

PIT TRACON Approved Document

CHAPTER 1. GENERAL CONTROL

SECTION 1. CLASS B

1-1. PROCEDURES FOR CLASS B ACCESS

- a. Provide Class B airspace access on a workload-permitting basis, to all IFR/VFR aircraft requesting this service. This includes aircraft operating to or from satellite airports, as well as enroute aircraft. VFR aircraft should not normally be issued an IFR altitude to maintain.

NOTE: Positions are delegated the airspace 500' below their base altitude for VFR/Class B airspace use.

- b. Make every reasonable effort to provide an alternate route through Class B airspace if unable to approve the route requested by the pilot.
- c. When it is not possible to issue a clearance, time permitting, inform the pilot of the reason, expected delay, and suggested course of action.
- d. If an aircraft is in your delegated airspace or initial entry is into Tower delegated airspace within 45 degrees either side of the approach course in use:
 - (1) Issue Class B clearance.
 - (2) Provide radar services.
 - (3) Establish aircraft in the approach sequence.
- e. If the aircraft is not in your delegated airspace, assign the aircraft the appropriate sector frequency.
- f. During simultaneous ILS Approaches Local control shall work VFR aircraft with the following restrictions:
 - (1) TRACON coordination.
 - (2) Point-out is made to Final Arrival Approach(es).
 - (3) Aircraft must enter from the north or south unless otherwise coordinated.

PIT TRACON Approved Document

- g. If the aircraft is at an altitude which will allow for initial entry into Tower delegated Class B airspace outside of the area 45 degrees either side of the final approach course in use:
 - (1) Instruct the aircraft to proceed to an advantageous location for the Class B entry with respect to the configuration in use.

NOTE: Turbojet aircraft and all large aircraft are not to be suppressed below the floor of the Class B airspace.

- h. PIT departures shall be issued a VFR altitude at or below 3,000' as appropriate for direction of flight and issued a prop heading unless otherwise coordinated.

1-2. CLASS B VIOLATIONS

- a. If an aircraft contacts PIT Approach and is within the confines of Class B airspace, you shall:
 - (1) RADAR identify the intruder.
 - (2) Verify altitude/accuracy of the intruder mode C.
 - (3) Advise the pilot that they are within Class B airspace without a clearance.
 - (4) Advise the intruder of their exact location.
- b. For an unidentified target that TRACON tracks through the Class B airspace, controllers shall:
 - (1) Attempt to contact the pilot via private message to inform him/her to contact the appropriate Approach frequency. (If the pilot responds to private message refer to 1-7a)
 - (2) If the pilot does not respond to the private message, keep all traffic clear of his/her the unconfirmed target.
 - (3) If deemed necessary have the target removed from the VATSIM server.

1-2. AUTOMATED COORDINATION PROCEDURES

PIT TRACON Approved Document

- a. Tracks shall be initiated on all controlled aircraft and automated functions used to the maximum extent possible.
- b. The following symbology shall be used when coordination is performed through the use of scratch pad area:

(1) To indicate active runway assignment at PIT, use the following entries:

RY 28L = 28L	RY 10R = 10R
RY 28R = 28R	RY 10L = 10L
RY 28C = 28C	RY 10C = 10C
RY 32 = R32	RY 14 = R14

- c. AN/AS/FN/FS shall ensure that the assigned landing runway/type of approach being conducted entered in the scratch pad. Scratch pad entries that shall be used are:

- 28R – Traffic will land RWY 28R.
- 28C – Traffic will land RWY 28C.
- 28L – Traffic will land RWY 28L.
- R32 – Traffic will land RWY 32.
- V32 – Traffic will execute a visual approach to RWY 32.
- V14 – Traffic will execute a visual approach to RWY 14.
- 10L – Traffic will land RWY 10L.
- 10C – Traffic will land RWY 10C.
- 10R – Traffic will land RWY 10R.

Use the following entries for formation flights, where # is the number of aircraft in the flight:

- #/S – # for straight-in.
- #/D – # for overhead.

(1) When conducting converging runway or LAHSO operations, 3-character scratch pad shall be used (i.e. 28L, 10L, etc.).

- d. To indicate the destination airport, use the three-letter identifier (automatic for interfacility flight plans).
- e. To indicate altitude, use appropriate three digits. All altitude assignments shall be entered via the temporary altitude field.