northwest of the airport

0335:44 CJC3268 uh yeah we'll uh shoot the approach though

0335:47 ER colgan thirty two sixty eight roger uh there have four planes shoot the approach since then uh so just to let you know colgan thirty two sixty eight descend at your discretion and maintain three thousand five hundred ah aircraft do report once they get to about twenty three hundred they are out of any kind of icing

0336

0336:02 CJC3268 alright three thousand five hundred colgan thirty two sixty eight

0336:07 TN9287Y (unintelligible) november niner two eight seven yankee runway heading

0336:11 ER tango november nine two eight seven yankee buffalo departure radar contact turn left heading one eight zero for you climb you may pick up some icing on your climb

0336:18 TN9287Y one eight zero ah one ah nine two eight seven yankee
0337

0337:46 ER colgan thirty two sixty eight descend pilots discretion maintain two thousand three hundred

0337:50 CJC3268 two thousand three hundred colgan thirty two sixty eight

0337:58 BTA2305 good evening buffalo jetlink twenty three zero five eleven thousand sierra

0338:02 ER jetlink twenty three zero five buf approach good evening buffalos altimeter two niner eight one fly a heading three six zero heading vector i l s approach runway two three

0338:09 BTA2305 heading three six zero jetlink twenty three zero five

0338:12 ER jetlink twenty three zero five roger descend and maintain six thousand

0338:16 BTA2305 descend to six thousand jetlink twenty three zero five

0338:19 ER colgan thirty two sixty eight did you pick up any icing on your descent

0338:23 CJC3268 ah affirmative for thirty two sixty eight we're picking

up ah looks like light to moderate mix

0338:28 ER light to moderate mix okay thank you sir and let me know uh when you get out of it colgan thirty two sixty eight

0338:33 CJC3268 wilco

0338:34 ER jetlink twenty three zero five dash eight inbound ahead of you about twenty miles says he's picking up light to moderate mixed icing on the descent he's just going through four thousand now still getting it

0338:42 BTA2305 roger thanks

0338:45 ER and jetlink twenty three zero five uh let me know if you start to pick that up

0338:49 BTA2305 we'll let you know thank you

0338:50 ER tango november nine two eight seven yankee a aircraft ah east of you about twenty miles heading northbound inbound buffalo descending was picking up light to moderate mixed icing various altitudes

0339:00 TN9287Y we'll watch out for it thanks

0339:03 ER colgan thirty two sixty eight turn left heading three two zero

0339:08 CJC3268 uh what was the heading thirty two sixty eight

0339:10 ER colgan thirty two sixty eight left turn left turn heading three two zero

0339:14 CJC3268 left three two zero thirty two sixty eight
0340

0340:05 ER colgan thirty two sixty eight turn left heading three zero zero

0340:09 CJC3268 three zero zero colgan thirty two sixty eight

BUF-ATCT-0033
CJC3407

Page 27 of 27

0340:12 ER tango november nine two eight seven yankee turn left on
course uh direct london resume own navigation

0340:18 TN9287Y eight seven yankee direct

0340:19 ER i'm sorry sir be ah for two eight seven yankee direct
wilkes barre resume own navigation

0340:24 TN9287Y eight seven yankee direct wilkes barre
0341

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 12, 2009

To: Aircraft Accident File BUF-ATCT-0033

From: Buffalo Airport Traffic Control Tower

Subject: **INFORMATION:** Full Transcript
Aircraft Accident, CJC3407
Clarence, NY, February 13, 2009

This transcription covers the Buffalo Airport Traffic Control Tower (ATCT) GC GC position for the time period from February 13, 2009, 0314 UTC, to February 13, 2009, 0333 UTC.

Agencies Making Transmissions

Abbreviations

Buffalo ATCT, Ground Control/Local Control	GC
Buffalo International Airport Vehicle Broom Four Four	BROOM44
Federal Express Flight 1378	FDX1378
Buffalo ATCT, East Radar	ER
Unknown	UNK
Buffalo International Airport Rescue Fire Vehicle F4	F4
Delta Airlines Flight 1998	DAL1998
Buffalo International Airport Rescue Fire Vehicle F10	F10
Buffalo International Airport Operational Vehicle 36	TRUCK36
General Aviation Aircraft	N9287Y
Cactus Flight 1452	AWE1452
Mesaba Aviation Flight 3512	MES3512

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CJC3407.

(b)

Daniel Costello
Front Line Manager
Buffalo ATCT

0314

0314:10

GC

broom four one cross runway two three

0314:17 BROOM44 ah broom four four sir that for broom four four on mike

0314:19 GC broom four four cross two three

0314:21 BROOM44 four four crossing two three

0314:24 GC fedex thirteen seventy eight heavy contact departure

0314:27 FDX1378 thirteen seventy eight heavy is going to departure have
a good day

0314:29 GC see ya later sir

0314:46 BROOM44 broom four four clear of two three

0314:49 GC roger
0315
0316

0316:52 BROOM44 broom four four under four ones call sign

0316:55 GC roger

0317:00 ER check colgan there what happened

0317:03 GC i have no idea trying to talk to him

0317:04 ER he's on ya he's on ya

0317:05 GC what's his

0317:09 UNK (unintelligible)

0317:17 GC colgan forty seven zero seven buffalo

0317:22 ER do ya got him

0317:24 GC no what's his call sign

0317:25 ER colgan thirty four oh seven

0317:27 GC colgan thirty four zero seven buffalo

0317:32 GC i don't have em

0317:34 ER alright call him ah he just disappeared over the marker

0317:36 GC i seen that

0317:37 ER see anything out there

0317:38 GC nothing

0317:38 ER well we're looking for him

0317:40 GC colgan thirty four zero seven buffalo

0317:54 GC colgan thirty four zero seven buffalo

0317:59 GC i don't have him lonnie

0318:01 ER alright call ah call the fire department i don't know
what happened pogo he went x x x and then nothin

0318:05 GC okay

0318:10 GC colgan thirty four zero seven buffalo how do you hear

0318:38 ER pogo

0318:38 GC i i don't have him

0318:40 ER see if you got mercy flight see if you can get him in
the air

0318:42 GC mercy flight

0318:43 ER he went x x x right over the marker an i lost everything
on him

0318:48 ER he was right over the marker when he disappeared

0318:49 GC i seen him turning on it i was waiting for the switch to me

0318:51 ER i know call somebody up get a helicopter

0318:53 GC alright alright okay
0319

0319:06 GC colgan thirty four zero seven buffalo tower how do you hear

0319:20 UNK (unintelligible)
0320

0320:18 GC colgan thirty four zero seven buffalo tower how do you hear

0320:23 GC f ten you on frequency

0320:28 GC any fire rescue vehicles you on frequency

0320:32 F4 f four's on frequency

0320:35 GC f four we need to get on some kind of a landline or some ground communication you need to talk to somebody at least five miles northeast okay possibly clarence that area right in there akron area uh either state police or sheriffs department need to find if anything is on the ground this aircraft was five miles out and all of a sudden we have no response to that aircraft

0320:50 F4 f four copies
0321

0321:06 F4 ground f four copies uh contacting amherst

0321:47 DAL1998 delta nineteen ninety eight

0321:58 UNK (unintelligible)
0322

0322:32 GC ah pogo alright listen also um
0323

0323:59 UNK (unintelligible)
0324

0324:24 UNK (unintelligible)
0325

0325:42 UNK (unintelligible)
0326

0326:01 UNK (unintelligible)

0326:07 GC lonnie you gonna run em

0326:10 ER proceed direct to ah allegany county

0326:13 GC you running em in

0326:18 ER yeah i'm running em in i told em let us know if there's
any variation on the localizer or anything

0326:18 GC okay

0326:20 ER okay if you got a problem with me running em in just let
me know

0326:20 GC nah cuz delta said delta said he might take that auto
land so just gotta watch him on that

