

Report No. FAA-NA-75-155  
FAA-NA-75-159

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FAA WJH Technical Center  
  
00090588

# TERMINAL FACILITY CONFIGURATION AND DATA SURVEY

## BALTIMORE TOWER/TRACON PITTSBURGH TOWER/TRACON



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**APRIL 1975**

**U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
National Aviation Facilities Experimental Center  
Atlantic City, New Jersey 08405**

## PREFACE

This document is published by the National Aviation Facilities Experimental Center, Atlantic City, New Jersey, in response to a requirement from Systems Research and Development Service to provide basic data to the sustaining engineering program. It is intended only as a reference source, containing operational information, equipment content, layout, and physical design characteristics of major terminal facilities. It will be published as a series of facility supplements which will be updated as required during March of each year as long as the information is required for system planners. Changes to the reported conditions, of a nature believed to warrant an errata page, are to be forwarded to NAFEC, attention ANA-210, annually during the month of January. Suggestions on content, involving modification, revisions and/or additions, are also encouraged at that time.

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**BALTIMORE TOWER/TRACON**

1. NAME OF FACILITY: BALTIMORE TOWER  
BALTIMORE - WASHINGTON INTERNATIONAL AIRPORT
2. TYPE FACILITY:  
FAA TOWER/TRACON
3. GEOGRAPHIC LOCATION:  
ANNE ARUNDEL COUNTY, MARYLAND
4. MAILING ADDRESS / FACILITY OFFICERS:  
FAA AIRPORT TRAFFIC CONTROL TOWER  
BALTIMORE - WASHINGTON INTERNATIONAL AIRPORT  
ROOM 302, TERMINAL BUILDING  
BALTIMORE, MARYLAND 21240  
PHONE: FTS 301-962-3555  
  
MICHAEL SARLI, FACILITY CHIEF  
H. ARDEN HARRISON, DEPUTY CHIEF  
LIONEL CUSSON, OPERATIONS OFFICER
5. TYPE OF TOWER CAB:  
FOUR-SIDED; SQUARE 15' X 15'
6. DISTANCE BETWEEN TRACON AND PRIMARY TOWER CAB:  
COLOCATED IN THE AIRPORT TERMINAL BUILDING  
TRACON 3RD FLOOR - CAB 8TH FLOOR
7. a. TYPE OF RADAR(S): ASR-6  
b. ANTENNA LOCATION(S): ON AIRPORT  
c. TYPE OF RADAR BEACON INTERROGATOR: ATCBI-3
8. NUMBER OF DISPLAYS:  
a. TRACON/RAPCON: FIVE VERTICAL (ARTS TYPE-1)  
b. MAINTENANCE ROOM: ONE VERTICAL
9. NUMBER AND TYPE OF BRITE SYSTEM(S): ONE BRITE-1 SYSTEM  
NUMBER AND TYPE OF DISPLAY(S): ONE BRITE-1 DISPLAY
10. ALPHA/NUMERIC CAPABILITY ON BRITE DISPLAY(S): YES
11. TYPE OF RADAR SERVICE PROVIDED:  
STAGE-3 (TRSA)  
TCA PROPOSED FOR FALL OF 1975

12. LIST OF AUTHORIZED POSITIONS OF OPERATION:

CAB: LOCAL CONTROL (LC)  
LOCAL SEQUENCER (LS)  
GROUND CONTROL (GC)  
FLIGHT DATA (FD)  
CLEARANCE DELIVERY (CD)

IN THE ABSENCE OF AN ASSISTANT CHIEF OR TEAM SUPERVISOR, THE RESPONSIBILITY OF COORDINATOR CAB (CC) IS A SUPPLEMENTAL (DELEGATED) POSITION.

TRACON: ARRIVAL RADAR-1 (AR-1)  
ARRIVAL RADAR-2 (AR-2)  
DEPARTURE RADAR-1 (DR-1)  
DEPARTURE RADAR-2 (DR-2)  
ARRIVAL RADAR-3 (AR-3)  
HAND-OFF NORTH (HO-N)  
HAND-OFF SOUTH (HO-S)  
COORDINATOR (CI)  
ARRIVAL DATA (AD)  
ASSISTANT CHIEF (AC)

13. NORMAL STAFFING BY SHIFTS:

0800 - 1600 11 CONTROLLERS 1 DATA SYSTEMS SPECIALIST  
2 SUPERVISORS  
(LC, GC, FD, CD, LS, AR-1, AR-2, DR-1, DR-2, HO-N, AD, CI, AC)

1600 - 2400 11 CONTROLLERS 1 DATA SYSTEMS SPECIALIST  
2 SUPERVISORS  
(LC, GC, FD, CD, LS, AR-1, AR-2, DR-1, DR-2, HO-N, AD, CI, AC)

0000 - 0800 3 CONTROLLERS 1 SUPERVISOR  
(AR/DR, AC/AD, LC/LS, GC/FD/CD)

14. CONSOLIDATION OF POSITIONS PROCEDURE:

ARRIVAL RADARS TO AR-2  
DEPARTURE RADARS TO DR-2  
ALL RADARS TO DR-2  
LOCAL CONTROL AND LOCAL SEQUENCER TO LC  
DATA AND CLEARANCE DELIVERY TO GC

15. SATELLITE AIRPORTS (APPROACH CONTROL/RADAR SERVICES PROVIDED:)
- MARTIN AIRPORT - 14 nm NE - CIVIL TOWER - PRIVATE AIRPORT - COMMUNICATIONS VIA LANDLINE
  
  - TIPTON AAF - 6 nm SW - ARMY TOWER W/MILITARY AND CIVILIANS CONTROLLERS - COMMUNICATIONS VIA LANDLINE
  
  - PHILLIPS AAF (ABERDEEN) - 30 nm NE - ARMY TOWER W/CIVILIAN CONTROLLERS - COMMUNICATIONS VIA LANDLINE
  
  - MONTGOMERY COUNTY - 28 nm SW - NO TOWER - COMMUNICATIONS VIA LANDLINE AND REMOTE TRANSMITTER (AWAITING INSTALLATION)
  
  - FREDERICK AIRPORT - 40 nm W - NO TOWER - COMMUNICATIONS VIA MARTINSBURG FSS AND TELEPHONE
  
  - WESTMINISTER - 25 nm NW - NO TOWER - COMMUNICATIONS VIA MRB FSS AND TELEPHONE
  
  - CLEARVIEW - 28 nm NW - NO TOWER - COMMUNICATIONS VIA MRB FSS AND TELEPHONE
16. NUMBER OF ARTS KEYPACKS (LOCATIONS):
- a. TOWER: ONE - CD
  - b. TRACON/RAPCON: SEVEN - AR-1, AR-2, DR-1, DR-2, AR-3, HO-N, AND HO-S
  - c. MAINTENANCE: ONE
17. AIR/GROUND FREQUENCIES BY POSITION (MHz):
- AR-1 119.7, 226.9, 125.9, 125.3, 124.55, 287.1, 121.5, AND 243.0
  
  - AR-2 125.9, 307.9, 119.7, 125.3, 124.55, 287.1, 121.5, AND 243.0
  
  - DR-1 124.55, 287.1, 119.7, 125.3, 125.9, 226.9, 121.5, AND 243.0
  
  - DR-2 125.3, 307.9, 125.9, 119.7, 124.55, 287.1, 121.5, AND 243.0

AR-3 120.65, 307.9, 125.9, 119.7, 125.3, 124.55, 121.5,  
AND 243.0

LC 119.4, 257.8, 121.9, 126.75, 121.5 AND 243.0  
GC 121.9, 257.8, 119.4, 126.75, 121.5, AND 243.0  
CD 126.75, 257.8, 119.4, 121.9, 121.5, AND 243.0

NOTE: FIRST TWO FREQUENCIES LISTED FOR EACH POSITION  
ARE VHF/UHF PRIMARIES.

18. FLIGHT DATA HANDLING ACTIVITY PECULIAR TO THE FACILITY:  
DUE TO THE PROXIMITY OF NEW YORK CENTER'S  
BOUNDARY, DEPARTURE MESSAGES ON APPROPRIATE  
FLIGHTS ARE INPUT BY THE CLEARANCE DELIVERY  
POSITION IN THE TOWER CAB. THE BRIGHT-1 DISPLAY  
IS USED AS A COMPUTER READOUT DEVICE FOR THE  
MESSAGES ENTERED VIA THE ARTS KEYPACK. DUE TO  
THE LONG VIEWING DISTANCE INVOLVED, A FACILITY  
QUICK-FIX FOR A DEDICATED CLEARANCE DELIVERY  
COMPUTER READOUT DEVICE IS ANTICIPATED,  
PROBABLY IN THE FORM OF A CONRAC TV DISPLAY.

