

First Flight To Buffalo

Table of Contents

About This Document.....	1
Advance Preparation.....	2
Documentation.....	2
Educational Material.....	2
eAPIS Account.....	3
Information Required.....	3
Notes On Manifest Information.....	3
Weekday Before Flight.....	3
Morning of Flight.....	4
Check Weather, TFRs and NOTAMs.	4
Submit eAPIS Manifests.....	4
File Flight Plan.....	4
Before Departing.....	4
Crossing the Border.....	5
Arrival at Buffalo International.....	5
Customs Clearance.....	5
Prior Aviation.....	6
Before Return Flight.....	6
Departure From Buffalo International.....	6
Runway and Taxiway Markings.....	7
Radio Communications.....	7
Customs Clearance At Buttonville.....	7
Sample Radio Calls.....	7
Flight From Oshawa To Buffalo.....	8
Flight From Buffalo To Buttonville.....	10

DISCLAIMER

This document provides general guidance only. For official regulations and procedures, contact the appropriate government agency.

About This Document

The purpose of this document is to provide information for pilots who have not experienced the procedures for crossing the border to fly into the United States of America. It is not exhaustive, but specifically covers only the items likely to be necessary to fly into Buffalo International, have lunch and return.

Since many first time border crossers are unlikely to have CANPASS memberships, and are likely to undertake the flight on the weekend, when Canada Customs at Oshawa is closed, the example flight returns to Buttonville.

In order to conduct a flight to Buffalo and back, Canada and US Customs must be contacted, weather briefings, NOTAMs and TFRs must be obtained, flight plans, arrival and departure eAPIS manifests must be filed.

The requirements and procedures are detailed in the document [Cross Border Flying By Private Aircraft](#) and are not repeated here. This document applies this information with specific examples, including radio calls for this specific trip.

Advance Preparation

Documentation

Select a restaurant or a motel you wish to visit in Buffalo and copy down the address.

Prior Aviation

<http://www.prioraviation.com>

Collect all the necessary paperwork to support the flight:

- Aircraft Journey Log
- Aircraft Registration
- Aircraft Insurance
- Pilot's License
- Pilot's Radio Operator Certificate
- Current Toronto VNC
- Current Canada Flight Supplement
- CBP Customs Decal <https://dtops.cbp.dhs.gov>

Digital Terminal Procedures Publication / Airport Diagrams (enter BUF into the airport code field)

http://avn.faa.gov/index.asp?xml=aeronav/applications/d_tpp

Digital Airport Facility Directory

http://avn.faa.gov/index.asp?xml=aeronav/applications/d_afd (select New York, then BUF)

Educational Material

Operations at Towered Airports

<http://www.aopa.org/asf/publications/sa07.pdf>

Runway Safety (AOPA membership required, chapter three covers airport signs and markings)

<http://flash.aopa.org/asf/runwaySafety>

eAPIS Account

Sign up for an eAPIS account. Use a web accessible email address, since you will need to use it in the briefing room of an airport somewhere. Visit <https://eapis.cbp.dhs.gov> You will be notified by e-mail for your account information within a day or two.

Collect all the information needed, sign into your new eAPIS account, and enter as much information as possible.

Information Required

For each **Person**:

Each person must be acceptable for admission to the USA. A valid Canadian or US passport with no criminal convictions is the simple case. All others, call and ask !

- Passport number, expiration date, country of issuance
- Full name as shown on passport (including middle names)
- Residence address
- Country of Citizenship
- Pilots license number and expiration date (only required for pilot)

For the **aircraft**:

- Tail number
- Decal number (this is on your email receipt if you haven't yet received it in the mail. Bring this receipt with you)
- Aircraft Owner/Lessee Information
- Letter of permission from aircraft owner if borrowing or renting

For your **Trip**:

- Other airports outside of the USA that you landed at within 24 hours of arriving in the USA
- Estimated time and location of border crossings (vaguely)
- Emergency Contact Info
- Location you will be visiting or staying in the USA (in this case, the restaurant)

Notes On Manifest Information

Crew members can be saved for inclusion in manifests. You may enter passengers you expect to take again, such as your spouse, as Crew. Leave the pilots license field blank of course. Information for passengers is not stored for future manifests with the current software.

The **Aircraft Information** entered is stored and will be automatically recalled when entering subsequent manifests.

The **aircraft operator** is the pilot. The **aircraft owner/lessee** is the actual owner of the aircraft (it might be in your company name, or you might be renting). If the aircraft registration is not in your name, you will need a letter from the owner indicating you have permission to operate the aircraft in the USA on the dates of travel.

