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CHAPTER 4. DEPARTURE – (A) AND (S)

SECTION 1. DUTIES AND RESPONSIBILITIES

4-1. GENERAL INFORMATION

a. Monitor and operate radios.

(1) Main transmitters and receivers,

(a) Departure North (A) – 124.750.

(b) Departure West (V) – 118.700. *(Normally combined with DN, only open when there is a big westbound departure bank.)*

(c) Departure South (S) – 119.350.

(d) Departure Allegheny (Z) – 125.900. *(Normally combined with DS, only open if there is a lot of AGC traffic or practice approaches.)*

b. Departure airspace is depicted on the airspace diagrams.

Jets – Are climbed to 14,000' unless requesting lower altitude.

Props – Are climbed to 11,000' unless requesting lower altitude.

c. Aircraft handed off intrafacility may be turned on course or toward their destination airport by the receiving controller (and climbed by Departure) in the transferring controller's airspace.

NOTE 1: This does not authorize the receiving controller to vector through intervening sectors without coordination.

d. Aircraft shall depart on appropriate Tower assigned headings. Departure headings shall not be altered until the aircraft exits the later limits of the Tower delegated airspace or reaches 3,000 feet MSL.

NOTE: Departure headings issued by Local Control shall be verbally coordinated.

e. Turbojets that depart PIT destined for satellite or adjacent airports shall be issued 3,000', assigned a prop heading and assigned appropriate departure frequency.

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- f. Provide separation between departures and other known traffic until control responsibility is properly transferred or is terminated at the CLASS B airspace boundary.
- g. When ZOB is in a holding configuration, ensure aircraft are vectored to remain clear of the applicable Holding Pattern Airspace.
- h. PIT Tower is responsible for initial PIT departure ARTS track auto-acquisition by observing the auto-acquisition within 5NM of PIT, or informing the appropriate PIT TRACON sector.
- i. If ARTS track does not auto-acquire, Departure controllers shall take the following steps, as necessary, to start a track:
 - (1) Verify transponder is on and squawking the correct beacon code.
 - (2) Initiate a ARTS track.
 - (3) If automatic acquisition still has not occurred, start a manual track and send a departure message.
- j. Upon receiving a departure, initiate a climb into departure airspace as soon as practical. Conforming to altitude restrictions, vector the aircraft to ensure they are established on the appropriate radials or Jet/Victor airways prior to exiting the lateral limits of the PIT airspace.
- k. Missed approach aircraft may be assigned 3,000 feet, by Local Control. Tower will coordinate missed approaches with the appropriate departure controller. Departure control shall perform required coordination and affect a hand-off to the appropriate PIT Arrival
l. position.

4-2. NOISE ABATEMENT

- a. PIT noise abatement procedures are applicable to Jet aircraft only.
- b. Jet arrivals – The preferred arrival runways are runways 32 and 28L on a west flow and runways 10L and 10R on an east flow.
- c. Traffic executing visual approaches shall be maneuvered to turn at least a 2 mile final. Runway 28R traffic shall be maneuvered to turn at least a 4 mile final.

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Example: "USAIR1050 cleared visual approach to runway 28R, turn at least a four mile final for noise abatement, contact tower on 128.3."

- a. Jet aircraft are not authorized to land on runways 28C and 14 unless required for safety or separation.