19. TRAFFIC COUNT FOR A REPRESENTATIVE BUSY DAY - 12/6/74  
ITINERANT  
AIRPORT TRAFFIC

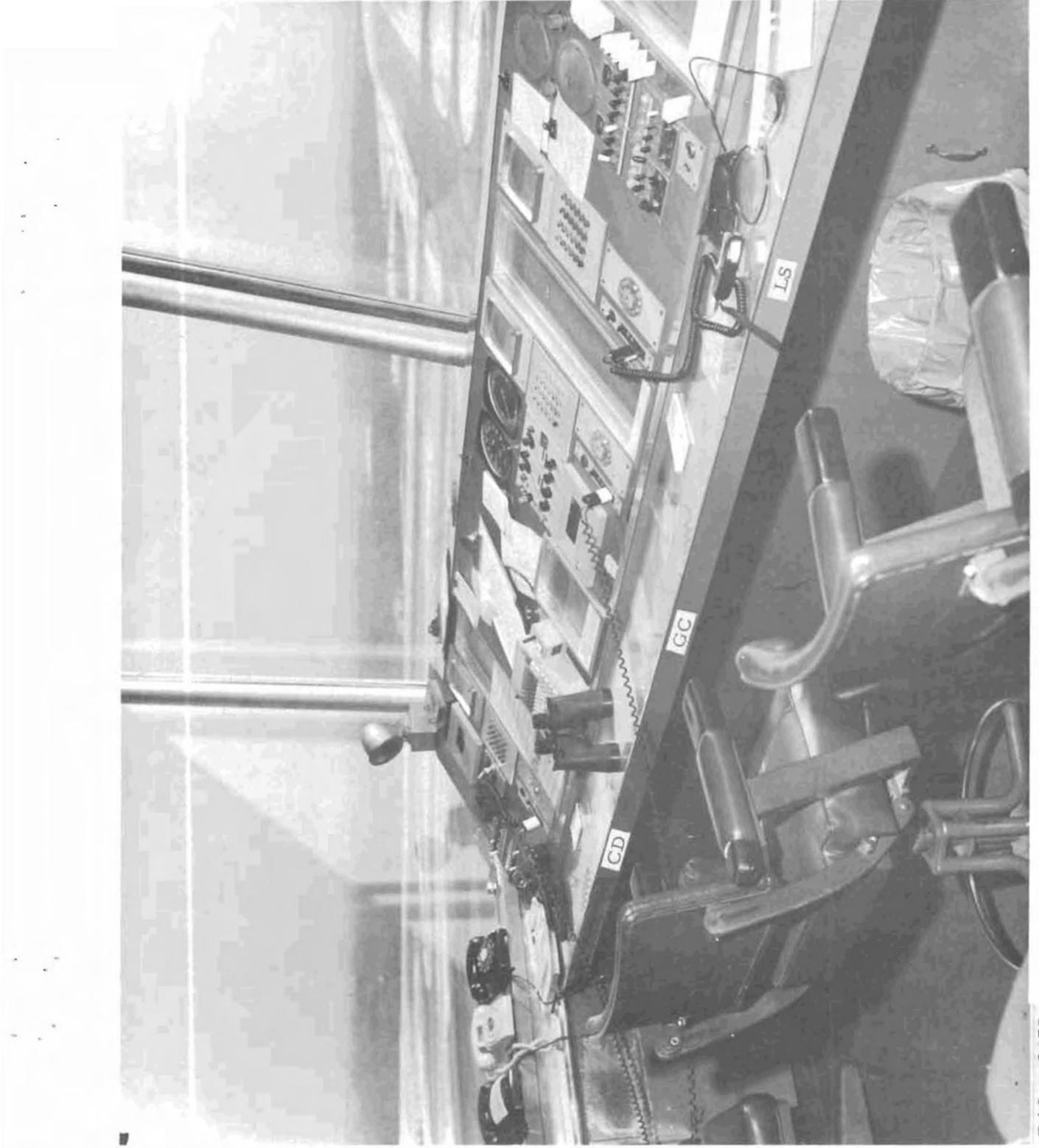
Local Time	RADAR OPERATIONS					AIRPORT TRAFFIC				
	ACR	AT	GA	MIL	Totals	ACR	AT	GA	MIL	Totals
00-08 IFR	21	16	7	1	45	23	23	19	0	65
VFR(STG III)	0	17	14	1	32					
08-16 IFR	122	7	50	25	204	92	48	182	12	334
VFR(STG III)	4	48	206	28	286					
16-24 IFR	137	12	41	6	196	104	50	119	2	275
VFR(STG III)	0	47	146	4	197					
Totals IFR	280	35	98	32	445	219	121	320	14	674
VFR(STG III)	4	112	366	33	515					
COMBINED						LOCAL OPERATIONS				72
TOTALS	284	147	464	65	960	TOTAL OPERATIONS				746

20. FUTURE PLANNING:  
AN EFFORT TO TEMPORARILY REFURBISH THE TOWER  
CAB IS PLANNED FOR MAY 1975. NEW TRACON QUARTERS  
ARE PLANNED FOR JULY 1976. AT THAT TIME IT IS ANTI-  
CIPATED THAT THE CLEARANCE DELIVERY POSITION WILL

BE RELOCATED TO THE TRACON. A NEW TOWER CAB (WELTON-BECKET-HIGH ACTIVITY LEVEL) IS PLANNED FOR CY-1977.

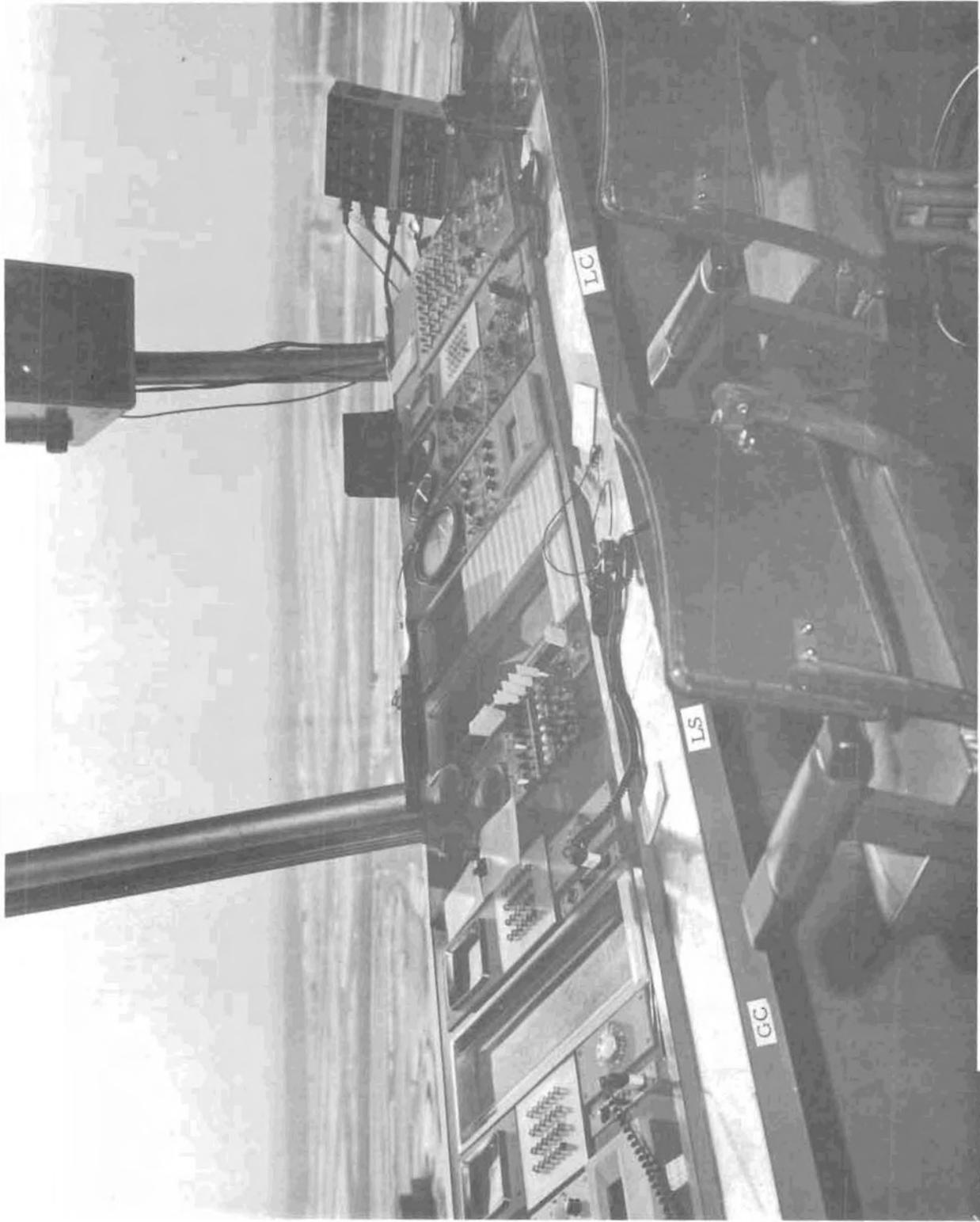
21. FDEP EQUIPMENT:  
THE FACILITY UTILIZES THREE FDEP'S. ONE LOCATED IN THE TOWER CAB IS UTILIZED FOR DEPARTURE INFORMATION. ONE IN THE TRACON IS UTILIZED FOR BOTH ARRIVAL AND DEPARTURE INFORMATION. THE THIRD FDEP FUNCTIONS AS A SPARE AND IS PHYSICALLY LOCATED IN THE TRACON.
22. TOWER ENROUTE AGREEMENTS:  
WASHINGTON NATIONAL, DULLES, PHILADELPHIA, HARRISBURG, DOVER, DELAWARE; AND NEW CASTLE TOWERS.
23. ASSOCIATED FSS(S):  
PRIMARY - WASHINGTON  
ALSO TELCO COMMUNICATIONS WITH MARTINSBURG, HARRISBURG, MILLVILLE, AND PHILADELPHIA.
24. RADAR DATA PROCESSING WITH ADJACENT FACILITY(S):  
PRESENTLY ONLY WITH WASHINGTON CENTER.  
EVENTUALLY ANTICIPATED WITH WASHINGTON NATIONAL, DULLES, AND PHILADELPHIA TOWERS AND NEW YORK CENTER.
25. WEATHER DATA POSTED WITHIN FACILITY (SOURCE AND HOW RECEIVED):  
BALTIMORE ONLY IS POSTED - RECEIVED FROM NWS VIA TELAUTOGRAPH.
26. RVR'S:  
TOUCHDOWN AND ROLLOUT ON RUNWAY 10. MIDFIELD RVR FOR RUNWAY 10 IS SCHEDULED FOR JUNE 1975 INSTALLATION.
27. ASDE AND TYPE OF DISPLAY:  
THE FACILITY DOES NOT HAVE ASDE.
28. ARTS III COMPUTER:
  - a. CAPACITY (NO. OF K): 32
  - b. NO. OF INPUT/OUTPUT CHANNELS: 11 IN USE, 16 AVAILABLE
  - c. IS THIS FACILITY AN ASSEMBLY SITE: NO