0326:23 ER i'll tell him disregard that

0326:27 GC okay thanks
0327

0327:01 GC f ah ten uh ground

0327:05 F10 go ahead ground f ten

0327:12 GC yes uh apparently there is a um the aircraft is about
five northeast don't if you got the information via the
nine eleven call whatever but um we probably just any
kind of information that we can get we'd appreciate it

0327:20 F10 yeah per one of our ah members here that's a firefighter
there ah apparently the plane's on the ground burning

and there's a house involved

0327:29 GC roger

0327:32 GC delta nineteen ninety eight buffalo tower runway two three cleared to land report the runway in sight please

0327:36 DAL1998 cleared to land two three delta nineteen ninety eight could you give us the wind please

0327:39 GC winds are two six zero at one four

0327:41 DAL1998 thank ya
0328

0328:08 TRUCK36 tower three six on three two to cross two three

0328:41 TRUCK36 tower three six on three two to cross two three

0328:47 GC and ah truck two six hold short runway two three

0328:50 TRUCK36 hold short two three

0328:53 N9287Y nine two eight seven yankee good to taxi from prior

0328:57 GC calling ground say again

0328:59 N9287Y nine two eight seven yankee we're good to taxi from prior

0329:01 GC eight seven yankee hold short ah aircraft inbound i'll have you taxing momentarily

0329:05 N9287Y okay

0329:07 DAL1998 runways in sight delta nineteen ninety eight

0329:28 AWE1452 fourteen fifty twos coming up on klump and ah we just just ah saw the ground you guys know whats going on

0329:39 AWE1452 awright

0329:57 N9287Y quebec delta hold short two three there

0329:59 N9287Y we'll take from uh delta sir

0330:10 TRUCK36 okay crossing two three and three two and uh i'll be uh giving way to the aircraft quebec

0330:20 DAL1998 alpha alpha one delta nineteen ninety eight we had a little fluctuation in that localizer at one thousand five hundred feet

0330:23 TRUCK36 clear of two three

0330:29 DAL1998 affirmative it went uh about one dot deflection left and right

0330:37 AWE1452 towers from cactus fourteen fifty two we just want to clarify uh we are cleared to land

0330:53 AWE1452 okay copied cleared to land cactus fourteen fifty two

0330:59 MES3512 buffalo tower mesaba thirty five twelve i'm checking in with you for the i l s two three

0331:09 MES3512 thirty five twelve

0331:39 MES3512 wind check please

0331:42 UNK (unintelligible)
0332
0333

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 13, 2009

To: Aircraft Accident File BUF-ATCT-0033

From: Buffalo Airport Traffic Control Tower

Subject: INFORMATION: Full Transcript
 Aircraft Accident, CJC3407
 Clarence, NY, February 13, 2009

This transcription covers the Buffalo Airport Traffic Control Tower (ATCT) CD CD position for the time period from February 13, 2009, 0328 UTC, to February 13, 2009, 0332 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Buffalo ATCT, Clearance Delivery	CD
TN9287Y	TN9287Y
Colgan Air Flight 3373	CJC3373
US Airways Flight 1452	AWE1452
Buffalo International Airport Operational Vehicle 36	TRUCK36
Delta Airlines Flight 1998	DAL1998
Mesaba Aviation Flight 3512	MES3512

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CJC3407.



Daniel Costello
 Front Line Manager
 Buffalo ATCT

0328
 0328:01 CD tango november nine two eight seven yankee buffalo clearance i have your clearance advise to copy

0328:05 TN9287Y (unintelligible) to copy

0328:06 CD november eight seven yankee you're cleared to the morristown airport after departure runway heading vectors as filed climb and maintain niner thousand departure frequency one two six point one five squawking zero seven six two

0328:20 TN9287Y okay cleared us to morristown runway heading and then radar vectors as filed seven uh nine thousand twenty six fifteen and zero seven six two

0328:31 CD november eight seven yankee your read back is correct

0328:33 CJC3373 (unintelligible) clearance to newark with sierra

0328:38 CD november eight seven yankee your read back is correct

0328:52 CD (unintelligible) that colgan thirty three seventy three call

0328:55 CJC3373 affirmative

0328:59 CJC3373 with sierra
0329

0329:06 CD thirty three seventy three cleared to the newark airport after departure runway heading vectors as filed climb and maintain one zero thousand expect flight level two one zero one zero minutes after departure frequency one two six point one five squawking zero seven six three

0329:19 CJC3373 runway heading radar vectors up to ten thousand expect twenty one in ten mike twenty six fifteen zero seven six three for colgan thirty three seventy three

0329:26 CD colgan thirty three seventy three read back is correct

0329:29 AWE1452 cactus fourteen fifty two is coming up on klump and uh we just saw the ground do you guys know what's going on

0329:33 CD cactus fourteen fifty two buffalo tower winds are two six zero at one four runway two three you're cleared to land and yes sir we are aware

0329:39 AWE1452 (unintelligible)

0329:42 CD somebody else calling ground

0329:50 CD tango november nine two eight seven yankee runway two three taxi via quebec delta hold short two three at delta please

0329:56 TN9287Y quebec delta hold short two three (unintelligible) and we'll take it from uh delta

0330:02 CD you said you'll take it from delta

0330:03 TN9287Y yes sir

0330:04 CD roger hold short two three at delta

0330:06 CD truck three six proceed across runway two three haa give way to the aircraft taxiing out of prior

0330:11 TRUCK36 okay crossing two three three two and uh will be ha giving way to the aircraft quebec

0330:16 CD delta nineteen ninety eight if able left next taxiway to the ramp this frequency via alpha alpha one

0330:20 DAL1998 alpha alpha one delta nineteen ninety eight and we had a little fluctuation in the localizer at one thousand five hundred feet

0330:26 CD you said it was at one thousand five hundred feet

0330:29 DAL1998 affirmative it went eh uh one knot deflection left and right

0330:33 CD alright thank you

0330:37 AWE1452 tower cactus fourteen fifty two just wanted to clarify uh we are cleared to land

0330:42 CD cactus fourteen fifty two affirm cleared to land two three winds are two seven zero at one four previous arriving m d eighty eight reported a fluctuations in the localizer fifteen hundred feet plus or minus one knot of deflection

0330:53 AWE1452 k copy cleared to land cactus fourteen fifty two

0330:59 MES3512 buffalo tower mesaba thirty five twelve uh checking in
with you for the i l s two three

0331:05 CD mesaba thirty five twelve buffalo approach uh continue
inbound for runway two three

0331:10 MES3512 thirty five twelve

0331:39 MES3512 wind check please

0331:40 CD winds are two seven zero at one two

0331:41 MES3512 thank you
0332

End of Transcript

BUF-ATCT-0033
CJC3407

SECTION 11.

FAA Form 8020-3, Facility Accident/Incident Notification Record

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification	EJC 3467
Date	2-12-09
Airport	BUF

The order and number of calls will be determined by the situation involved.