Decal number (this is on your email receipt if you haven't yet received the decal in the mail. Bring this receipt with you).

Weekday Before Flight

Call the Buffalo CBP the day before and ask them any questions you might have. Open the call indicating you are planning a flight by private aircraft. Ask them how much advance notice they will require. It varies day to day, and could easily be different than documented. Ask any other questions you might have, since it is easier to find out now that something will cause a hitch clearing.

Morning of Flight

Check Weather, TFRs and NOTAMs.

NOAA's Aviation Weather Center – Digital Data Service
<http://aviationweather.gov/adds>

FAA Temporary Flight Restrictions
<http://tfr.faa.gov/tfr2/list.html>

FAA Pilot Web
<https://pilotweb.nas.faa.gov/PilotWeb>

Finalize your plan for the day.

Submit eAPIS Manifests

Enter eAPIS Arrival and Departure Manifests.

Final Review displays all the information that you will be submitting. Press Ctrl-P at this point to print the data. After you submit the manifest, there is no way to recall it, or print it. It is really nice to have this record when calling CBP to make changes, and to answer some questions when you call to make your appointment for Customs clearance.

Permission to Fly. You will receive an e-mail for each manifest submitted. The wording of the e-mail is vague (the lawyers were involved here). It is up to the CBP agent to determine the acceptability of someone for entry to the USA, so the email cannot state that they have permission to enter the USA, just to fly. The process checks that each person is not wanted by police agencies and is not on the No-Fly list. The result is entirely based on the information you entered and the USA is not taking responsibility that you have correctly done that. What it does say is that some number of passengers have been “processed”. That number must equal the number of people you submitted.

```
*****Counts Summary*****
# Passengers processed :      0
# Crew processed      :      2
```

CBP is confirming receipt and APIS processing of your manifest submission. CBP recommends that you print this email for your records.

Based upon the information submitted, the travelers identified within this manifest are cleared for this flight.

Note that you will not receive an email indicating that a manifest has been submitted. The only email you will receive is the one granting or denying permission to fly. Since it is an automated computer search, you will likely receive the email within a few minutes. If you have not received it within one-half hour, check your spam box, since it was likely discarded. Call CBP and ask, since they can easily tell you that the manifest was processed and you have permission to fly. CBP commits to processing the manifest within one hour.

File Flight Plan

Call Nav Canada and file a flight plan. Call US Flight Service and ask for NOTAMs and TFRs.

Before Departing

Call the Buffalo CBP. Tell them you would like to “Give notice of arrival by private aircraft” and that you have submitted your eAPIS. They will ask you a number of questions to confirm that you have filled in your eAPIS correctly, so have the printout handy and you can read the information from it. Give them the time you intend to taxi up. In effect, you are making an appointment to be cleared. Choose a time that will not have you rushed, or perhaps late. Plan to arrive slightly early to take into account taxi and parking time.

Note that your plans may have changed slightly since you submitted your eAPIS manifest. Most likely you will be a little later than stated. No problem, just let the customs officer know. If you decide to cancel the flight, call and let the customs officer know you will not be coming.

Ask who you are talking with and write it down. They may provide a name or a badge number. This might be helpful if there is some mixup with your appointment when you arrive.

You should arrive at the appointment time, or within fifteen minutes thereafter. Since it is easier to slow down than to make up time if you are late, intentionally leave a little earlier than necessary. If you find you will be early after all, throttle back so you will arrive at the terminal on time. It is very difficult to make up time if you are late.

Crossing the Border

You need three things in place at the moment you fly over the border:

- An active flight plan
- A unique squawk code
- In contact with ATC

With flight following, the last two are in place. If you forgot to activate your flight plan, call London Radio now !

Arrival at Buffalo International

Take a good look at the airport diagram before airborne. Consider where you want to land and take off. Many small aircraft land and stop in one seventh or less of the length of the runway. If you land on the numbers, or take off from the threshold, you might taxi for more than a mile, which could take a while, plus you might hold for a time until there is opportunity to cross the active runway. If you know which taxiway you want to turn off on, you will already be on the desired side of the runway. Never exit the active runway onto the inactive runway. Continue to the next taxiway.

Think about wake turbulence. You want to land well past the landing point of the preceding jet, or well before the rotation point of a departing jet.

So before you are airborne, choose a location on the runway, eg. the intersection, or an obvious taxiway, as a touch down point, for each of a few different circumstances, so you already know what you want to do when you get there.