29. ACCESS TO CAB FOR MOVEMENT OF EQUIPMENT:  
STAIRWELL ONLY; WIDTH 43".
30. FACILITY STAFFING:  
FACILITY COMPLEMENT CONSISTS OF CHIEF, DEPUTY  
CHIEF, OPERATIONS OFFICER, FOUR ASSISTANT CHIEFS,  
FIVE TEAM SUPERVISORS, THREE DATA SYSTEMS  
SPECIALISTS, ONE EPDS AND 48 CONTROLLERS.



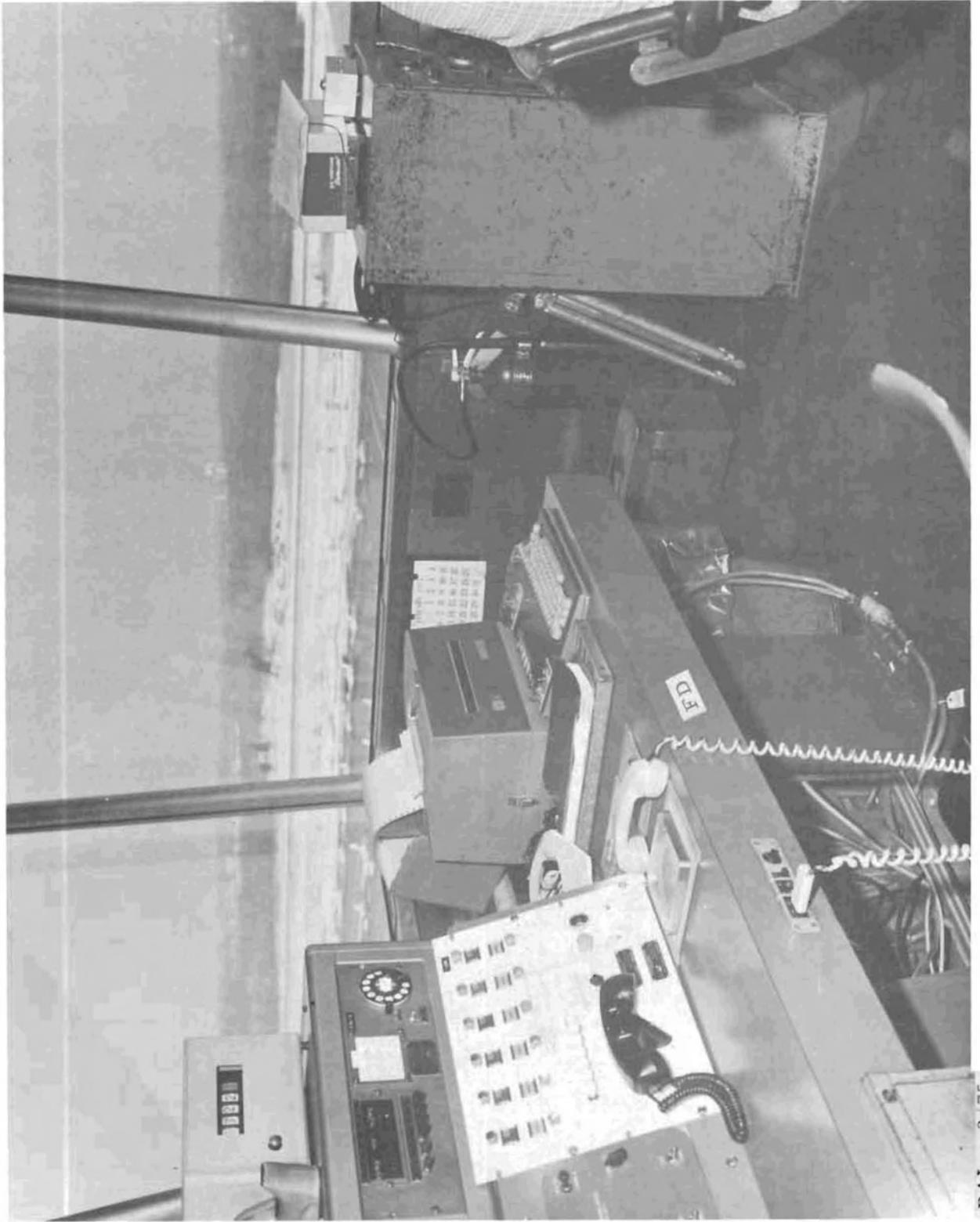
BAL - 2/75

BAL TOWER - 1



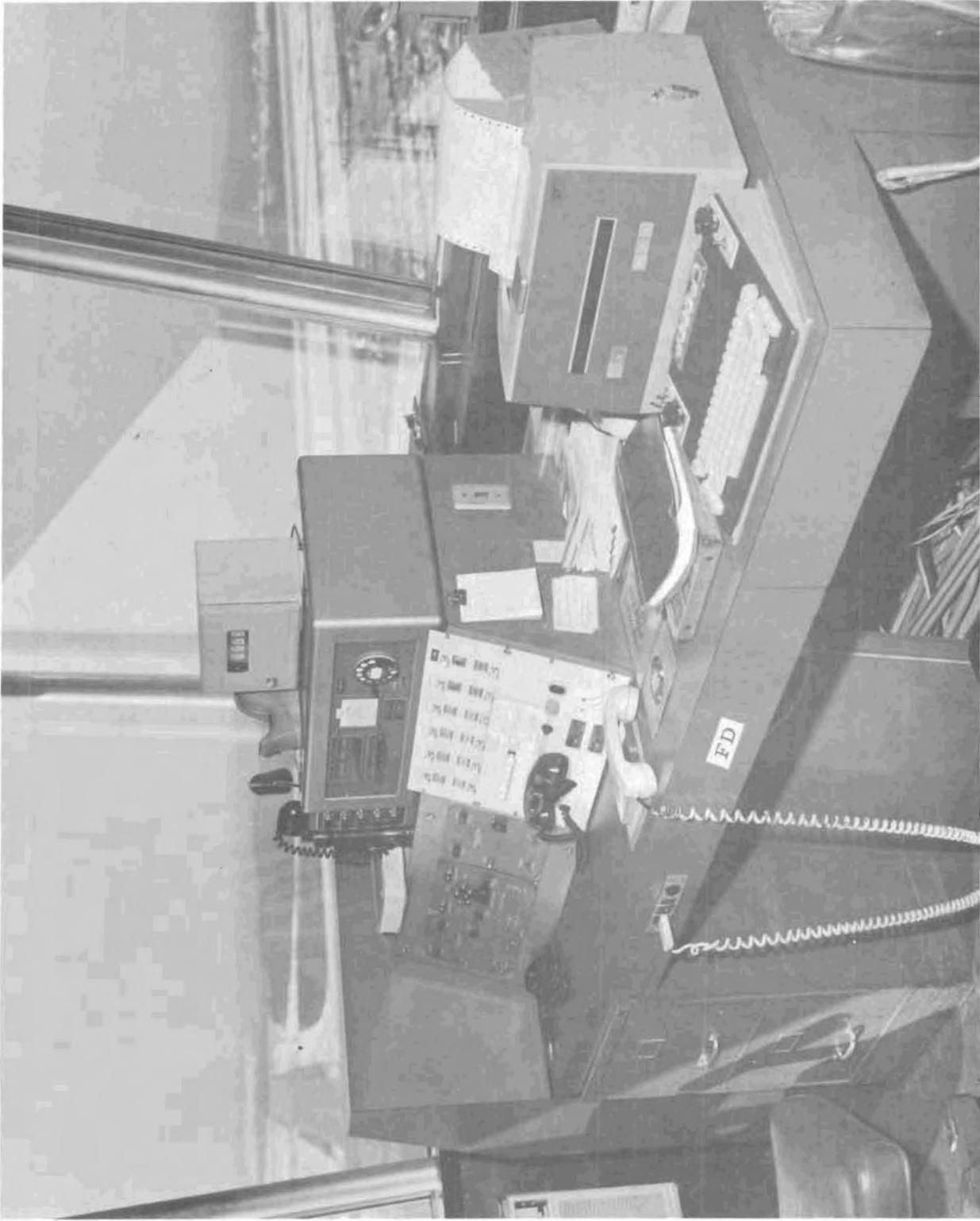
BAL TOWER - 2

BAL - 2/75



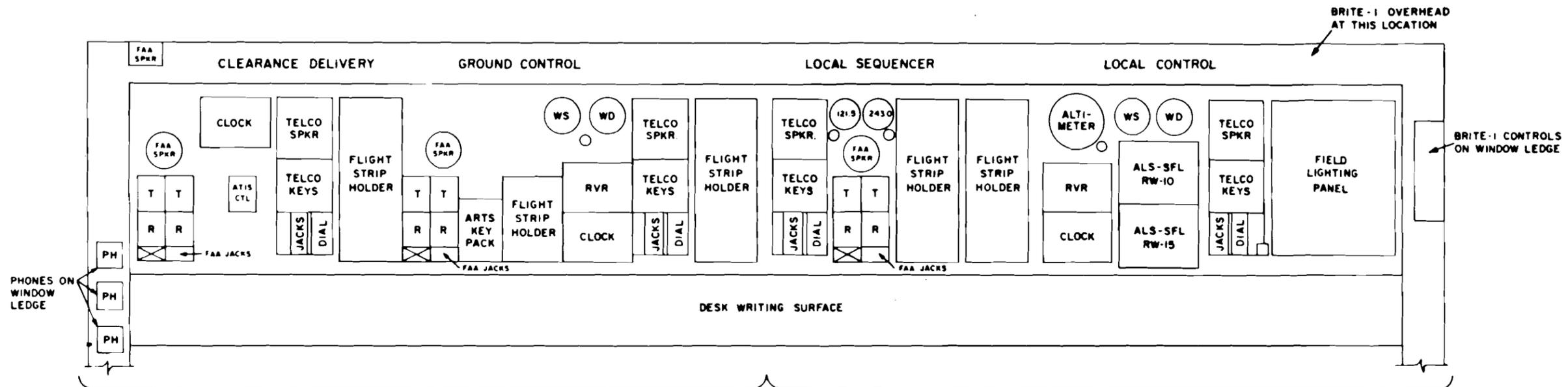
BAL - 2/75

BAL TOWER - 3



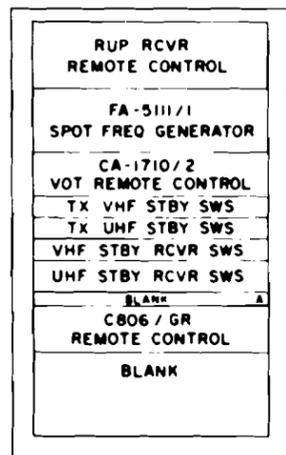
BAL - 2/75

BAL TOWER - 4



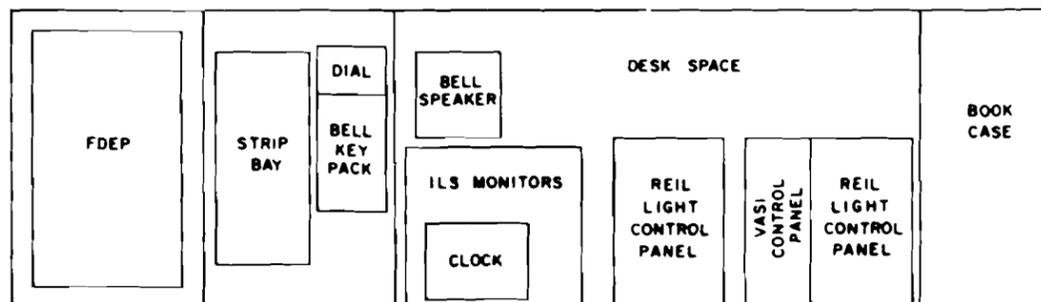
PHOTOGRAPH  
BAL TOWER-1

PHOTOGRAPH  
BAL TOWER-2



TOWER CAB  
42" RACK  
(FRONT VIEW)