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment BUF ARFF	RED PHONE OR 633-6380	0320	ML	Sweethl.
Additional Emergency Equipment BUF ARFF	Thru BUF ARFF Or 911			
Search and Rescue (WATER OPERATIONS ONLY COAST GUARD)	843-9500			
*Washington Operations Center (WOC) (REGION WILL NOTIFY)	(202) 863-5100			
Region Operations Center (ROC)	1-718-553-3100	0327 0320	ML	DF
Air Traffic Manager (JEFFREY LYNCH)	[REDACTED]	0330	ML	JL
Flight Standards District Office (FSDO) (CCC WILL NOTIFY)	1-585-436-3880			RANDY STEW
Air Traffic Investigations Division (AAT-200)	Thru ROC			
National Transportation Safety Board (NTSB)	Thru ROC			
Atlantic Operations Control Center (AOCC)	1-866-432-2622	0348	ML	JER
Buffalo AFSS	703-724-4288			
National Weather Service (NWS)	565-9001	0342	ML	
Military Authority (Niagara Falls AFB Command Center)	236-2000			
Airport Authority (NFTA Field Office Direct Outside Line)	633-8820			
Aircraft Operator	As Required			
Law Enforcement NFTA Police	630-6150			
Cheektowaga Police	686-3541			
FBI	856-7800			
Erie County Sheriff & Aviation	662-5554	0350	ML	
NY State Police (Clarence)	759-6831			
NY State Police (Boston)	941-9300			
Chatauqua County Sheriff	753-2131			
Niagara County Sheriff	438-3393			
WEATHER OBSERVER	[REDACTED] (15)	0342	ML	NO ANSWER

Date: 1/29/2009

*Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

BUF-ATCT-0033
CJC3407

SECTION 12.
FAA Form 8020-26, Personnel Statements



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

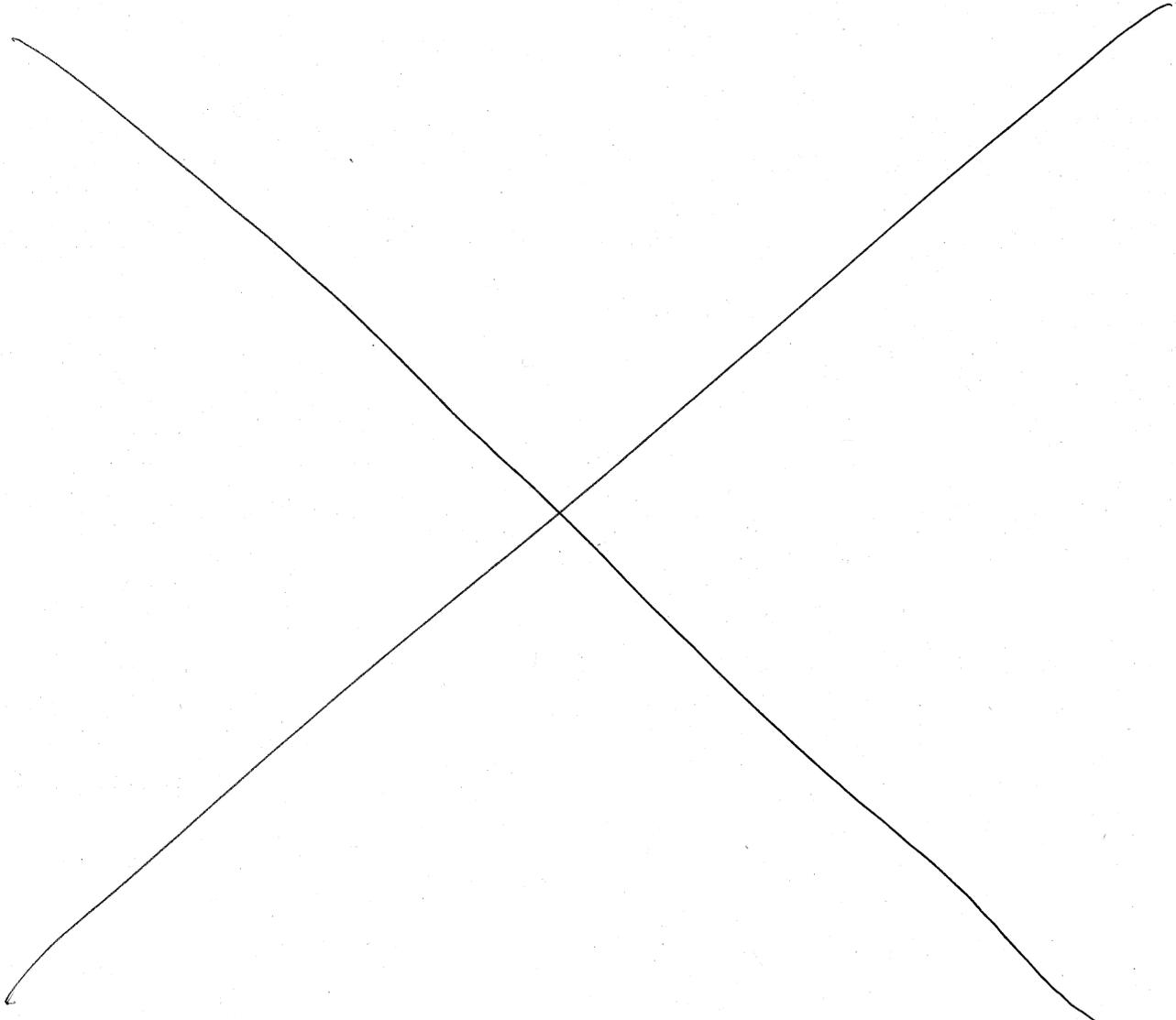
1. NAME OF REPORTING FACILITY: Buffalo ATCT	2. REPORT NUMBER: BUF-ATCT-0033
3. AIRCRAFT IDENTIFICATION AND TYPE: CJC3407, DH8D	

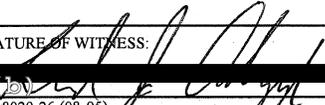
4. LOCATION OF ACCIDENT/INCIDENT: Clarence, NY	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): February 13, 2009, 0317 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO
7. NAME (OPERATING INITIALS): Leonard Adamczyk (LA)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): ER AR 0301-0349 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

CHANGE TO HEADER



12. SIGNATURE OF WITNESS: 	13. DATE OF SIGNATURE: 3/12/09
--	-----------------------------------



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:
Buffalo ATCT

2. REPORT NUMBER:
BUF-ATCT-0033

3. AIRCRAFT IDENTIFICATION AND TYPE:
CJL3407 D480

4. LOCATION OF ACCIDENT/INCIDENT:

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):

6. EQUIPMENT ATTACHMENT:

YES NO

7. NAME (OPERATING INITIALS):
LA

8. TITLE:
CPC

9. POSITION AND TIME (UTC):
ER

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

ORIGINAL SUPPLEMENTAL

RELIEVED CONTROLLER AT EAST RADAR; AIRCRAFT USING ILS RYD3 APPROACH. DECIDED TO MAKE CJL3407 FIRST FOR ILS23 BECAUSE DAL1998 REQUESTED AN AUTOLAND. VECTORED CJL3407 TO FINAL, THEN CLEARED CJL3407 FOR ILS RYD3 APPROACH; READBACK OKAY. SWITCHED CJL3407 TO TOWER FREQUENCY, WHICH PILOT ACKNOWLEDGED. SAW CJL3407'S DATA BLOCK GO TO TRIPLE XXX'S WITH NO LOW ALTITUDE ALERT, CALLED TOWER ABOUT CJL3407, THEN CALLED FOR CJL3407 ON MY FREQUENCY. DATA BLOCK DROPPED COMPLETELY OFF OF THE SCOPE OVER KLUMP (OUTER MARKER) WITH NO PRIMARY TARGET INDICATED AND NO RESPONSE FROM AIRCRAFT.

