

Flying at Pittsburgh International Airport

The Allegheny County Airport Authority (ACAA) operates and manages Pittsburgh International Airport (ICAO: KPIT). Classified as Class B airspace, encompassing over 10,000 acres and 4 runways, KPIT is an active airport with 24/7 operations. Extra vigilance is required due to heavy radio operations, precision flight paths and higher arrival speeds.

DEPARTURES

On IFR departures, aircraft can be expected to climb quickly to 4000' MSL (propeller) or 5000' MSL (turbojet) before climbing to an intermediate enroute altitude.

Tactical VFR departures by both KC-135 and C-130 aircraft may be accomplished in any direction, with an immediate climb to 10,000' MSL. C-130s may also perform short field takeoff procedures, with a steep angle of climb to VFR traffic pattern altitude (2200' MSL propeller, 2700' MSL jet)

ARRIVALS

During normal west flow operations, the airport will utilize simultaneous ILS/visual approaches to runways 28L/R and 32. During east flow operations, ATC will vector traffic to 10 R/L dependent on arrival fix.

KC-135 and C-130 aircraft perform a multitude of tactical VFR approaches to landing. Aircraft will normally accomplish an 'overhead' approach, flying along the extended centerline before commencing a 360-degree elliptical descent to landing, but be aware that tactical arrivals can take many shapes and forms not 'typical' of civilian aircraft!

Profile of a Mid-Air Collision

Studies of mid-air collisions reveal some common themes. It may be surprising to note that nearly all mid-air collisions occur during daylight hours and in visual meteorological conditions (VMC). The majority happen within 5 miles of an airport, in the areas of greatest traffic concentrations.

STATISTICS OF NEAR MID-AIR COLLISIONS (NMAC)

- 75% of NMAC involve General Aviation aircraft
- Nearly 70% occur near airports and 85% occur below 3000' AGL
- Over 50% involve pilots not using "See and Avoid" techniques

STATISTICS OF ACTUAL MID-AIR COLLISIONS

- Less than 10% occur when both aircraft are in radar contact
- 67% of mid-air collision reports say visibility was greater than 10 miles
- 40% occur during cruise flight
- 20% involve an aircraft where flight instruction is taking place



Basic Avoidance Techniques

1. Plan, scan, see and avoid!
2. Listen for our "Pitt ___" or "Steel ___" call signs on ATC frequencies.
3. For wake turbulence avoidance in flight, make sure you stay at least 1,000 feet below (or well above) and at least 5 miles behind any large aircraft that crosses your path.
4. If you see one of us, look for others. Military aircraft often fly in formation.
5. A majority of C-130 flying is accomplished VFR below 3000' AGL. We share the same airspace with VFR civilian traffic.



6. Look down for C-130s. We fly low-level routes at 300 – 500' AGL.
7. Equip your aircraft for safety – high intensity strobe lights, transponders and traffic alerting systems are just some examples of ways to make yourself more visible to other aircraft.
8. Ensuring your cockpit is free of clutter, with charts neatly folded and minimizing 'heads-down' time, keeps your eyes out scanning for traffic.
9. Talk and listen, especially in dense airspace areas.
10. Plan, scan, see and avoid! So important, we said it twice!

Nearby Airports Affected

- Youngstown-Warren Regional (KYNG)*
- Wheeling-Ohio County (KHLG)*
- North Central WV/Clarksburg (KCKB)*
- Mid-Ohio Valley/Parkersburg (KPKB)*
- John Murtha Johnstown-Cambria (KJST)*
- Erie International/Tom Ridge Field (KERI)*
- Washington County (KAFJ)
- Allegheny County (KAGC)
- Beaver County (KBVI)
- Harrison County/Cadiz (K8G6)
- Jefferson County/Steubenville (K2G2)
- Marshall County/Moundsville (KMPG)
- Greene County/Waynesburg (KWAY)
- Carroll County/Tolson (KTSO)
- Monroe County (K4G5)
- Cambridge Municipal (KCDI)
- Noble County (KI10)
- Columbiana County (K02G)
- Grove City (K29D)
- New Castle Municipal (KUCP)
- Zelienople Municipal (KPJC)

* Denotes airports where C-130's do the majority of their approach and landing training.

911th Airlift Wing Safety

2475 Defense Ave
Pittsburgh IAP ARS
Coraopolis, PA 15108
Public Affairs 412-474-8511

171st Air Refueling Wing Safety

300 Tanker Road
Pittsburgh International Airport
Coraopolis, PA 15108
Public Affairs 412-776-8010

See more at: www.seeandavoid.org
Zoom to: 'KPIT'

C-130 Tactical Training

WHERE WE FLY

The majority of our low altitude VFR training is concentrated in southwestern Pennsylvania, southeastern Ohio and northern West Virginia. We cross major highways and rivers several times during our training routes. Most of our training will end with an airdrop at our drop zone near the First Niagara Pavilion (Star Lake Amphitheater) in Pennsylvania or at a drop zone near Cadiz, Ohio, just off the Harrison County airport property.

HOW WE FLY

Flights along our VFR routes are normally flown at 300-500' AGL, both day and night. When encountering aircraft at these altitudes, it is important to remember that C-130s frequently travel in pairs or even larger formations. Additionally, during night operations, we are normally using night-vision goggles (NVGs), which requires the use of only dim positional lighting – visible to other aircraft only in close proximity.

AIRDROP CONSIDERATIONS

Upon reaching an initial point prior to our drop zone, C-130 aircrews are very busy – we are slowing the aircraft to drop airspeed (approximately 140 knots), configuring to open our ramp and cargo door, accomplishing internal checklists, visually acquiring the drop zone and remaining in formation position. You are probably much more maneuverable than us!



911th Airlift Wing Pittsburgh Air Force Reserves

171st Air Refueling Wing Air National Guard

Mid-Air Collision Avoidance (MACA) Program

The 911th Airlift Wing and 171st Air Refueling Wing, both based at Pittsburgh International Airport (KPIT) are committed to safely sharing airspace with civilian aviation. On your next flight, look for us. We are looking for you.

The 911th AW flies the C-130 Hercules. We fly low and slow, and often in formation, throughout the tri-state area. The “Here” is a tactical airlift aircraft that is designed for the airdrop delivery of equipment, supplies, and personnel.

The 171st ARW flies the KC-135 Stratotanker, which is a long-range aerial refueling platform, as well as providing airlift of cargo and passengers. Both aircraft are equipped with TCAS traffic alerting, and typically have significant wake turbulence characteristics.