If the winds are light, the ATIS may state that more than one runway is active. You might be asked which runway you prefer, or where you are going on the field so they can direct you to the appropriate runway.

The circuit pattern concept is the same at all airports. What tricks inexperienced pilots coming into a large airport the first time, is that your visual picture is invalid, since the runways are seven and eight thousand feet long. Beware of "joining" downwind four miles from the runway. Use your visual cues (eg. Runway $\frac{3}{4}$ up the strut) to judge spacing. Be aware of flaring high on such a wide runway. If you are going to land long, traffic permitting, turn base earlier. Note that in the USA, at many airports, including Buffalo, there are multiple levels to the pattern. Twins and jets are usually at 1500' AGL, while singles are 1000'. Sometimes there are ultralights at 500'. What this means is that the big jets don't need to fly the "tight" patterns of the singles. It also means you should not fly over a non-towered field 500' above your pattern altitude to look at the field !

Taxi up in front of Prior Aviation. There is lots of room, so park out of the way of any business jets. Most of the time, a line service person will flag you where to park. Remember your hand signals ? They will chock your wheels. Do not activate the parking brake, since they may move your aircraft to make room for others. They will do so safely, with a tractor and a tow bar.

Remember to close your flight plan, in case you get delayed by customs. The customs officer will likely be there very promptly, but they will wait if you still have your headset on.

Customs Clearance

Stay in the aircraft until told to get out. If no customs officer has arrived, a few minutes after your appointment, only then call and tell them you have arrived and are on the ramp in front of Prior Aviation.

The first thing the officer will do is scan your aircraft for radiation. If you had an MRI at the hospital last week, it is best to tell them this in advance (when you phone to make an appointment to clear customs).

Next they will want documents. Passports for everyone, pilot license and medical, aircraft registration and insurance. Have these documents handy in a satchel, since it is awkward to be searching for them now. Take your sunglasses off before they ask you to.

Answer the usual customs questions about where you are going in the USA, how long you will be staying, etc. truthfully, without detailed explanation.

If they decide to search your aircraft, you will not be permitted to remain. In most cases, they will just inspect your luggage. If they actually disassemble parts of your aircraft, it may be necessary to hire a mechanic to restore the aircraft to airworthy condition. The problem is that the mechanic may not be easily able to identify everything that was done. The US Government squirms out of liability, since it is up to the mechanic to sign off the aircraft as flight worthy. I believe you can request an A.M.E perform the dis-assembly.

The CARs permit a pilot to perform “Elementary Maintenance, which includes removing and replacing non-structural access panels. So in most cases, you could borrow a screwdriver and put things back together. <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part6-standards-a625a-2458.htm>

It is quite unlikely that your aircraft will be searched.

Prior Aviation

Tell the counter staff if you want fuel. It is always a good idea to observe your aircraft refueling, especially checking they are really supplying 100LL ! You will need to pay your landing fee, which you can do when you pay for the fuel. Usually courtesy cars are available to borrow for lunch, but it is first come, first served. There is a pay phone which can be used to close your flight plan, if you forgot to do it by radio.

You need to give Canada Customs two hours notice for customs clearance, so perhaps call before lunch.

Before Return Flight

Call US Flight Service. File a VFR flight plan and request a Standard Weather Briefing and TFRs and NOTAMs (state this clearly, since it may be nice to have it on tape, in the event of the worst).

Call Canada Customs and let them know that you will be arriving by private aircraft. Be prepared to tell them everyone's names and passport numbers, as well as what goods, tobacco and liquor each person will be declaring.

If you have a CANPASS membership, and your own aircraft, they will know it. If you rent, tell them if you have a CANPASS membership.

It is possible that you will be given a Customs Clearance number at this point. Write it down (in the Journey Log is a good place). Even with a clearance number, you are still required to wait outside the terminal for customs inspection until after your appointment time, in case a customs officer is sent to meet you.

Departure From Buffalo International

Clearance Delivery is a system to reduce communication on the ground frequency and is used when there is a lot of IFR traffic. So ground just handles taxi instructions. In some cases, it is not busy, so the ATIS may indicate to call Clearance Delivery on the Ground frequency. You still address them as Clearance Delivery in this case. You tell Clearance Delivery what you typically tell Ground, ie VFR to <airport>, that you have the ATIS etc., PLUS what *heading* you wish on departure and what altitude you plan to climb to. Request flight following. *You will be expected to read back verbatim all of the instruction they provide.* This will include a transponder code, the runway, departure frequency that you will switch to once airborne, an initial climb limit (usually 2500'), maintain runway heading (do not correct for wind drift after takeoff) or an assigned initial heading. You will be told to contact Ground when you are ready to taxi. If you do not wish an extensive taxi, you may request of ground to depart “from the intersection” or “from delta”, which would mean you will enter the runway and being your takeoff roll from the intersection of the two runways, or at delta. You are responsible for sufficient runway length if you make such a request.