12. SIGNATURE OF WITNESS:

[Handwritten signature]

13. DATE OF SIGNATURE:

2/13/09

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT	1. NAME OF REPORTING FACILITY: Buffalo ATCT	2. REPORT NUMBER: BUF-ATCT-0033
	3. AIRCRAFT IDENTIFICATION AND TYPE: CJC3407, DH8D	

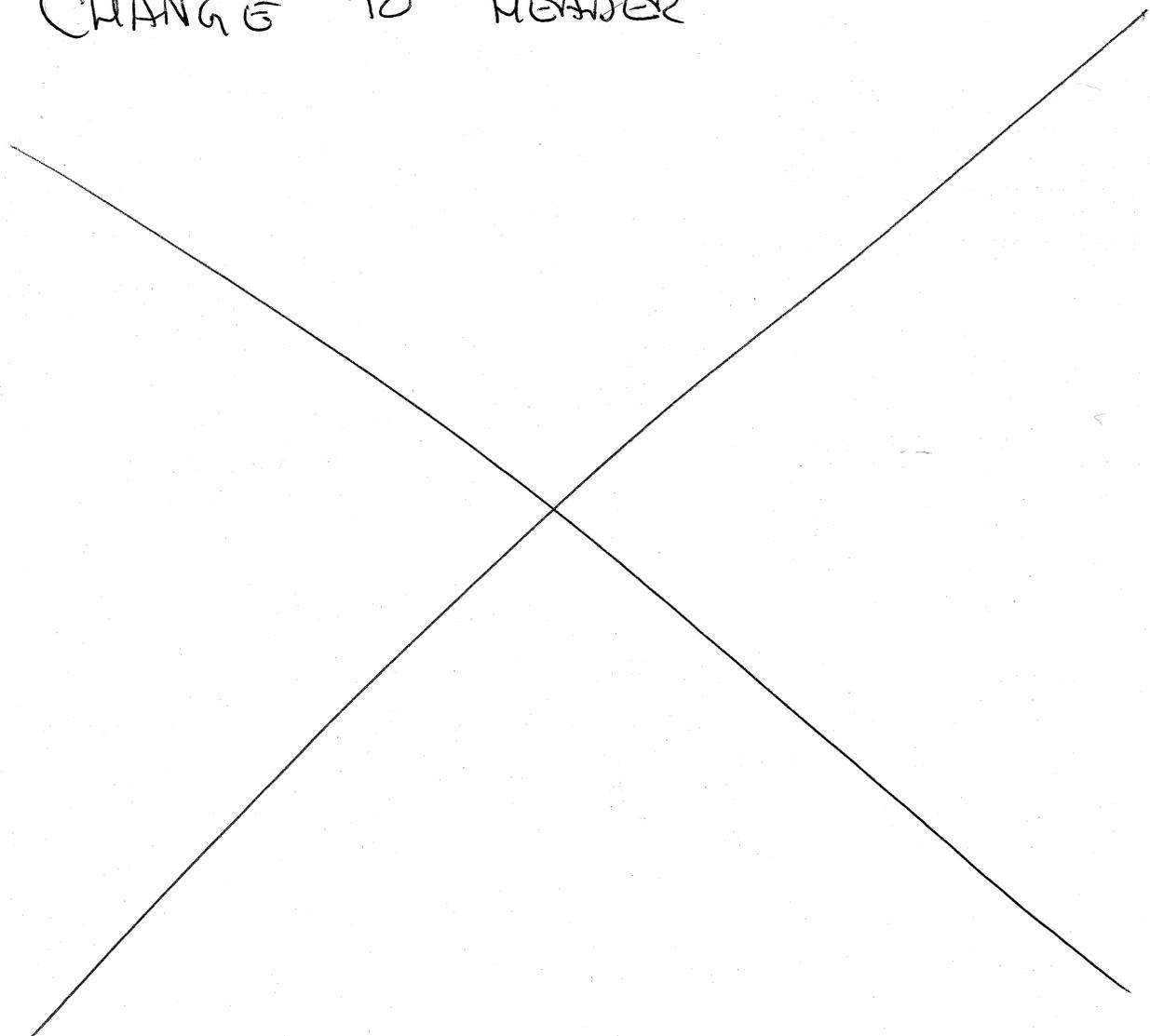
4. LOCATION OF ACCIDENT/INCIDENT: Clarence, NY	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): February 13, 2009, 0317 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO
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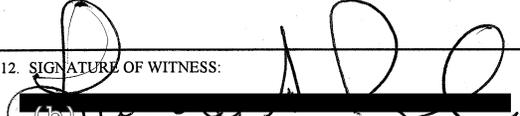
7. NAME (OPERATING INITIALS): Lawrence Pogorzala (LP)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): GC GC 0311-0359 UTC
--	-------------------	--

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

CHANGE TO HEADER



12. SIGNATURE OF WITNESS: 	13. DATE OF SIGNATURE: 3/12/09
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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Buffalo ATCT

2. REPORT NUMBER:
BUF-ATCT-0033

3. AIRCRAFT IDENTIFICATION AND TYPE:

CJC 3407

DH8D

4. LOCATION OF ACCIDENT/INCIDENT:

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):

6. EQUIPMENT ATTACHMENT:

YES NO

7. NAME (OPERATING INITIALS):

LP

8. TITLE:

CPC

9. POSITION AND TIME (UTC):

1216C

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

MY NAME IS LAWRENCE PONORZALA ATCS BUFFALO TOWER ORIGINAL SUPPLEMENTAL

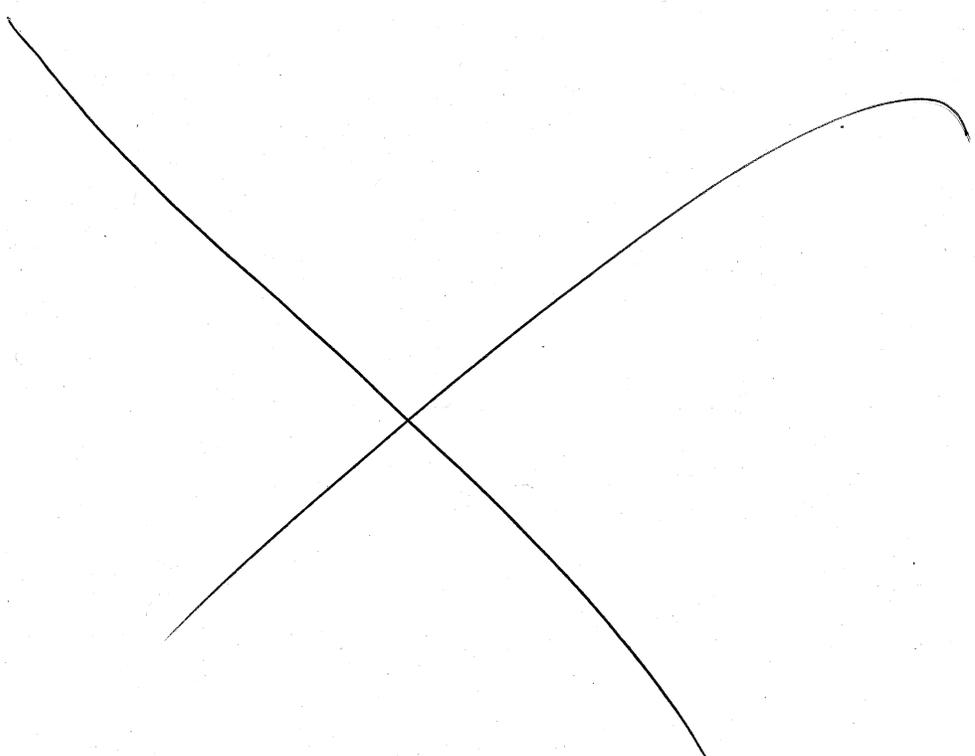
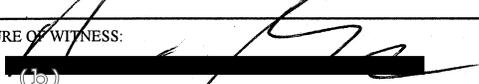
TO THE BEST OF MY KNOWLEDGE, I WAS WORKING LOCAL CONTROL, I OBSERVED CJC 3407 BEING VECTORED TO FINAL RUNWAY 23. I HAD CLEARED FOX JET FOR TAKE-OFF, MY ATTENTION WAS LOOKING OUT THE WINDOWS, DUE TO NFTA BROOMING THE AIRPORT, RADAR CALLED ME TO SEE IF I WAS TALKING TO CJC-3407. I OBSERVED NOTHING ON THE TOWER RADAR DISPLAY. I CALLED CTL-3407 NUMEROUS TIMES, NO CONTACT FROM CJC-3407