PHOTOGRAPHS BAL TOWER-3 & 4

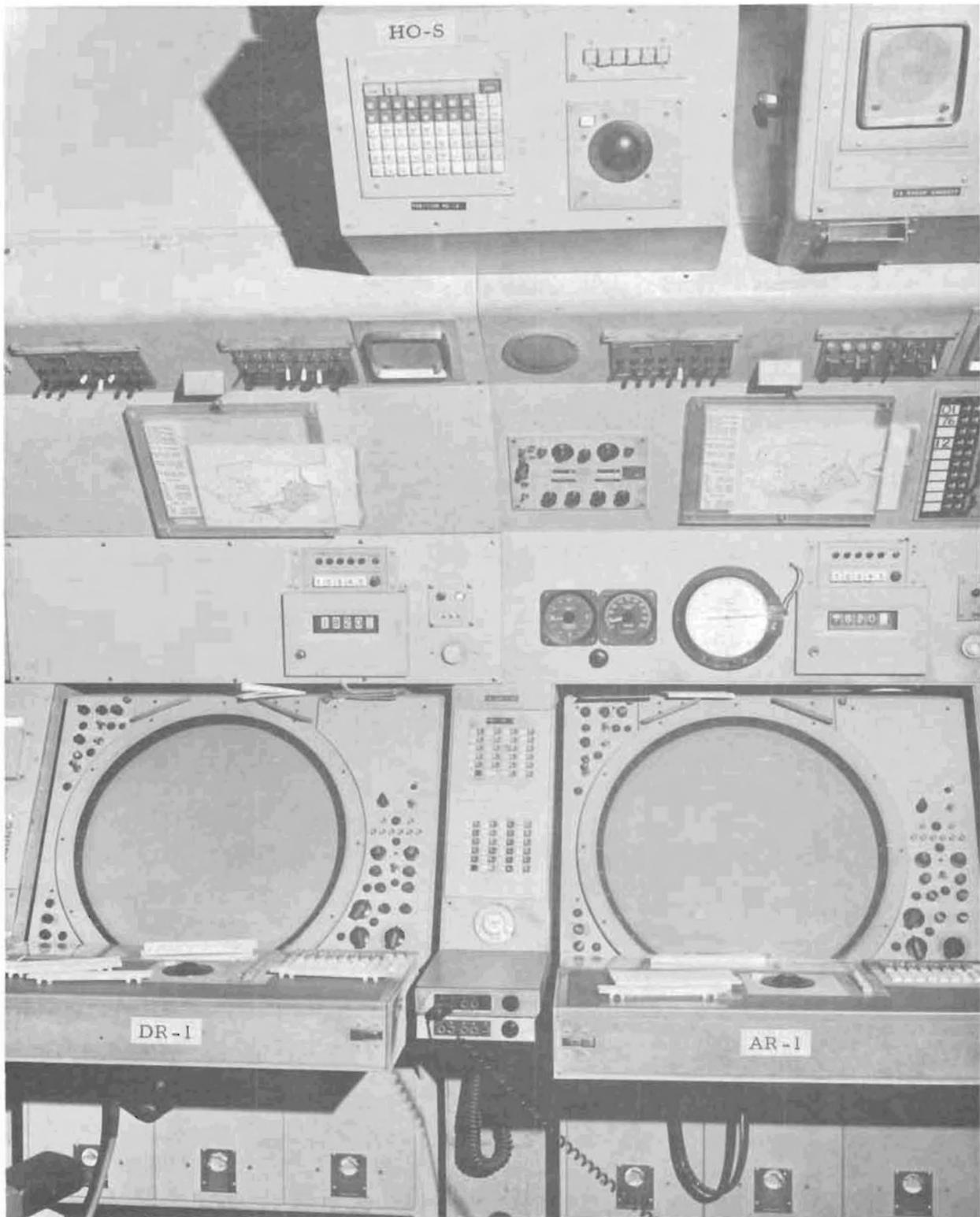


BAL TOWER - 5



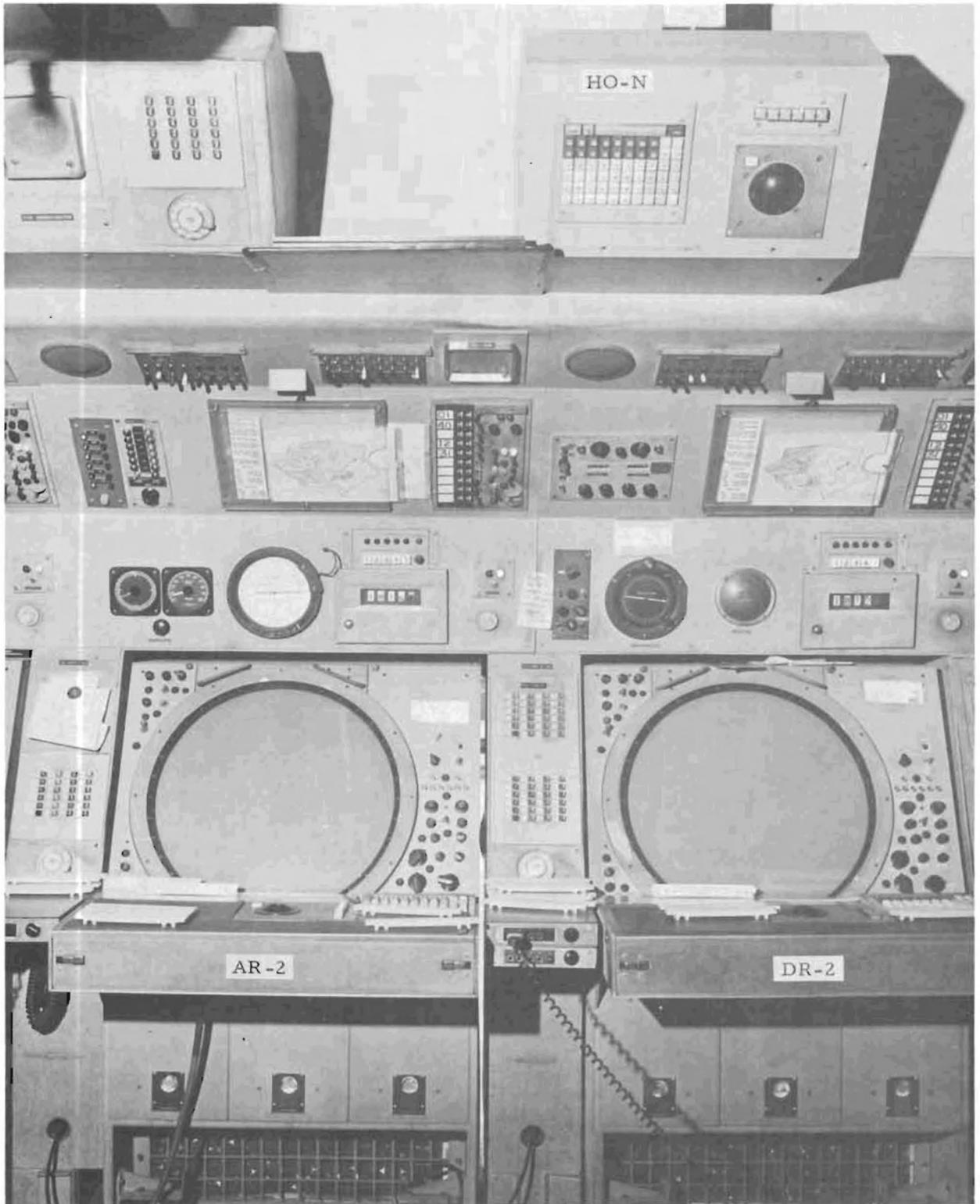
BAL TRACON - 1

BAL - 2/75



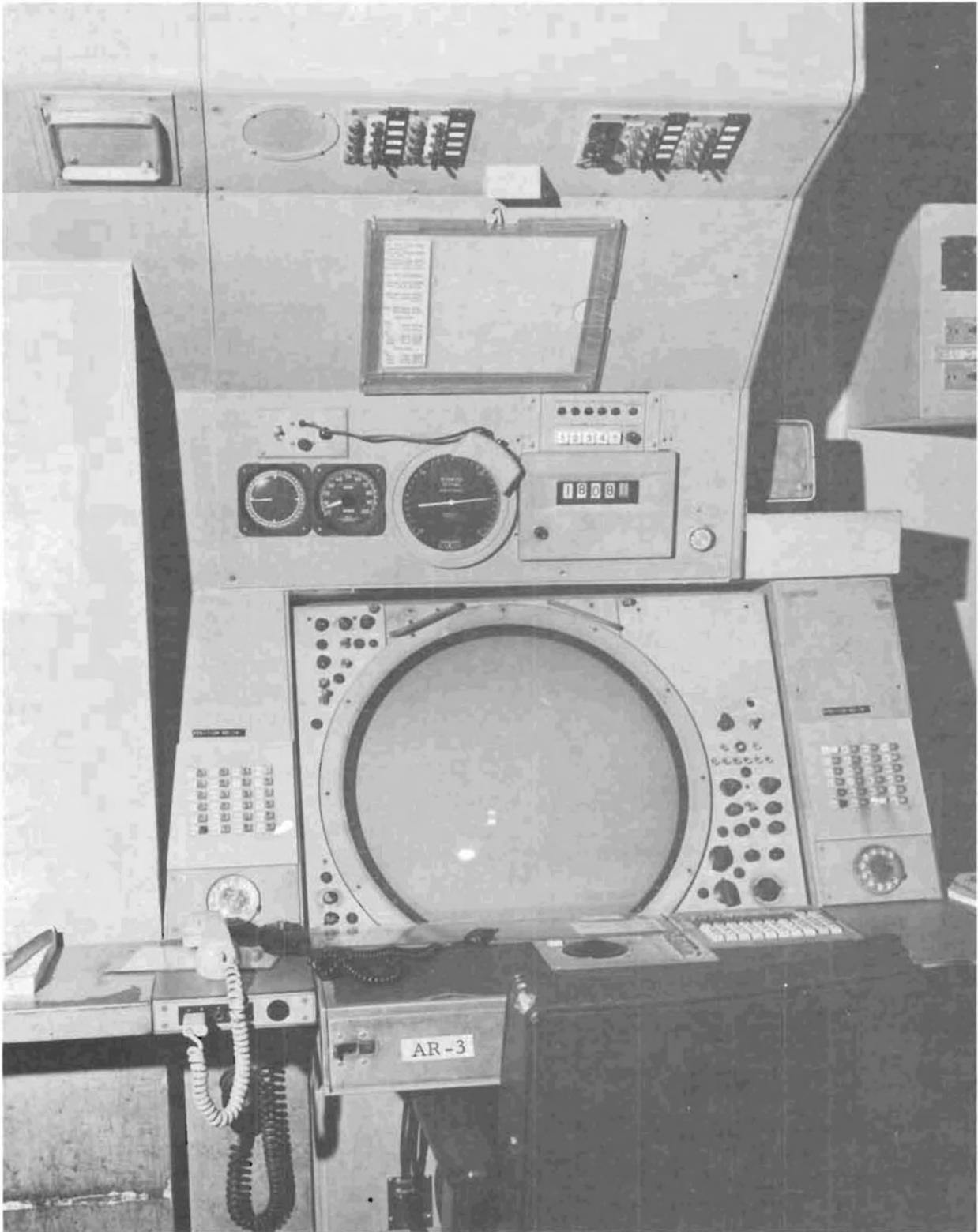
BAL - 2/75

BAL TRACON - 2



BAL - 2/75

BAL TRACON - 3



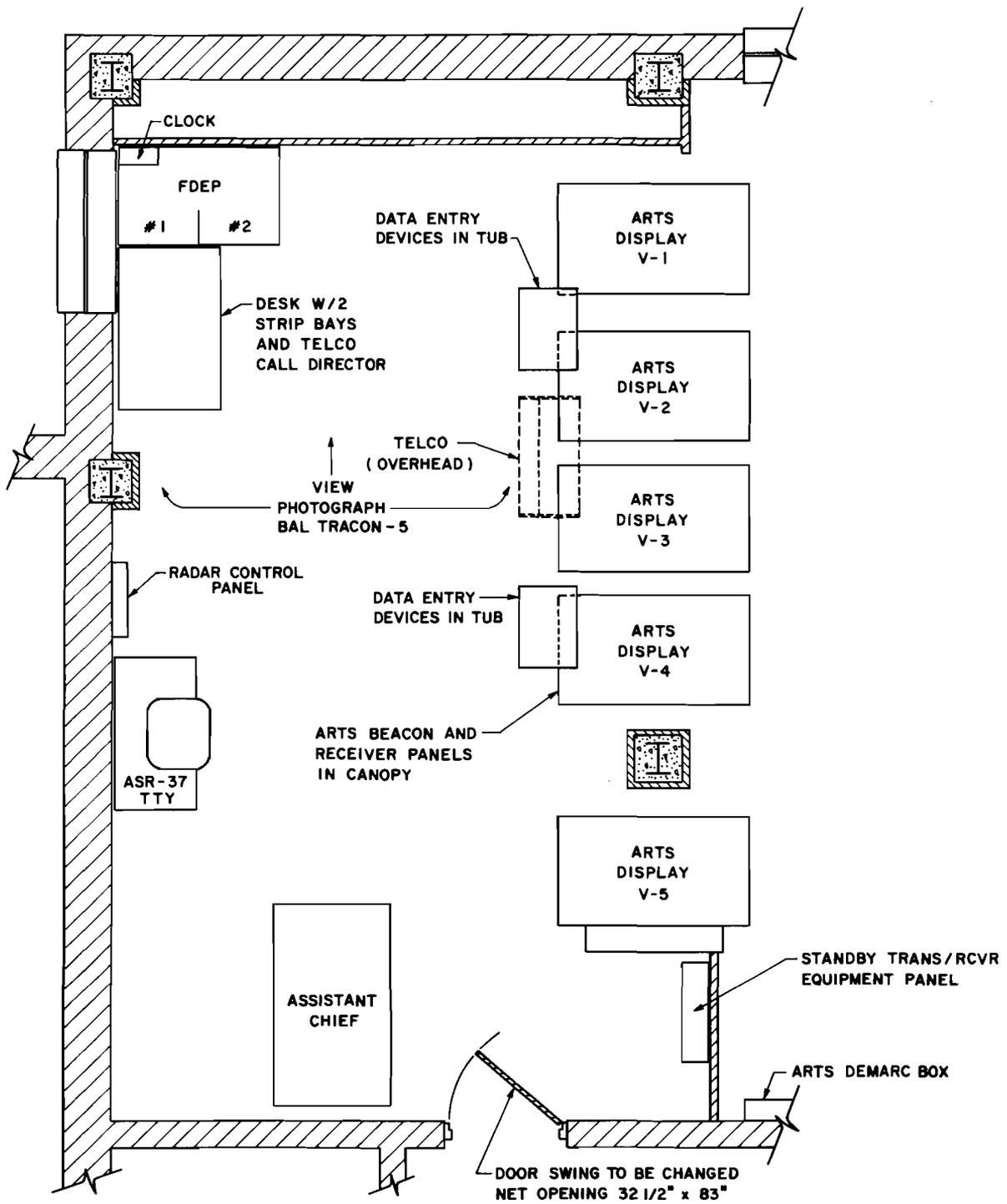
BAL - 2/75

BAL TRACON - 4



BAL - 2/75

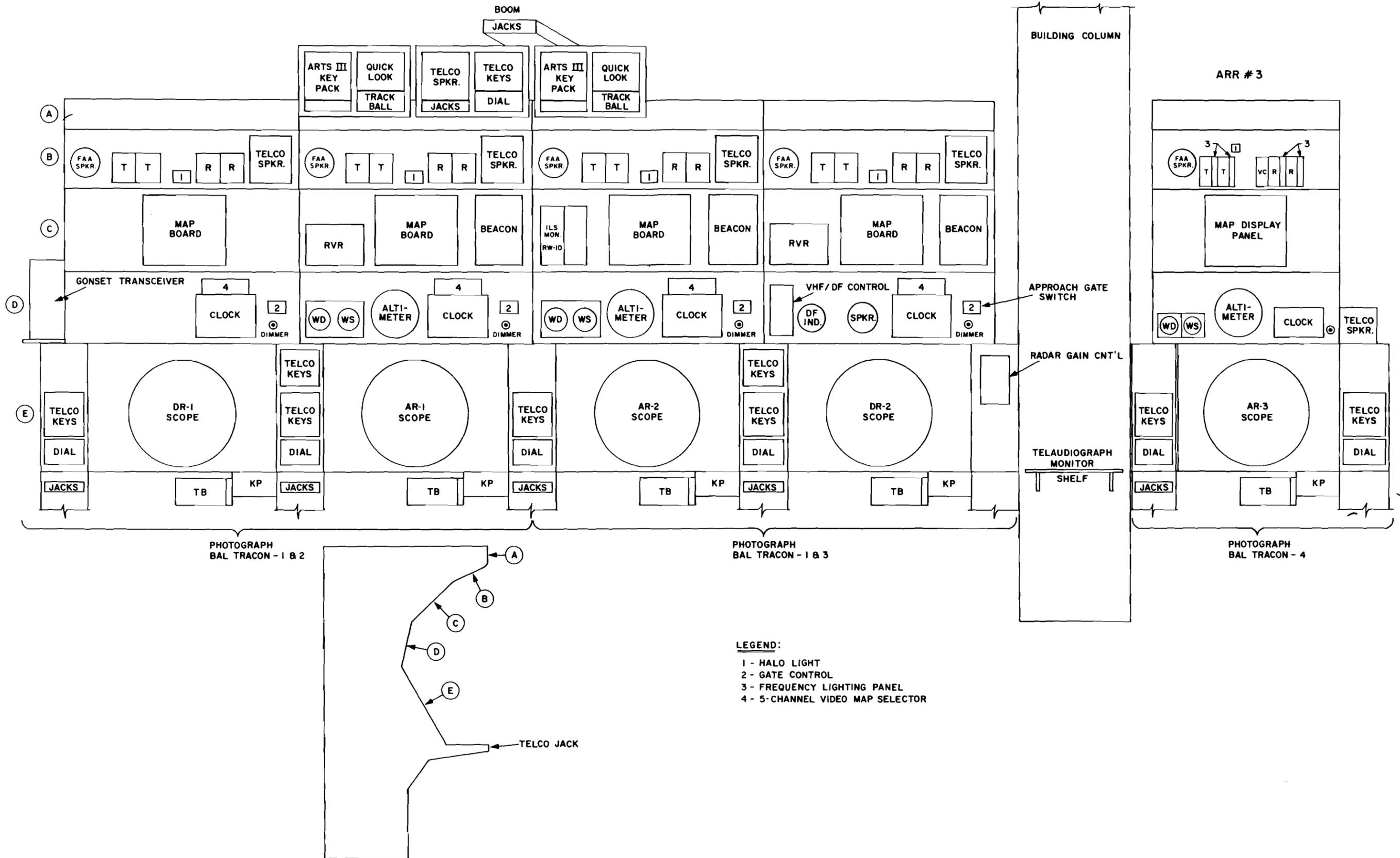
BAL TRACON - 5

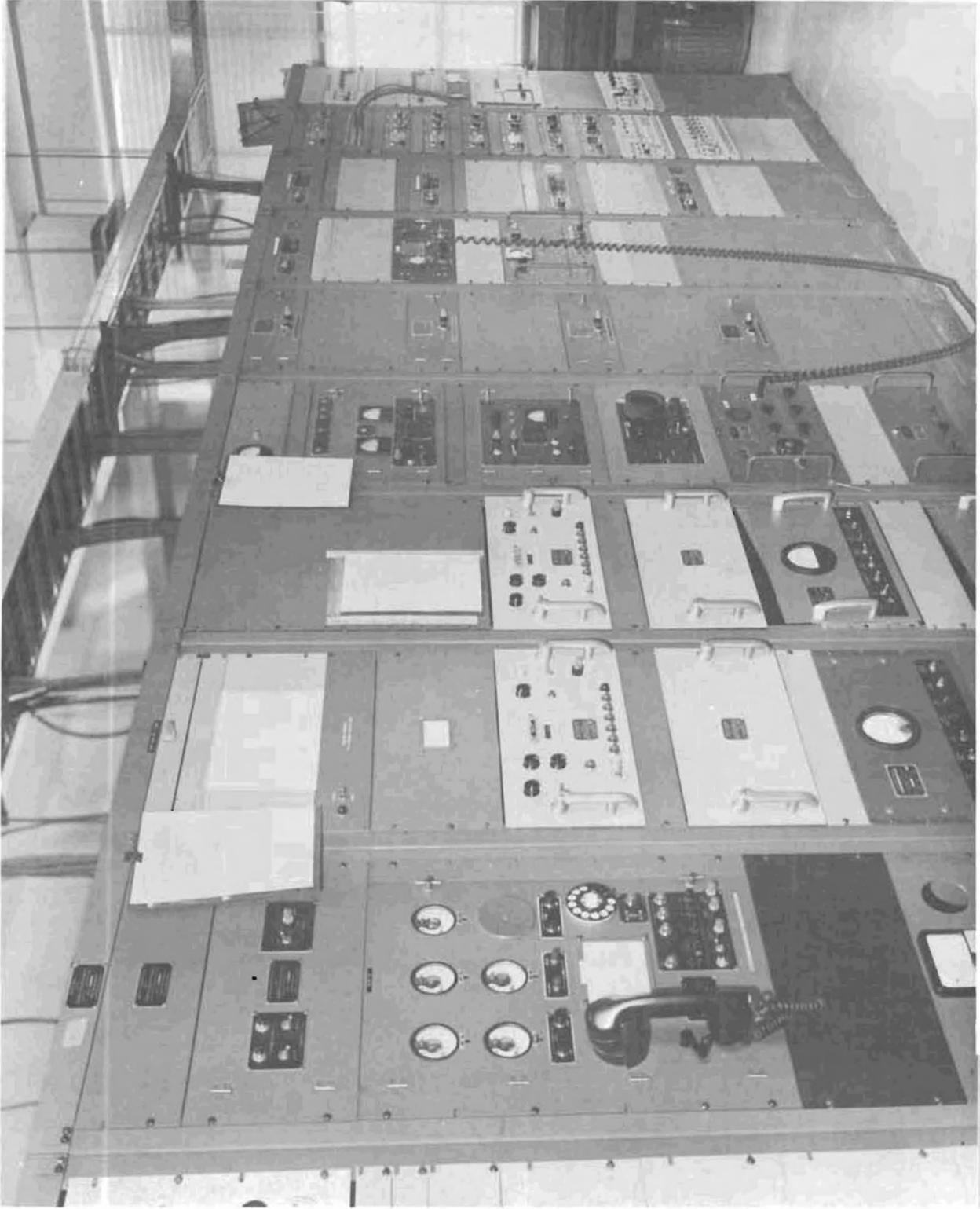


3rd FLOOR PARTIAL PLAN

BAL - 2/75

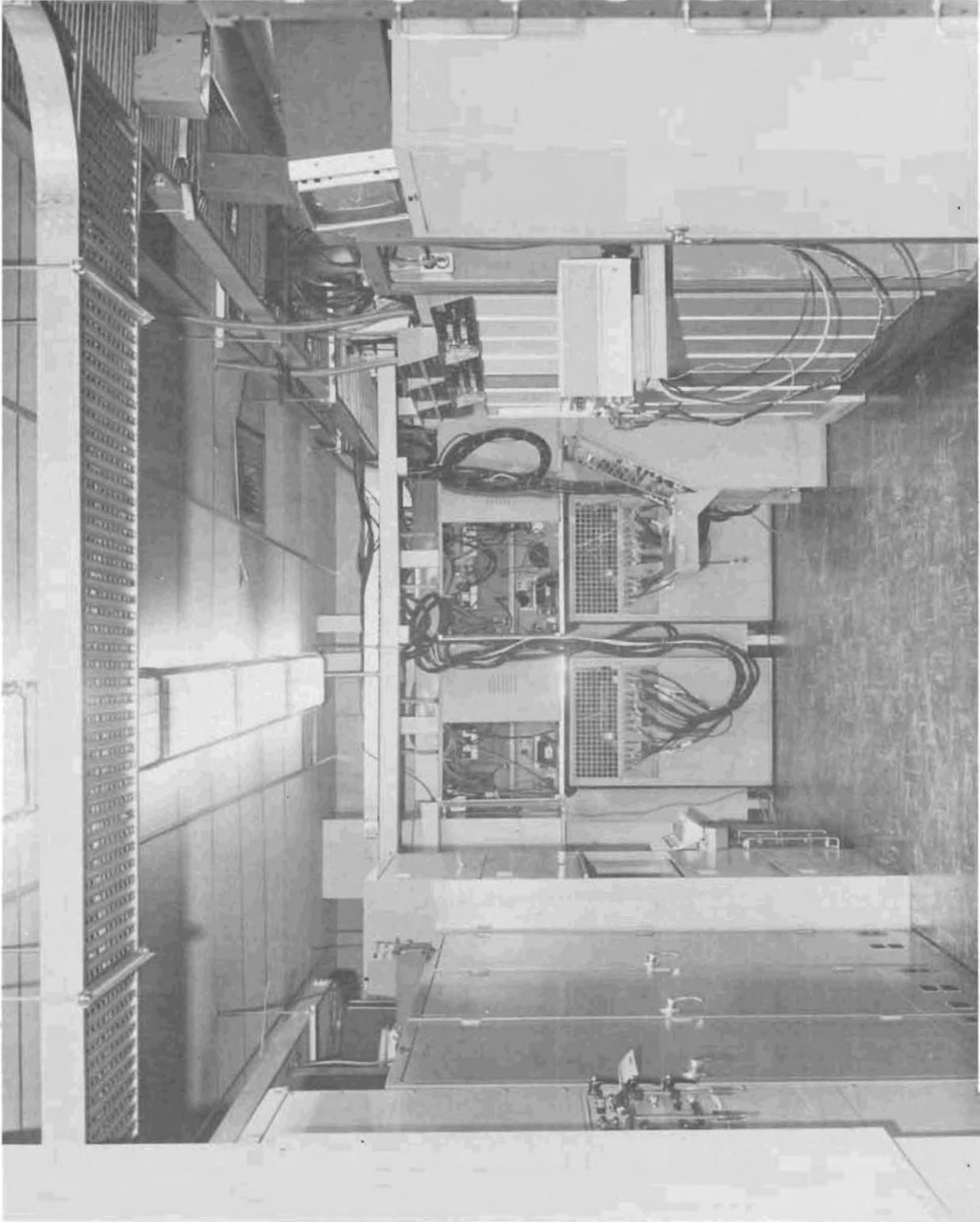
BAL TRACON - 6





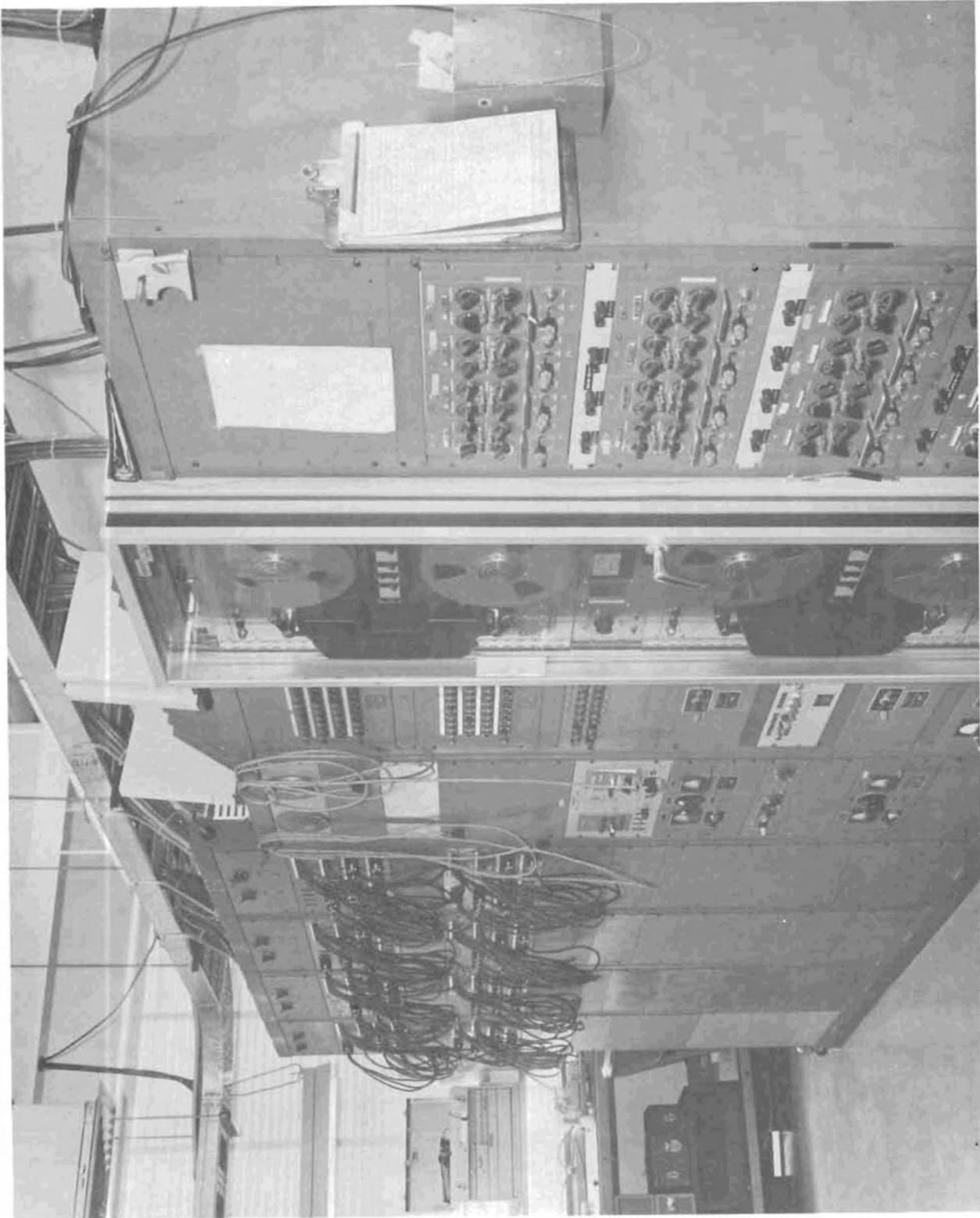
BAL - 2/75

BAL EQUIPMENT ROOM - 1



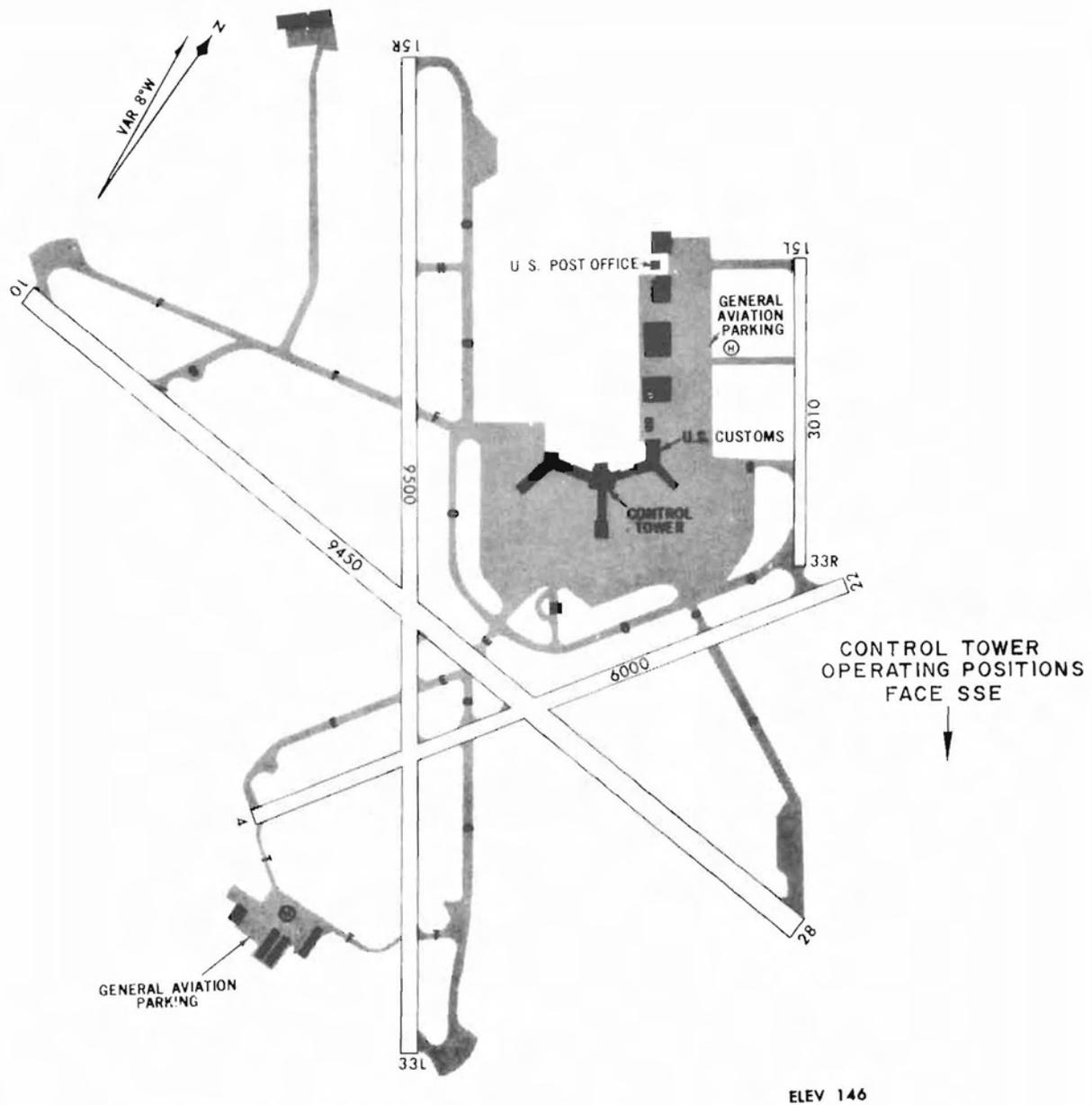
BAL - 2/75

BAL EQUIPMENT ROOM - 2



BAL - 2/75

BAL EQUIPMENT ROOM - 3



BAL - 2/75

BALTIMORE - WASHINGTON INTL



**PITTSBURGH TOWER/TRACON**

1. NAME OF FACILITY: PITTSBURGH TOWER  
GREATER PITTSBURGH INTERNATIONAL AIRPORT
2. TYPE FACILITY:  
FAA TOWER/TRACON
3. GEOGRAPHIC LOCATION:  
ALLEGHENY COUNTY, PENNSYLVANIA
4. MAILING ADDRESS/FACILITY OFFICERS:  
FAA AIRPORT TRAFFIC CONTROL TOWER  
TERMINAL BUILDING, ROOM 311  
GREATER PITTSBURGH AIRPORT  
PITTSBURGH, PENNSYLVANIA 15231  
PHONE: FTS 412-644-5412  
  