You must call Buffalo Radio to activate your flight plan. US flight plans do not activate automatically like Canadian ones do. If you forget to activate it, you will cross the border without one. Transport Canada is now

fining violators, because this has become a frequent occurrence. Being unaware the US procedure is different, or you “forgot” is not an acceptable excuse anymore. If you remember in the air, with permission of Buffalo Approach, orbit on the US side of the border and contact Buffalo Radio to enter a new flight plan, or activate one you called in previously.

Runway and Taxiway Markings

Most of the runway and taxiway marking are very similar to Canada, although there are a number you will not have seen at smaller airports. In addition to the runway hold short lines (two solid lines on taxi side, two dashed lines on runway side), you will see an ILS hold short position (a red ILS sign and the lines on the runway look like someone painted a ladder across the runway), farther from the runway. This is only in use when the ILS is active. You can taxi past it, unless specifically instructed to hold short of the ILS sign. As you taxi out from Prior Aviation, you will first come across a single solid line, with a single dashed line on the far side of you. This indicates the point beyond which is controlled, versus the uncontrolled apron on this side.

Radio Communications

At large airports, everything is a little more complex, because there are more aircraft and many taxiways. There is a much greater chance of an error becoming a runway incursion. If you are not sure where you are taxiing, stop and ask for Progressive Taxi Instructions.

Your requests and read back should include your location, so statements like “Ready for take off” become “Ready for take off runway two three, full length”, or “Ready for take off runway two three at bravo”.

Use your full call sign on initial call up. Canadian Golf Echo Mike Echo and Charlie Golf Echo Mike Echo are both used. Canadian is popular near the Canadian border and infrequent in the southern states. Charlie is always acceptable, of course.

Always use the leading Charlie (not Canadian), when calling to activate or close a flight plan, otherwise they sometimes have trouble finding it.

Customs Clearance At Buttonville

Canadian Customs clearance is similar to the USA. If you arrive five minutes early, you may call to let them know you are here early. However, do not arrive quite early. When you call, you may be told if an officer will meet you or you might be cleared by phone. They may ask more questions. Whether you are cleared in person or by phone, you will be given a clearance number. This is your proof you have cleared customs. Write the number down. Many people write it in their Journey Log, so they can find it a few months hence.

Sample Radio Calls

You will make some radio calls that differ from those you have made flying locally. More detailed information is necessary at large airports, such as Buffalo International and you will be handed off from one controller to another as you proceed around the lake with flight following.

You also need to call Clearance Delivery before departure from Buffalo. Opening (activating in USA lingo) a flight plan in the USA is different too.

To help, the following is an example of the radio calls you might make. Note that terse language is used. Controllers prize their airtime and do not want you to tie up the frequency. Read back clearances, frequencies and squawk codes, but not every comment.

Be alert for your call sign. They will be displeased if they need to call you three times to tell you about traffic.

The following are sample calls. Each flight is different. Sometimes your transponder code is used for most of the flight and sometimes each controller gives you a new one. Sometimes one controller is handling two sectors, so you are not handed to a different frequency as you expect. Listen carefully, so you can comply. If you are unsure of an instruction, request “Say again” or get clarification, rather than guessing what a controller intended you to do.