12. SIGNATURE OF WITNESS:

(b)

13. DATE OF SIGNATURE:

2/13/09

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Buffalo ATCT	2. REPORT NUMBER: BUF-ATCT-0033
		3. AIRCRAFT IDENTIFICATION AND TYPE: CJC3407, DH8D	
4. LOCATION OF ACCIDENT/INCIDENT: Clarence, NY	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): February 13, 2009, 0317 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Michael Lowry (ML)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): AD AD 0301-0340 UTC	
<p>10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.</p>			
11. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL	
<p>Change to header</p> 			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 3/12/09	



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:
Buffalo ATCT

2. REPORT NUMBER:
BUF-ATCT-0033

3. AIRCRAFT IDENTIFICATION AND TYPE:

CJC3407

D180

4. LOCATION OF ACCIDENT/INCIDENT:

Buffalo

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):

6. EQUIPMENT ATTACHMENT:

YES NO

7. NAME (OPERATING INITIALS):

ML

8. TITLE:

CPC

9. POSITION AND TIME (UTC):

AD

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

ORIGINAL SUPPLEMENTAL

My name is Mike Louny to the best of my knowledge this is my account of the aircraft accident. I was working the Approach Data position and heard East Radar report CJC3407 dropping off the radar scope. ER and LC made numerous attempts to communicate with CJC3407. Approximately 5 minutes after CJC3407 dropped off the radar scope, I notified CFR of the missing aircraft and the position it left our radar coverage.

12. SIGNATURE OF WITNESS:

(b)

13. DATE OF SIGNATURE:

2/13/09

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Buffalo ATCT	2. REPORT NUMBER: BUF-ATCT-0033
		3. AIRCRAFT IDENTIFICATION AND TYPE: CJC3407, DH8D	
4. LOCATION OF ACCIDENT/INCIDENT: Clarence, NY	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): February 13, 2009, 0317 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Jason Davis (TX)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): CD CD 0325-0359 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>AT 0325 z I ASSUMED RESPONSIBILITY OF GC AND LC ON THE CD POSITION FOLLOWING AN AIRCRAFT INCIDENT SNE BUF. DURING THE SHIFT OPERATIONS WERE NORMAL.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 3/13/09	

BUF-ATCT-0033
CJC3407

SECTION 13.
Weather Products

BUF-ATCT-0033
CJC3407

CD-64
(ED)
LIBED BY
201-17

U. S. DEPARTMENT OF COMMERCE
Asheville, N.C.

I CERTIFY that the attached are authentic and true copies of meteorological records on file in the NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NORTH CAROLINA.

(b) _____
HENRY J. RAY
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

.....

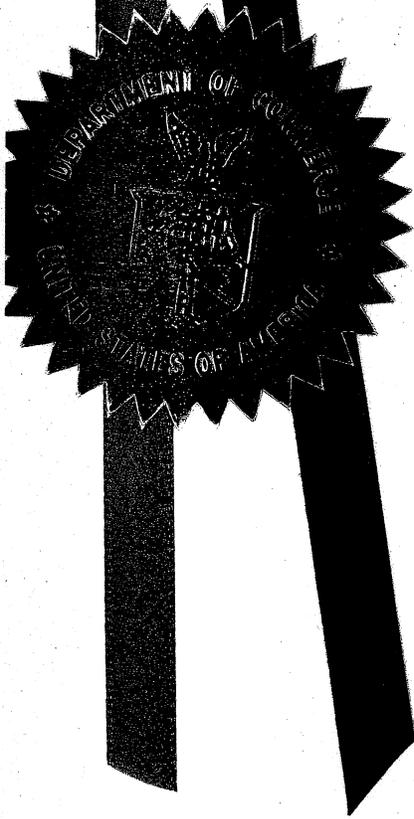
I HEREBY CERTIFY that HENRY J. RAY RECORDS CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of signing, DATA ADMINISTRATOR, NATIONAL CLIMATIC DATA CENTER, and that full faith and credit should be given his certificate as such. I further state that I am the person to whom the said custodian reports.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the Department of Commerce to be affixed on this date: FEB 20 2009

For the SECRETARY OF COMMERCE:

(b) _____
Thomas R. Karl

THOMAS R. KARL
DIRECTOR
NATIONAL CLIMATIC DATA CENTER
(Certifying Officer)



NWS SRRS PRODUCTS FOR:
2009021200 to 2009021323

BUF-ATCT-0033
CJC3407

SAUS80 KWBC 120000
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BUF-ATCT-0033
CJC3407

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BUF-ATCT-0033
CJC3407

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BUF-ATCT-0033
CJC3407

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A2960 RMK AO2 P0000=

SPUS41 KWBC 121911
KBUF 121907Z 24018G23KT 4SM -SN BR FEW008 SCT014 OVC018 02/00

SPUS80 KWBC 121924
KBUF 121920Z 24018G25KT 3SM -SN BR BKN009 OVC020 02/00 A2961 RMK
AO2 CIG 007V012 P0000=

SPUS41 KWBC 121924
KBUF 121920Z 24018G25KT 3SM -SN BR BKN009 OVC020 02/00 A2961=

SPUS41 KWBC 121944
KBUF 121941Z 23015G23KT 2 1/2SM -SN BR BKN009 OVC018 01/00 A2963=
SPUS80 KWBC 121944
KBUF 121941Z 23015G23KT 2 1/2SM -SN BR BKN009 OVC018 01/00 A2963
RMK AO2 CIG 007V012 P0001=
SPUS80 KWBC 121952
KBUF 121949Z 24013G20KT 3SM -SN BR BKN009 OVC018 01/00 A2963 RMK
AO2 CIG 007V012 P0002=
SPUS41 KWBC 121952
KBUF 121949Z 24013G20KT 3SM -SN BR BKN009 OVC018 01/00 A2963=
SAUS80 KWBC 122000
KBUF 121954Z 23015KT 3SM -SN BR BKN009 OVC018 01/00 A2964 RMK AO2
CIG 006V012 SLP041 P0002 T00110000=
SPUS41 KWBC 122004
KBUF 122001Z 24016KT 2 1/2SM -SN BR BKN009 OVC020 01/00 A2964=
SPUS80 KWBC 122004
KBUF 122001Z 24016KT 2 1/2SM -SN BR BKN009 OVC020 01/00 A2964 RMK
AO2 CIG 005V012 P0000=
SPUS80 KWBC 122024
KBUF 122020Z 24016G25KT 1 3/4SM -SN BR BKN007 BKN010 OVC017 01/00
A2966 RMK AO2 CIG 005V009 VIS 1 1/2V2 1/2 P0001=
SPUS41 KWBC 122024
KBUF 122020Z 24016G25KT 1 3/4SM -SN BR BKN007 BKN010 OVC017 01/00
SPUS80 KWBC 122132
KBUF 122128Z 24018G26KT 1/2SM R23/5000V5500FT -SN BR OVC005 01/M01
A2970 RMK AO2 PK WND 23026/2124 SFC VIS 3/4 CIG 004V009
P0001=
SPUS41 KWBC 122132
KBUF 122128Z 24018G26KT 1/2SM R23/5000V5500FT -SN BR OVC005 01/M01
SAUS80 KWBC 122100
KBUF 122054Z 24021G27KT 1 1/4SM -SN BR OVC005 01/M01 A2967 RMK AO2
PK WND 24029/2042 CIG 004V010 SLP055 P0002 60004 T00061006
51039=
SAUS80 KWBC 122200
KBUF 122154Z 24017KT 1/2SM R23/6000VP6000FT -SN BR OVC005 01/M01
A2971 RMK AO2 PK WND 23026/2124 SFC VIS 3/4 CIG 004V010
SLP068 P0002 T00061006=
SPUS80 KWBC 122242
KBUF 122240Z 24017G26KT 1SM R23/P6000FT -SN BR OVC007 01/M01 A2973
RMK AO2 PK WND 25029/2203 P0002=
SPUS41 KWBC 122243
KBUF 122240Z 24017G26KT 1SM R23/P6000FT -SN BR OVC007 01/M01 A2973=
SAUS80 KWBC 122300
KBUF 122254Z 24017G25KT 1 3/4SM -SN BR OVC007 01/M01 A2974 RMK AO2
PK WND 25029/2203 CIG 005V011 SLP077 P0003 T00061006=
SPUS80 KWBC 122304
KBUF 122301Z 24017G21KT 2SM -SN BR OVC009 01/M01 A2974 RMK AO2
P0000=
SPUS41 KWBC 122305
KBUF 122301Z 24017G21KT 2SM -SN BR OVC009 01/M01 A2974=
SPUS80 KWBC 122342
KBUF 122338Z 24014KT 3SM -SN BR BKN011 OVC019 01/M01 A2975 RMK AO2
P0000=

