

10/25/2022

FOR YOUR INFORMATION

2022-108/5-42

1926688

To: Airport Manager, Buffalo Niagara International Airport, (BUF), NY, FAA (AAS-1)

Info: FAA (AAS-300, ATM BUF Tower, ATM BUF TRACON, AVP-1, AVP-200, AJI-144, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BUF Taxiway A Runway 32 Hold Short Line Faded

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1926688

DATE / TIME

Date of Occurrence	202208
Local Time Of Day	1801 to 2400

PLACE

Locale	BUF.Airport
State	NY
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	BUF
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1926688

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

This is just a heads-up about an inadequate runway intersection marking. We were taxiing out to Runway 23 on A with the instruction to hold short of 32. This intersection is not marked by lights, and the pavement markings are worn and no longer reflective. This means when you are approaching at night, you cannot see the hold short lines until you are pretty close to them. It is pretty difficult to see that you are approaching an intersecting runway. The controller asked us to confirm we would hold short as we approached (kudos to her for keeping an eye on us); we were, but it might not have looked that way since we had to get so close before seeing the lines. A landing aircraft passed through that intersection just a few seconds after we stopped. This is an accident (or at least an incursion) waiting to happen. Faded pavement markings, and lack of flashing lights at intersection of taxiway A with Runway 32.

SYNOPSIS

Air Carrier Captain reported the runway hold short markings for BUF Runway 32 are faded on Taxiway A.