Flight From Oshawa To Buffalo

	<i>File eAPIS manifests.</i>
	<i>Call 1-866-WX-BRIEF and file a flight plan. Due to recent Nav Canada policy shift, control towers no longer open VFR flight plans, but your flight plan will automatically open at the proposed time.</i>
	<i>Call Buffalo CBP 1-716-632-4727 and make customs clearance arrangements. Start with I am calling to give notice of arrival by private aircraft. Check they have your eAPIS manifest. Give them your anticipated arrival time, which may differ from your eAPIS submission. Ask any questions to be sure things go smoothly.</i>
Oshawa Ground 118.40	Oshawa Ground, Golf Echo Mike Echo, Cessna one seven two, with bravo, north apron, ready to taxi, VFR flight plan to Buffalo, departing south-west at two thousand four hundred, request radar surveillance. <i>Echo Mike Echo, altimeter two niner niner two, taxi alpha, bravo, cross two two, hold short three zero, contact Tower one two zero decimal one when ready.</i> Echo Mike Echo hold short three zero.
Oshawa Tower 120.10	Oshawa Tower, Golf Echo Mike Echo, ready for takeoff three zero. <i>Echo Mike Echo clear takeoff three zero, left turnout approved, report clearing five west.</i> Echo Mike Echo clear takeoff three zero. <i>Echo Mike Echo squawk one two three four.</i> Echo Mike Echo one two three four. Oshawa Tower, Echo Mike Echo, five west, two thousand four hundred,. <i>Echo Mike Echo cleared enroute, keep your squawk code, for flight following contact Toronto one three three four.</i> Echo Mike Echo one three three four.
Toronto Terminal 133.40	Toronto Terminal Golf Echo Mike Echo <i>Golf Echo Mike Echo go ahead.</i> Toronto Terminal, Golf Echo Mike Echo, Cessna one seven two, VFR, five south west of Oshawa, two thousand four hundred, enroute to Buffalo around the lake, squawking one two three four, request flight following. <i>Golf Echo Mike Echo squawk four three two one, maintain VFR.</i> Golf Echo Mike Echo four three two one. Depending how busy this controller is, they might find your existing record (more likely if you provide your current code) and you will keep your squawk code. However, it is sometimes faster for them to start fresh, in which case, you will get a new squawk code and any flight details entered by the controller at Oshawa will be lost. <i>Golf Echo Mike Echo, radar identified, 7 west of Oshawa.</i> (until you hear "radar identified" you don't have flight following yet) Golf Echo Mike Echo. <i>Golf Echo Mike Echo contact City Tower one eighteen two.</i> Golf Echo Mike Echo one eighteen two.
City Centre Tower 118.20	City Tower, Golf Echo Mike Echo <i>Echo Mike Echo, City</i> City Tower, Echo Mike Echo, Cessna one seven two, Bluffers Park, two thousand four hundred, VFR to Buffalo. <i>Echo Mike Echo, altimeter two niner niner four, cleared through the zone, report overhead, maintain two thousand four hundred, stay north of the airport at all times.</i> Echo Mike Echo two thousand four hundred, north of the airport. City Tower, Echo Mike Echo overhead. <i>Echo Mike Echo Roger.</i> <i>Echo Mike Echo, contact Toronto now one three three four</i> Echo Mike Echo one three three four

Toronto Terminal 133.40	<p>Toronto Terminal, Golf Echo Mike Echo Echo Mike Echo, altimeter two niner niner five, descend and maintain two thousand. Stay on or south of the shoreline at all times. Echo Mike Echo two thousand, south of the shoreline. <i>Echo Mike Echo contact Toronto one nineteen three.</i> Echo Mike Echo one nineteen three. Depending how busy it is, you may stay with 133.40 all around the lake.</p>
Toronto Terminal 119.30	<p>Toronto Terminal, Golf Echo Mike Echo, VFR, two thousand. This is a hand-off, so all the next controller needs to know (they have your slip) is that you are remaining VFR and to verify that your transponder altitude is correct. <i>Echo Mike Echo, altimeter two niner niner six.</i> Echo Mike Echo Toronto Terminal, Golf Echo Mike Echo, request four thousand five hundred. <i>Echo Mike Echo, climb and maintain two thousand five hundred for now.</i> Echo Mike Echo two thousand five hundred. <i>Golf Echo Mike Echo, altitude your discretion, maintain VFR.</i> Golf Echo Mike Echo climbing four thousand five hundred. Toronto Terminal, Golf Echo Mike Echo climbing to five thousand five hundred. <i>Echo Mike Echo, roger.</i> <i>Golf Echo Mike Echo, contact Toronto one three three four.</i> Echo Mike Echo one three three four.</p>
Toronto Terminal 133.40	<p>Toronto Terminal, Golf Echo Mike Echo, VFR, five thousand five hundred. <i>Echo Mike Echo, altimeter two niner niner four, maintain VFR.</i> Echo Mike Echo Toronto Terminal, Golf Echo Mike Echo, beginning descent now for Buffalo. <i>Echo Mike Echo maintain VFR.</i> <i>Echo Mike Echo.</i> <i>Golf Echo Mike Echo, contact Buffalo Approach one two six five, radar service terminated, squawk VFR.</i> Echo Mike Echo Buffalo one two six five. Note that if you wish more time to get the ATIS and organize your approach, just ask Terminal to "Request cancel radar surveillance", and you will get the same response.</p>
Buffalo Approach 126.50	<p>Listen to Buffalo ATIS first on 135.35. If there are light winds, more than one runway may be in use. Be prepared to choose one if asked. Buffalo Approach, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Buffalo Approach</i> Buffalo Approach, Charlie Golf Echo Mike Echo, Cessna Skyhawk, twenty west, four thousand two hundred descending to three thousand, VFR from Oshawa, inbound for landing. <i>Golf Echo Mike Echo, altimeter two niner niner three, squawk zero four one six, ident.</i> Golf Echo Mike Echo zero four one six, ident. (Never ident unless you are specifically requested) <i>Cessna Charlie Golf Echo Mike Echo, radar contact eighteen west, three thousand nine hundred. (At this point all three border crossing requirements are clearly met: contact with ATC, unique transponder code, active flight plan)</i> Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, contact Approach one two three point eight zero.</i> Charlie Golf Echo Mike Echo one two zero point five. At Buffalo, they have west, east and final approach radar controllers, so you may get switched to final approach.</p>