41 KWBC 122342
KBUF 122338Z 24014KT 3SM -SN BR BKN011 OVC019 01/M01 A2975=

SAUS80 KWBC 130000
KBUF 122354Z 24014G22KT 4SM -SN BR BKN013 OVC017 01/M01 A2975 RMK
AO2 SLP082 4/001 P0000 60009 T00061006 10022 20006 51025=

SPUS41 KWBC 130008
KBUF 130005Z 24013G20KT 2SM -SN BR BKN013 OVC017 01/M01 A2975=

SPUS80 KWBC 130008
KBUF 130005Z 24013G20KT 2SM -SN BR BKN013 OVC017 01/M01 A2975 RMK
AO2 P0000=

SPUS80 KWBC 130016
KBUF 130013Z 24015KT 1 3/4SM -SN BR OVC015 01/M01 A2976 RMK AO2
P0001=

SPUS41 KWBC 130016
KBUF 130013Z 24015KT 1 3/4SM -SN BR OVC015 01/M01 A2976=

SAUS80 KWBC 130100
KBUF 130050Z 23017G23KT 1 1/4SM -SN BR OVC015 01/M01 A2977 RMK AO2
SLP088 P0002 T00061006=

SPUS80 KWBC 130114
KBUF 130111Z 23014KT 2SM -SN BR OVC017 01/M01 A2977 RMK AO2
P0001=

SPUS41 KWBC 130115
KBUF 130111Z 23014KT 2SM -SN BR OVC017 01/M01 A2977=

SPUS80 KWBC 130152
KBUF 130149Z 24015KT 3SM -SN BR FEW011 OVC021 01/M01 A2978 RMK AO2
P0001=

SPUS41 KWBC 130153
KBUF 130149Z 24015KT 3SM -SN BR FEW011 OVC021 01/M01 A2978=

SAUS80 KWBC 130200
KBUF 130154Z 24015G23KT 3SM -SN BR FEW011 OVC021 01/M01 A2978 RMK
AO2 SLP092 P0001 T00061006=

SAUS80 KWBC 130300
KBUF 130254Z 24015G22KT 3SM -SN BR FEW011 BKN021 OVC027 01/M01
A2979 RMK AO2 SLP097 P0001 60004 T00061006 51015=

SAUS80 KWBC 130400
KBUF 130354Z 24011KT 3SM -SN BR SCT011 OVC021 01/M01 A2981 RMK AO2
SLP103 P0002 T00061006=

SAUS80 KWBC 130500
KBUF 130454Z 26014KT 3SM -SN BR SCT011 OVC021 01/00 A2983 RMK AO2
SLP109 P0004 T00060000 401060000=

SPUS80 KWBC 130500
KBUF 130458Z 25012KT 3SM -FZRA BR BKN008 OVC015 01/00 A2983 RMK
AO2 FZRAB58SNE58 CIG 005V012 P0000=

SPUS41 KWBC 130500
KBUF 130458Z 25012KT 3SM -FZRA BR BKN008 OVC015 01/00 A2983=

SPUS80 KWBC 130508
KBUF 130505Z 25012KT 4SM BR BKN008 BKN015 OVC021 01/00 A2983 RMK
AO2 FZRAB0458E0459SNE0458 CIG 005V011 P0000=

SPUS41 KWBC 130508
KBUF 130505Z 25012KT 4SM BR BKN008 BKN015 OVC021 01/00 A2983=

SPUS80 KWBC 130518

130505Z COR 25012KT 4SM -SN BR BKN008 BKN015 OVC021 01/00
A2983 RMK AO2 CIG 005V011 P0000=

BUF-ATCT-0033
CJC3407

SPUS41 KWBC 130519

KBUF 130505Z COR 25012KT 4SM -SN BR BKN008 BKN015 OVC021 01/00

SPUS80 KWBC 130554

KBUF 130552Z 31010KT 1SM R23/5000VP6000FT -SN BR BKN007 OVC013
00/M01 A2985 RMK AO2 CIG 003V010 P0000=

SPUS41 KWBC 130555

KBUF 130552Z 31010KT 1SM R23/5000VP6000FT -SN BR BKN007 OVC013

SAUS80 KWBC 130600

KBUF 130554Z 32009KT 1SM R23/5000VP6000FT -SN BR BKN005 OVC010
00/M01 A2985 RMK AO2 CIG 003V008 SLP116 P0001 60011 T00001006
10006 20000 53019=

SAUS80 KWBC 130600

KBUF 130554Z COR 32009KT 1SM R23/5000VP6000FT -SN BR BKN005 OVC010
00/M01 A2985 RMK AO2 WSHFT 0548 CIG 003V008 SLP116 P0001
60011 4/001 T00001006 10006 20000 53019=