JAMES J. HANTEN, FACILITY CHIEF  
CLIFFORD BARBAROW, DEPUTY CHIEF  
WILLIAM F. CANNON, OPERATIONS OFFICER
5. TYPE OF TOWER CAB:  
FOUR-SIDED, RECTANGULAR 16' X 18'
6. DISTANCE BETWEEN TRACON AND PRIMARY TOWER CAB:  
CONTROL TOWER CAB AND TRACON ARE COLOCATED IN THE  
AIRPORT TERMINAL BUILDING (TRACON, 3RD FLOOR; CAB  
5TH FLOOR)
7. a. TYPE OF RADAR(S): ASR-4B  
b. ANTENNA LOCATION(S): ON FIELD ( $40^{\circ} - 29' - 52.4''$  N,  $80^{\circ} - 14' - 40.6''$  W)  
c. TYPE OF RADAR BEACON INTERROGATOR: ATCBI-3
8. NUMBER OF DISPLAYS:  
a. TRACON: SIX VERTICAL (ARTS TYPE-1)  
b. MAINTENANCE: ONE VERTICAL (ARTS TYPE-1)
9. NUMBER AND TYPE OF BRITE SYSTEM(S): ONE BRITE-1 SYSTEM  
NUMBER AND TYPE OF DISPLAY(S): ONE BRITE-1 DISPLAY
10. ALPHA/NUMERIC CAPABILITY ON BRITE DISPLAY(S): YES
11. TYPE OF RADAR SERVICE PROVIDED: TCA - GROUP II

12. LIST OF AUTHORIZED POSITIONS OF OPERATION:

CAB: LOCAL CONTROL (LC)  
ASSISTANT LOCAL CONTROL (LC-2)  
GROUND CONTROL (GC)  
FLIGHT DATA (FD)  
SUPERVISOR CAB (SC)

TRACON: DEPARTURE RADAR - NORTH (DR-N)  
DEPARTURE RADAR - SOUTH (DR-S)  
ARRIVAL RADAR - NORTH (AR-N)  
ARRIVAL RADAR - SOUTH (AR-S)  
HAND-OFF NORTH - (HO-N)  