Buffalo Approach 123.80	Buffalo Approach, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, fly heading zero six zero, anticipate right downwind for runway two three.</i> Golf Echo Mike Echo, fly zero six zero, expect right downwind two three. <i>Charlie Golf Echo Mike Echo, contact Tower one two zero point five.</i> Charlie Golf Echo Mike Echo one two zero point five.
Buffalo Tower 120.50	Buffalo Tower, Charlie Golf Echo Mike Echo Charlie Golf Echo Mike Echo, cleared right downwind for two three, you will be number two following an A320 ten miles final. Charlie Golf Echo Mike Echo Buffalo Tower, Charlie Golf Echo Mike Echo, turning right base for two three, I will land long. <i>Golf Echo Mike Echo, cleared to land two three, caution wake turbulence.</i> Golf Echo Mike Echo, cleared to land two three. <i>Golf Echo Mike Echo, exit right at delta, contact Ground three three two when off.</i> (This isn't a typo. The leading 1 is often dropped. Many airports have a ground frequency 121.x and there you may be told "contact Ground point 2, meaning 121.20) Golf Echo Mike Echo one three three two.
Buffalo Ground 133.20	Buffalo Ground, Charlie Golf Echo Mike Echo on delta, taxi to Prior Aviation for customs clearance. <i>Golf Echo Mike Echo, taxi delta, quebec, cross one four into the ramp.</i> Golf Echo Mike Echo, delta, quebec, cross runway one four. There is often someone to wand you to a parking spot on the ramp as you taxi in. You can tell them you if require fuel, but that you need to clear customs first. They may let customs know you are here. Do not set the parking brake, in case they need to move you.
Buffalo Radio 122.60	Buffalo Radio, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Buffalo Radio</i> Buffalo Radio, Charlie Golf Echo Mike Echo, on the ground at Buffalo, please close my VFR flight plan from Oshawa. <i>Charlie Golf Echo Mike Echo, Buffalo Radio, I will close your flight plan. Is there anything else I can help you with ?</i> Charlie Golf Echo Mike Echo, That's everything, thanks ! You may be immediately greeted by the Customs officer. Remember to close your flight plan !

Flight From Buffalo To Buttonville

	<i>Call 1-888-CAN-PASS and arrange customs clearance. Start with I am calling to give notice of arrival by private aircraft.</i>
	<i>Call 1-800-WX-BRIEF to file a VFR flight plan. You can also call Nav Canada for a more detailed briefing on the weather in Canada.</i>
Buffalo Clearance Delivery 124.70	Listen to ATIS first on 135.35 Clearance Delivery, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Clearance Delivery</i> Clearance Delivery, Charlie Golf Echo Mike Echo, Cessna Skyhawk, with november, at Prior Aviation, VFR to Buttonville around the lake. Departure heading two eight zero at four thousand five hundred. Request flight following. (Heading should take wind into account. In this case, we are going left of intended track initially to avoid restricted airspace at Niagara Falls. We will take a more direct course after crossing into Canada.) <i>Cessna Charlie Golf Echo Mike Echo, runway 23, altimeter two niner point niner three, on take off, fly runway heading, maintain two thousand five hundred, departure one two six point five, squawk zero four zero two.</i> (Fly runway heading means exactly that. Do not correct for the wind, since the vectors you will be given include wind compensation.) Charlie Golf Echo Mike Echo, runway two three, altimeter two niner point niner three, fly runway heading, two thousand five hundred, departure one two six point five, squawk zero four zero two. (You must read back <u>everything</u> . You will be given an initial altitude to climb to, and will be given higher by Departure. Tower will tell you when to switch, but doesn't need to waste time giving you the frequency. Alternatively, you may be told to switch passing through a particular altitude.) <i>Cessna Golf Echo Mike Echo, read back is correct. Contact Ground one three three point two when ready to taxi.</i> Golf Echo Mike Echo one three three point two. Ground is not expecting an immediate call. Now is a good time to do the runup.