SPUS80 KWBC 130614

KBUF 130612Z 32007KT 2 1/2SM -SN BR BKN007 OVC014 M01/M01 A2986
RMK AO2 CIG 003V010 P0001=

SPUS41 KWBC 130615

KBUF 130612Z 32007KT 2 1/2SM -SN BR BKN007 OVC014 M01/M01 A2986=

SPUS80 KWBC 130654

KBUF 130652Z 33008KT 2SM -SN BR FEW004 SCT009 OVC013 M01/M02 A2988
RMK AO2 P0001=

SPUS41 KWBC 130655

KBUF 130652Z 33008KT 2SM -SN BR FEW004 SCT009 OVC013 M01/M02 A2988=

SAUS80 KWBC 130700

KBUF 130654Z 33009KT 2SM -SN BR FEW004 SCT009 OVC013 M01/M02 A2988
RMK AO2 SLP126 P0001 T10111022=

SPUS80 KWBC 130714

KBUF 130712Z 33009KT 2 1/2SM -SN BR FEW005 BKN009 OVC015 M01/M02
A2989 RMK AO2 P0001=

SPUS41 KWBC 130715

KBUF 130712Z 33009KT 2 1/2SM -SN BR FEW005 BKN009 OVC015 M01/M02

SPUS80 KWBC 130734

KBUF 130732Z 33009KT 5SM -SN BR FEW008 SCT013 OVC017 M01/M03 A2989
RMK AO2 P0001=

SPUS41 KWBC 130735

KBUF 130732Z 33009KT 5SM -SN BR FEW008 SCT013 OVC017 M01/M03 A2989=

SAUS80 KWBC 130800

KBUF 130754Z 34011KT 2SM -SN BR FEW008 SCT013 OVC017 M02/M03 A2990
RMK AO2 SLP133 P0001 T10171028=

SPUS80 KWBC 130818

KBUF 130816Z 34010KT 5SM -SN BR FEW008 SCT019 OVC027 M02/M03 A2991
RMK AO2 P0000=

SPUS41 KWBC 130819

KBUF 130816Z 34010KT 5SM -SN BR FEW008 SCT019 OVC027 M02/M03 A2991=

SAUS80 KWBC 130900

KBUF 130854Z 35008KT 10SM -SN FEW013 SCT021 BKN027 M02/M04 A2992
RMK AO2 SLP140 P0000 60002 T10221044 51022=

SPUS80 KWBC 130922

130919Z 34009KT 10SM SCT014 SCT029 BKN042 M02/M05 A2992 RMK
AO2 SNE15 P0000=

BUF-ATCT-0033
CJC3407

SPUS41 KWBC 130922
KBUF 130919Z 34009KT 10SM SCT014 SCT029 BKN042 M02/M05 A2992=

SAUS80 KWBC 131000
KBUF 130954Z 33009KT 10SM FEW020 BKN030 OVC046 M03/M05 A2994 RMK
AO2 SNE15 SLP147 P0000 T10281050=

SAUS80 KWBC 131100
KBUF 131054Z 34011KT 10SM -SN FEW018 BKN030 BKN080 M03/M07 A2996
RMK AO2 SNB54 SLP156 P0000 T10331067=

SPUS80 KWBC 131144
KBUF 131141Z 36008KT 10SM BKN022 BKN080 BKN090 M04/M08 A2998 RMK
AO2 SNE38 P0000=

SPUS41 KWBC 131145
KBUF 131141Z 36008KT 10SM BKN022 BKN080 BKN090 M04/M08 A2998=

SAUS80 KWBC 131200
KBUF 131154Z 01008KT 10SM BKN022 BKN080 BKN090 M04/M08 A2999 RMK
AO2 SNE38 SLP164 4/001 P0000 60002 70061 T10391078 10000
21039 53023=

SAUS80 KWBC 131200
KBUF 131154Z COR 01008KT 10SM FEW022 BKN080 BKN090 M04/M08 A2999
RMK AO2 SNE38 SLP164 P0000 60002 70061 4/001 T10391078 10000
21039 53023=

SPUS80 KWBC 131240
KBUF 131238Z 01006KT 10SM FEW024 SCT080 BKN095 M04/M08 A3001 RMK
AO2=

SPUS41 KWBC 131241
KBUF 131238Z 01006KT 10SM FEW024 SCT080 BKN095 M04/M08 A3001=

SAUS80 KWBC 131300
KBUF 131254Z 02006KT 10SM FEW025 SCT075 BKN095 M04/M08 A3001 RMK
AO2 SLP172 T10441083=

SAUS80 KWBC 131400
KBUF 131354Z 35006KT 10SM FEW020 BKN080 BKN100 M04/M09 A3004 RMK
AO2 SLP181 T10441089 \$=

SAUS80 KWBC 131500
KBUF 131454Z 34006KT 10SM FEW020 SCT100 M04/M08 A3005 RMK AO2
SLP184 T10391083 51019=

SAUS80 KWBC 131600
KBUF 131554Z 31005KT 10SM FEW022 SCT080 BKN100 M03/M08 A3006 RMK
AO2 SLP188 T10331083 \$=

SAUS80 KWBC 131700
KBUF 131654Z 31007KT 10SM FEW024 SCT080 BKN100 M03/M09 A3006 RMK
AO2 SLP187 T10331089 \$=

SAUS80 KWBC 131800
KBUF 131754Z 32008KT 10SM FEW025 BKN100 M03/M08 A3006 RMK AO2
SLP188 4/001 T10331083 11028 21044 51004 \$=

SAUS80 KWBC 131900
KBUF 131854Z 28007KT 10SM FEW027 SCT080 SCT100 M03/M09 A3007 RMK
AO2 SLP191 T10281089 \$=

SAUS80 KWBC 132000
KBUF 131954Z 28007KT 10SM FEW029 SCT090 M02/M10 A3008 RMK AO2
SLP196 T10171100 \$=

SAUS80 KWBC 132100

132054Z 28006KT 10SM FEW029 SCT100 M02/M09 A3009 RMK AO2
SLP199 T10171094 51010 \$=

BUF-ATCT-0033
CJC3407

SAUS80 KWBC 132200

KBUF 132154Z 29008KT 10SM FEW029 SCT100 M02/M10 A3009 RMK AO2
SLP201 T10171100 \$=

SAUS80 KWBC 132300

KBUF 132254Z 29005KT 10SM CLR M03/M12 A3009 RMK AO2 SLP200
T10281117 \$=

BUF-ATCT-0033
CJC3407

SECTION 14.
Non-Published NOTAM's

Locations:**KBUF, KIAG, KDKK, KBQR, K4G2, K0G0, K85N, K9G0, K9G3, K9G5, K9G6, KD59, KI
KD51**

Data Current as of: Thu, 12 Feb 2009 12:51:00 GMT

KBUF BUFFALO NIAGARA INTL

- 02/087** (A0400/09) - RAMP ALL THN WET SN BRAF. 12 FEB 11:05 2009 UNTIL UFN. CREATED: 12 FEB 2009
- 02/086** (A0401/09) - TWY ALL THN WET SN BRAF. 12 FEB 11:05 2009 UNTIL UFN. CREATED: 12 FEB 10
- 02/085** (A0398/09) - RWY 14/32 THN WSR BRAF. 12 FEB 11:05 2009 UNTIL UFN. CREATED: 12 FEB 10
- 02/084** (A0399/09) - RWY 5/23 THN WSR BRAF. 12 FEB 11:00 2009 UNTIL UFN. CREATED: 12 FEB 10:
- 02/080** (A0397/09) - RWY 5/23 PTCHY THN WTR BTN RWY 14/32, TWY D. 12 FEB 03:09 2009 UNTIL UFN
12 FEB 02:57 2009
- 01/332** - TWY ADJ E, F, G, H AND TWY A FM H-E 6 FT SBNBK. 30 JAN 02:57 2009 UNTIL UFN. CREATED:
30 JAN 02:45 2009
- 01/322** - RAMP CARGO RAMP 30 FT SBNBK NORTH EDGE. 29 JAN 10:38 2009 UNTIL UFN. CREATED:
29 JAN 10:26 2009
- 01/016** (A0014/09) - AD SIGNS OBSC BY SN. 23 JAN 10:00 2009 UNTIL UFN. CREATED: 03 JAN 06:04
- 11/171** - AIRSPACE NK15 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
22:34 2008
- 11/170** - AIRSPACE NY57 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:59 2008
- 11/167** - AIRSPACE NY59 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:56 2008
- 11/166** - AIRSPACE NK26 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:54 2008
- 11/165** - AIRSPACE NY9 MILITARY SPECIAL USE AIRSPACE CHANGES /
ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:54 2008
- 11/164** - AIRSPACE ONY3 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:53 2008
- 11/162** - AIRSPACE NK82 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:49 2008

11/161 - AIRSPACE NY61 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:49 2008

11/160 - AIRSPACE NK60 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:47 2008

11/159 - AIRSPACE 1NK7 MILITARY SPECIAL USE AIRSPACE CHANGES
/ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:46 2008

11/157 - AIRSPACE 10NY MILITARY SPECIAL USE AIRSPACE CHANGES/
ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:43 2008

11/155 - AIRSPACE NK26 MILITARY SPECIAL USE AIRSPACE CHANGES/
ADIRONDACK AIRSPACE COMPLEX / FORT DRUM, NY SEE NTAP
HTTP://WWW.FAA.GOV/AIRPORTS AIRTRAFFIC/AIR TRAFFIC/PUBLICATIONS/
NOTICES/2008-11-20/MIL08002.CFM. 20 NOV 09:01 2008 UNTIL UFN. CREATED: 19 NOV
21:08 2008