HAND-OFF SOUTH - (HO-S)  
COORDINATOR - TRACON (CI)  
ARRIVAL/DEPARTURE DATA (AD/DD)  
CLEARANCE DELIVERY - (CD)  
SATELLITE RADAR - (SAT)  
SATELLITE HAND-OFF (SAT-HO)  
ASSISTANT CHIEF - (AC)

13. NORMAL STAFFING BY SHIFTS:

0800 - 1600      1 ASSISTANT CHIEF                      2 TEAM SUPERVISORS  
                  1 DATA SYSTEMS                      14 CONTROLLERS  
                  SPECIALIST  
(LC, LC-2, GC, FD, SC, DR-N, DR-S, AR-N, AR-S, HO-N, HO-S,  
CI, AD/DD, CD, SAT, SAT-HO, AND AC)

1600 - 2400      1 ASSISTANT CHIEF                      1 TEAM SUPERVISOR  
                  1 DATA SYSTEM                      14 CONTROLLERS  
                  SPECIALIST  
(LC, LC-2, GC, FD, SC, DR-N, DR-S, AR-N, AR-S, HO-N, HO-S,  
CI, AD/DD/CD, SAT, SAT-HO, AND AC)

0000 - 0800      1 TEAM SUPERVISOR                      3 CONTROLLERS  
                  (AR/DR/SAT, AD/DD/CD/CI, LC/GC, AND FD/SC)

14. CONSOLIDATION OF POSITIONS PROCEDURES:

ARRIVAL RADARS TO AR-S  
DEPARTURE RADARS AND SATELLITE TO DR-S  
ALL RADARS TO DR-S

ARRIVAL/DEPARTURE DATA TO CLEARANCE DELIVERY  
LOCAL CONTROLS TO LOCAL CONTROL  
LOCAL AND GROUND CONTROLS TO LOCAL CONTROL  