Buffalo Radio 122.60	Buffalo Radio, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Buffalo Radio</i> Buffalo Radio, Charlie Golf Echo Mike Echo, on the ground at Buffalo, please activate my VFR flight plan to Buttonville. <i>Charlie Golf Echo Mike Echo, Buffalo Radio, I will activate your flight plan. Is there anything else I can help you with ?</i> Charlie Golf Echo Mike Echo, That's all, thanks !
Buffalo Ground 133.20	Buffalo Ground, Charlie Golf Echo Mike Echo. <i>Charlie Golf Echo Mike Echo, Ground.</i> Buffalo Ground, Charlie Golf Echo Mike Echo Cessna Skyhawk at Prior Aviation ready to taxi. Request runway 23 at delta. It is your choice whether taxi to the far end of a nine thousand foot runway or not. The full length is desirable if you have an engine failure, or are taking off after a large jet. The intersection might be better if taking off after a large jet landed, or if it keeps you out of the line of jets waiting to depart. It is your responsibility to know the remaining length of runway available and if it is suitable for your aircraft. Do not taxi right up behind a large jet or too close to a runway you are holding short of !) <i>Charlie Golf Echo Mike Echo runway two three, taxi quebec, cross runway one four, delta, hold short runway two three.</i> Charlie Golf Echo Mike Echo hold short runway two three. Hold well short of 23, since a large jet may land while you are holding. If you are nervous taxing around such a large airport, request Progressive Taxi Instructions. Also watch your hold short instructions, since if you are taxing to the threshold of 23, you will probably be told to hold short 23 on delta, meaning hold before you cross the runway to get to alpha, and then again later at the threshold.
Buffalo Tower 120.50	Buffalo Tower, Charlie Golf Echo Mike Echo, holding short two three on delta, ready for takeoff. (alternatively, holding short two three at the threshold, or alpha or victor or where ever you are) <i>Charlie Golf Echo Mike Echo, hold short two three, landing traffic.</i> Charlie Golf Echo Mike Echo, hold short two three. <i>Charlie Golf Echo Mike Echo, fly runway heading, runway two three, cleared for takeoff, contact Departure airborne.</i> Charlie Golf Echo Mike Echo, cleared for takeoff, runway two three, at delta.
Buffalo Approach 126.50	Buffalo Departure, Cessna Charlie Golf Echo Mike Echo airborne off two three. <i>Cessna Charlie Golf Echo Mike Echo, radar contact, fly heading three zero zero, climb and maintain three thousand.</i> Charlie Golf Echo Mike Echo, heading three zero zero, climbing three thousand. <i>Charlie Golf Echo Mike Echo, proceed on course, altitude your discretion, radar service terminated, contact Toronto Terminal one three three four, squawk VFR. (if you being handed off from one controller to another, and are not told to squawk VFR, keep your assigned code until you are asked to change it)</i> Charlie Golf Echo Mike Echo VFR one three three four. (Do not be concerned if the hand off occurs just shy of crossing the border and you haven't yet made contact with Toronto Terminal, just continue.)
Toronto Terminal 133.40	Toronto Terminal, Golf Echo Mike Echo <i>Golf Echo Mike Echo, Toronto, go ahead</i> Toronto Golf Echo Mike Echo Cessna one seven two, eight miles west of Buffalo, three thousand six hundred climbing four thousand five hundred, VFR around the lake to Buttonville, request flight following. <i>Golf Echo Mike Echo standby. (I usually do not reply to this)</i> <i>Cessna Golf Echo Mike Echo altimeter two niner niner three, squawk two three four five.</i> Golf Echo Mike Echo two three four five. <i>Golf Echo Mike Echo radar identified, maintain VFR.</i> Golf Echo Mike Echo. <i>Golf Echo Mike Echo Contact Toronto now one one niner decimal three.</i> Golf Echo Mike Echo one one niner decimal three.