11/082 - AIRSPACE PJE 2 NMR BUF060009.1/9G3 15000/BLW
1300-2200 DLY. 14 NOV 13:00 2008 UNTIL 31 MAR 22:00 2009. CREATED: 13 NOV 19:29
2008

10/032 - COM GC 133.2 VICE 121.9. WIE UNTIL UFN. CREATED: 07 OCT 18:02 2008

06/017 - RWY 23 ALS UNMNT. WIE UNTIL UFN. CREATED: 04 JUN 18:56 2008

FDC 9/1475 (A0133/09) - FI/T BUFFALO NIAGARA INTL, BUFFALO, NY.
ILS OR LOC RWY 23, AMDT 29...
TERMINAL ROUTE GENESEO (GEE) VOR/DME TO CORVU INT (IAF) DME
REQUIRED. DISREGARD REFERENCE TO ROC R-264. WIE UNTIL UFN. CREATED: 15
JAN 09:02 2009

FDC 8/3281 (A0228/08) - FI/T BUFFALO NIAGARA INTL, BUFFALO, NY.
ILS OR LOC/DME RWY 32, ORIG-A...
TERMINAL ROUTE: GENESEO (GEE) VOR/DME TO (IF/IAF) ELMMA/I-BNQ
11.9 DME MINIMUM ALTITUDE 4000. WIE UNTIL UFN. CREATED: 01 FEB 16:34 2008

KIAG NIAGARA FALLS INTL

02/016 - OBST 839 (265 AGL) 3.28 SW LGTS OTS (4304N07860W). WIE UNTIL 21 FEB 16:14 2009.
CREATED: 06 FEB 16:17 2009

01/014 - RWY 28L REIL OTS. WIE UNTIL UFN. CREATED: 05 JAN 15:56 2009

12/069 (A0632/08) - RWY 10R REIL OTS. WIE UNTIL UFN. CREATED: 29 DEC 18:59 2008

11/006 (A0436/08) - TWY F CLSD. WIE UNTIL UFN. CREATED: 06 NOV 20:21 2008

11/005 (A0437/08) - TWY C CLSD EAST TWY D. WIE UNTIL UFN. CREATED: 06 NOV 20:21 2008

02/061 - TWY PAEW TWY C E TWY D AND TWY F. 25 FEB 12:00 2008 UNTIL UFN. CREATED: 24 FEB
18:08 2008

02/060 - RAMP PAEW TERMINAL RAMP. 25 FEB 12:00 2008 UNTIL UFN. CREATED: 24 FEB 18:07 2008

FDC 9/3728 (A0178/09) - FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY.
ILS OR LOC RWY 28R, AMDT 22B...
TERMINAL ROUTE EHMANN TO KATHI (IA) LOM 21.3 NM.
TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO KATHI (IA) LOM NA.
TERMINAL ROUTE GANIS INT TO KATHI (IA) LOM NA.
CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2. WIE UNTIL UFN.
CREATED: 30 JAN 19:43 2009

FDC 9/3727 (A0177/09) - FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY.

NDB OR GPS RWY 28R, AMDT 16A...

S-28R MDA 1060/HAT 472 ALL CATS, VIS CAT D RVR 6000.

CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2.

TERMINAL ROUTE EHMAN TO KATHI (IA) LOM 21.3 NM.

TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO KATHI (IA) LOM NA.

TERMINAL ROUTE GANIS INT TO KATHI (IA) LOM NA. WIE UNTIL UFN. CREATED:

30 JAN 19:43 2009

FDC 6/4248 (A0264/06) - FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY.

ILS 1 RWY 28R, AMDT 3...

TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO DIONE IAG 12 DME NA.

RADAR REQUIRED.

CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2. WIE UNTIL UFN.

CREATED: 24 OCT 20:57 2006

FDC 6/8471 (A0225/06) - FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY.

RNAV (GPS) RWY 10L, ORIG-A...

PROCEDURE NA. WIE UNTIL UFN. CREATED: 31 AUG 11:34 2006

KDKK CHAUTAUQUA COUNTY/DUNKIRK

02/001 - OBST TOWER 1955 (299 AGL) 6.75 SE LGTS OTS (ASR 1009032). WIE UNTIL 21 FEB 11:01 2009. CREATED: 06 FEB 11:02 2009

FDC 7/2331 - FI/T CHAUTAUQUA CNTY/DUNKIRK, DUNKIRK, NY.

VOR RWY 24, AMDT 7...

DME MINIMUMS: S-24 MDA 1160/HAT 484 ALL CATS. WIE UNTIL UFN. CREATED: 24 MAY 15:29 2007

KBQR BUFFALO-LANCASTER RGNL

02/089 - OBST TOWER 902 (145 AGL) 0.91 E LGTS OTS (ASR 1247268). WIE UNTIL 27 FEB 11:10 2009. CREATED: 12 FEB 11:11 2009

02/088 - OBST TOWER 946 (155 AGL) 2.15 NNE LGTS OTS (ASR 1212425). WIE UNTIL 27 FEB 11:10 2009. CREATED: 12 FEB 11:11 2009

01/324 - OBST TOWER 1118 (199 AGL) 5.51 ESE LGTS OTS (ASR 1255992). WIE UNTIL 13 FEB 13:11 2009. CREATED: 29 JAN 13:12 2009

11/030 - RWY 8 REIL OTS. WIE UNTIL UFN. CREATED: 06 NOV 21:30 2008

11/029 - RWY 26 REIL OTS. WIE UNTIL UFN. CREATED: 06 NOV 21:30 2008

K4G2 HAMBURG INC

02/090 - OBST TOWER 991 (199 AGL) 2.16 SSE LGTS OTS (ASR 1250765). WIE UNTIL 27 FEB 11:24 2009. CREATED: 12 FEB 11:26 2009

02/083 - OBST TOWER 920 (200 AGL) 2.00 W LGTS OTS (ASR 1205430). WIE UNTIL 27 FEB 09:15 2009. CREATED: 12 FEB 09:16 2009

K0G0 NORTH BUFFALO SUBURBAN

02/013 - AD ABN OTS. WIE UNTIL UFN. CREATED: 02 FEB 22:35 2009

02/012 - AD 3 FT SNBNK. 02 FEB 22:46 2009 UNTIL UFN. CREATED: 02 FEB 22:34 2009

09/178 - SVC FUEL 100LL UNAVBL. WIE UNTIL UFN. CREATED: 21 SEP 21:09 2008

K85N HOLLANDS INTL FIELD

No active NOTAMS for this location.

K9G0 BUFFALO AIRFIELD

02/025 - OBST TOWER 1201 (596 AGL) 4.21 SE LGTS OTS (ASR 1047635). WIE UNTIL 18 FEB 16:52 2009. CREATED: 03 FEB 17:03 2009

FDC 5/0904 - FI/T BUFFALO AIRFIELD, BUFFALO, NY.
VOR OR GPS RWY 24, AMDT 6B.
VOR PORTION NA. WIE UNTIL UFN. CREATED: 23 NOV 19:08 2005

K9G3 AKRON

No active NOTAMs for this location.

K9G5 ROYALTON

No active NOTAMs for this location.

K9G6 PINE HILL

08/189 - RWY 10/28 5 IN EDGE DROP OFF. WIE UNTIL UFN. CREATED: 23 AUG 13:27 2008

KD59 GOWANDA

02/044 - OBST TOWER 1504 (199 AGL) 5.86 ENE LGTS OTS (ASR 1254221). WIE UNTIL 20 FEB 06:30 2009. CREATED: 05 FEB 06:31 2009

KD46 CLARENCE CENTER, NY, POTOCZAK ARPT

No active NOTAMs for this location.

KD51 CLARENCE AERODROME

No active NOTAMs for this location.

Number of NOTAMs: 52

End of Report