FLIGHT DATA AND SUPERVISOR CAB TO SUPERVISOR CAB

15. SATELLITE AIRPORTS (APPROACH CONTROL/RADAR SERVICES PROVIDED):

ALLEGHENY COUNTY - 16 nm SE - FAA TOWER  
COUNTY AIRPORT - COMMUNICATIONS VIA LANDLINE

WHEELING OHIO COUNTY - 25 nm SW - FAA TOWER  
COUNTY (OHIO) AIRPORT - COMMUNICATIONS VIA LANDLINE

BEAVER COUNTY - 19 nm NW - NO TOWER  
COUNTY AIRPORT - COMMUNICATIONS VIA PITTSBURGH  
FLIGHT SERVICE STATION

BUTLER-GRAHAM - 22 nm NE - NO TOWER  
COUNTY AIRPORT - COMMUNICATIONS VIA PIT FSS

CAMPBELL AIRPORT - 8 nm SSE - NO TOWER  
PRIVATE AIRPORT - COMMUNICATIONS VIA PIT FSS

ROSTRAVER - 25 nm SE - NO TOWER  
TOWNSHIP AIRPORT - COMMUNICATIONS VIA PIT FSS

WASHINGTON COUNTY - 22 nm S - NO TOWER  
COUNTY AIRPORT - COMMUNICATIONS VIA PIT FSS

16. NUMBER OF ARTS KEYPACKS (LOCATIONS)

TOWER - ONE (SC)

TRACON - NINE (DR-N, AR-N, AR-S, DR-S, SAT, ERS, HO-S,  
SAT-HO, AND CI)

MAINTENANCE - ONE

17. AIR/GROUND FREQUENCIES BY POSITION (MHZ):

DR-S 119.35, 338.2, 126.2, 118.7, 124.75, 125.9, 123.95  
AND 388.0

AR-S 118.7, 360.8, 126.2, 119.35, 124.15, 363.8, 243.0,  
AND 110.3T

AR-N 124.15, 363.8, 118.7, 126.2, 124.75, 121.5, 360.8,  
AND 110.3T