Toronto Terminal 119.30	Toronto Terminal, Golf Echo Mike Echo, VFR four thousand five hundred. <i>Golf Echo Mike Echo, altimeter two niner niner two. Descend and maintain three thousand five hundred.</i> Golf Echo Mike Echo three thousand five hundred. <i>Cessna Golf Echo Mike Echo descend and maintain two thousand five hundred, remain one mile south of the shoreline.</i> Golf Echo Mike Echo two thousand five hundred, one mile south. <i>Golf Echo Mike Echo Contact Toronto one three three four.</i> Golf Echo Mike Echo one three three four.
Toronto Terminal 133.40	Toronto Terminal, Golf Echo Mike Echo, two thousand five hundred. <i>Golf Echo Mike Echo, altimeter two niner niner three.</i> Golf Echo Mike Echo. <i>Cessna Golf Echo Mike Echo, contact City Tower one one eight decimal two.</i> Golf Echo Mike Echo one one eight two.
City Centre Tower 118.20	City Tower, Cessna Golf Echo Mike Echo, eight west at two thousand five hundred, enroute to Buttonville. <i>Echo Mike Echo, altimeter two niner niner one, cleared through the zone, maintain two thousand five hundred, report overhead.</i> Echo Mike Echo, two thousand five hundred. City Tower, Echo Mike Echo, overhead. <i>Echo Mike Echo, descend to two thousand, stay on the east side of the Parkway northbound.</i> Echo Mike Echo two thousand, east side. <i>Echo Mike Echo, Contact Buttonville one two four decimal eight.</i> Echo Mike Echo, one two four decimal eight.
Buttonville Tower 124.80	(Listen to ATIS if possible. You <u>must</u> contact Buttonville before entering their zone at Lawrence Avenue) Buttonville Tower, Cessna Golf Echo Mike Echo <i>Golf Echo Mike Echo, Buttonville Tower</i> Buttonville Tower, Golf Echo Mike Echo, Cessna 172, with delta, coming up the Parkway at two thousand, inbound landing. <i>Echo Mike Echo, altimeter two niner niner one, report Parkway & 401.</i> Echo Mike Echo. Buttonville Tower, Echo Mike Echo Parkway & 401. <i>Echo Mike Echo, join left base for three three, number four, following Piper Cherokee turning right base.</i> Echo Mike Echo, left base, negative traffic. (and you thought flying into Buffalo was going to be stressful ?) Echo Mike Echo with traffic. <i>Roger.</i> <i>Echo Mike Echo, cleared to land runway three three.</i> Echo Mike Echo, cleared to land three three.
Buttonville Ground 121.80	Buttonville Ground, Golf Echo Mike Echo, on charlie, request taxi to the terminal for Customs Clearance. <i>Echo Mike Echo, taxi bravo, cross two one, into the ramp. What was your last point of departure ?</i> Echo Mike Echo, bravo cross two one. Last departed Buffalo. Customs is expecting you park near the fenced in picnic tables outside Druxy's. Remain in the aircraft until greeted by the customs agent. If none arrives after your appointed time, then call for instructions.
London Radio 123.15	London Radio, Golf Echo Mike Echo. <i>Golf Echo Mike Echo, London.</i> London Radio, Golf Echo Mike Echo is on the ground at Buttonville, request you close our VFR flight plan. <i>Golf Echo Mike Echo you flight plan has been closed.</i> Golf Echo Mike Echo

Oshawa CYOO To Buffalo KBUF

CBP Buffalo (2 hour notice)	716-632-4727
Nav Canada	866-992-7433
Oshawa ATIS	125.675
Oshawa Ground	118.40
Oshawa Tower	120.10
Toronto Terminal	133.40
City Centre Tower	118.20
Toronto Terminal	133.40
Toronto Terminal	119.30
Toronto Terminal	133.40
Buffalo ATIS	135.35
Buffalo Approach	126.50
Buffalo Approach	123.80
Buffalo Tower	120.50
Buffalo Ground	133.20
Buffalo Radio	122.60
US Flight Service	800-992-7433
Prior Aviation	122.95
	716-633-1000

Max's Classis American Grill
4600 Genesee Street
Cheektowaga, NY 14225
716-634-6969

Buffalo KBUF To Buttonville CYKZ

Canada Customs (2 hour notice)	888-226-7277
	905-679-2073
US Flight Service	800-992-7433
Buffalo ATIS	135.35
Buffalo Clearance Delivery	124.70
Buffalo Radio	122.60
Buffalo Ground	133.20
Buffalo Tower	120.50
Buffalo Departure	126.50
Toronto Terminal	133.40
Toronto Terminal	119.30
Toronto Terminal	133.40
City Centre Tower	118.20
Buttonville ATIS	127.10
Buttonville Tower	124.80
Buttonville Ground	121.80
London Radio	123.15
Nav Canada	866-992-7433
Buttonville Ramp	123.50