

Pittsburgh International Airport

IATA/ICAO CODE: PIT/KPIT
 CITY: Pittsburgh
 STATE: PA
 COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	Brad Penrod	Eric Buncher
Title:	Chief Executive Officer	Manager Planning Services
Airport:	Pittsburgh International Airport	Pittsburgh International Airport
Address:	Pittsburgh International Airport Allegheny County Airport Authority Landside Terminal, Suite 4000 P.O. Box 12370 Pittsburgh, PA 15231-0370	
Phone:	+1 412 472 3510	+1 412 472 5692
Fax:	+1 412 472 3636	+1 412 472 3544
Email:	bpenrod@pitairport.com	ebuncher@pitairport.com
Airport Web Site:	www.flypittsburgh.com	

ELEVATION: 1203 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
10R/28L	11500	-	-	200
10C/28C	9708	-	-	150
10L/28R	10502	-	-	150
14/32	8101	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Noise Abatement:

A. General: Noise abatement procedures at PIT apply only to turbojet aircraft. Noise complaints shall be referred to the Noise Abatement Office 412-472-5612.

B. Engine Maintenance Run-ups: (see Engine Run-up Restrictions)

C. Local turbojet training flights:

1. Deviation from the following restrictions shall not be permitted without the approval from Airport Operations. They will coordinate such approvals on a case by case basis. When requested by the Airport Authority, (Operations)

tower personnel shall suspend all training activity or portions thereof.

- a. Are not permitted for transient aircraft.
- b. Non-precision approaches are not permitted.
- c. May be denied due to traffic or weather.
- d. Approach/pattern work is not permitted to R14.
- e. Between 0700 and 2200 local:
 1. ILS approaches are permitted to R28L/10R/32. These approaches may terminate in a full stop, touch and go or low approach.
 2. Pattern work is permitted only on R32. Left traffic shall be executed and the aircraft shall be instructed to remain over airport property.
 3. Approaches to R10L must terminate in a full stop.
 4. 28R may be used for training flights only if 28L/28C/32 are not available.
- f. Between 2200 and 0700 local:
 1. Pattern work is permitted only on R32. Left traffic shall be executed and the aircraft shall be instructed to remain over airport property.
 2. ILS to 10L must terminate in a full stop.
 3. ILS to 10R terminating in a low approach or full stop are permitted. Touch and go landings are prohibited.
 4. Turbojet aircraft are not permitted to land on 28R.

D. Turbojet Arrivals:

1. Traffic executing visual approaches to all runways other than 28R shall be maneuvered to turn at least two mile final.
2. Traffic executing visual approaches to 28R shall be maneuvered to turn at least four mile final.
3. Turbojet arrivals on 28C or 14 are not authorized unless required for safety or separation.

E. Departure Turn Points:

Departure Turn Points (DTPs) are depicted on the video maps to identify points past which jet aircraft may be turned. The departure turn points are defined as:

1. Runway 14: 1.5 NM from departure end of runway
2. Runway 28L: 0.4 NM from departure end of runway, (28L DTP visual reference is abeam the landside terminal).
3. Runway 28C: Same as Runway 28L
4. Runway 28R: 1.5 NM from departure end of runway Runway 10C: 2.5 NM from departure end of runway
5. Runway 10R/L: Same as Runway 10C

F. Turbojet Departures-West Flow:

1. Runway 28L/28C:

- a. Westbound - All turbojet aircraft will be assigned heading 260.
- b. Southbound - All turbojet aircraft will be assigned heading no further left than 260. When the aircraft reaches the DTP assigned a heading of 190 through 260 degrees as appropriate. Maintain a heading no further left than 190 degrees until leaving or level at 3000 feet.
- c. North & Eastbound - At or after the departure end of RWY 28C, but not later than 1 mile from the end of RWY 28L, turn right to a heading of 320 through 350 degrees. Maintain a heading no further right than 350 degrees until leaving or level at 3000 feet.

2. Runway 28R

- a. North & Eastbound - Turn right to a heading no further than 360 degrees until leaving or level at 3000 feet.
- b. Southbound - At or after the DTP, or leaving or level at 3000 feet turn no further left than 180 degrees.
- c. Westbound - No turns to the left prior to the DTP or leaving 3000 feet.

G. Turbojet Departures - East Flow:

1. Runway 10L: No turbojet departures unless operationally necessary.
2. Runway 10C/10R: Local control shall assign runway heading until passing the DTP, then turn the aircraft as defined in the SOP LC procedures.
3. Runway 14: Local control shall issue runway heading until reaching the DTP or 3000 feet. DR shall not issue a turn further right than 180 degrees until leaving or level at 3000 feet.

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS - **NONE**

PREFERENTIAL RUNWAYS

See noise abatement procedures shown above for details.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

1. Between 0600 and 2300 local time:

- a. Primary: F west of W, facing east
- b. Primary: E between R and P facing east (usually during east code)
- c. Primary: B (west of B-7)
- d. Secondary: P between old ARFF station and R (only when primary areas unavailable).
- e. Other: AFRES: C-130's on M

2. Between the hours of 2300 and 0600 local time; shall not be permitted unless Airport Operations notifies the tower that prior approval has been granted. The run-up shall be conducted at a point specified by the Operations Manager. Normal run-up points include:

- a. F west of W, facing east

b. D between D1 and W

3. Upon the Operations Manager's request, the operator shall be immediately instructed to discontinue the run-up.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status	
Sound Insulation (Residences and Public Buildings)	1989	359 Total Residences Completed as a result of a Residential Sound Insulation Program or through litigation	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	Not offered.	
Avigation Easements	1989	Participants must sign an aerial easement prior to receiving sound insulation - 370 easements obtained to date.	
Zoning Laws	N/A	Local townships control zoning issues and have been informed about the airport's noise contours. One of two bordering communities has incorporated aircraft noise impact into their zoning and comprehensive plans.	
Real Estate/Property Disclosure Laws	-	none	
Acquire Land for Noise Compatibility to date	1984 to 2001	130 residences	
Population within each noise contour level relative to aircraft operations	2006	2005 65-70 DNL:18 70-75 DNL: 0 75> DNL: 0	2010 65-70 DNL: 18 70-75 DNL: 0 75> DNL: 0
Airport Noise Contour Overlay Maps	2006	Updated in 2006	
Total Cost of Noise Mitigation Programs to Date	1988	Approximately \$20,602,000.00 for insulation, easements and acquisition programs	
Source of Noise Mitigation Program Funding for Aircraft Noise	-	FAA Funding - (80%) Sponsor Share - (20%)	

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)