DR-N 124.75, 338.2, 119.35, 124.15, 126.2, 388.0, 243.0,  
AND 110.3T

SAT 125.9, 337.4, 119.35, 126.2, 126.75, 121.5, AND  
388.0

LC 119.1, 236.6, 126.75, 118.7, 121.9, 126.2, 121.5,  
124.75, 124.15, 125.9, 363.8, 243.0, 110.3T, 388.0,  
360.8, 338.2, 305.4, AND 348.6

GC 121.9, 348.6, 126.75, 119.1, 243.0, 121.5, 236.6,  
AND 126.2

CD 126.75, 305.4, 126.2, AND 121.5

ERS 123.95, 258.3, 126.75, 126.2, 121.5, 305.4, AND 243.0

NOTE: FIRST TWO FREQUENCIES LISTED FOR EACH POSITION  
ARE VHF/UHF PRIMARIES

18. FLIGHT DATA HANDLING ACTIVITY PECULIAR TO THE FACILITY:  
NONE

19. TRAFFIC COUNT FOR A REPRESENTATIVE BUSY DAY - 10/15/74:

Local Time	INSTRUMENT OPERATIONS (EXCLUDING TCA)												Totals
	Primary Airport				Secondary Airports				Over Flights				
	ACR	AT	GA	MIL	ACR	AT	GA	MIL	ACR	AT	GA	MIL	
00 - 08	13	31	19	0	0	0	11	0	0	0	5	0	- 79
08 - 16	286	62	62	10	10	5	128	2	0	1	30	3	599
16 - 24	238	55	60	19	0	2	130	0	0	0	30	2	536
Totals	537	148	141	29	10	7	269	2	0	1	65	5	1214

	TCA OPNS				Over Flights				Tower Enroute	
	ACR	AT	GA	MIL	ACR	AT	GA	MIL		
00 - 08	0	0	0	0	0	0	0	0		11
08 - 16	0	0	7	0	0	0	3	0		47
16 - 24	0	3	13	1	0	0	5	0		28
Totals	0	3	20	1	0	0	8	0		86

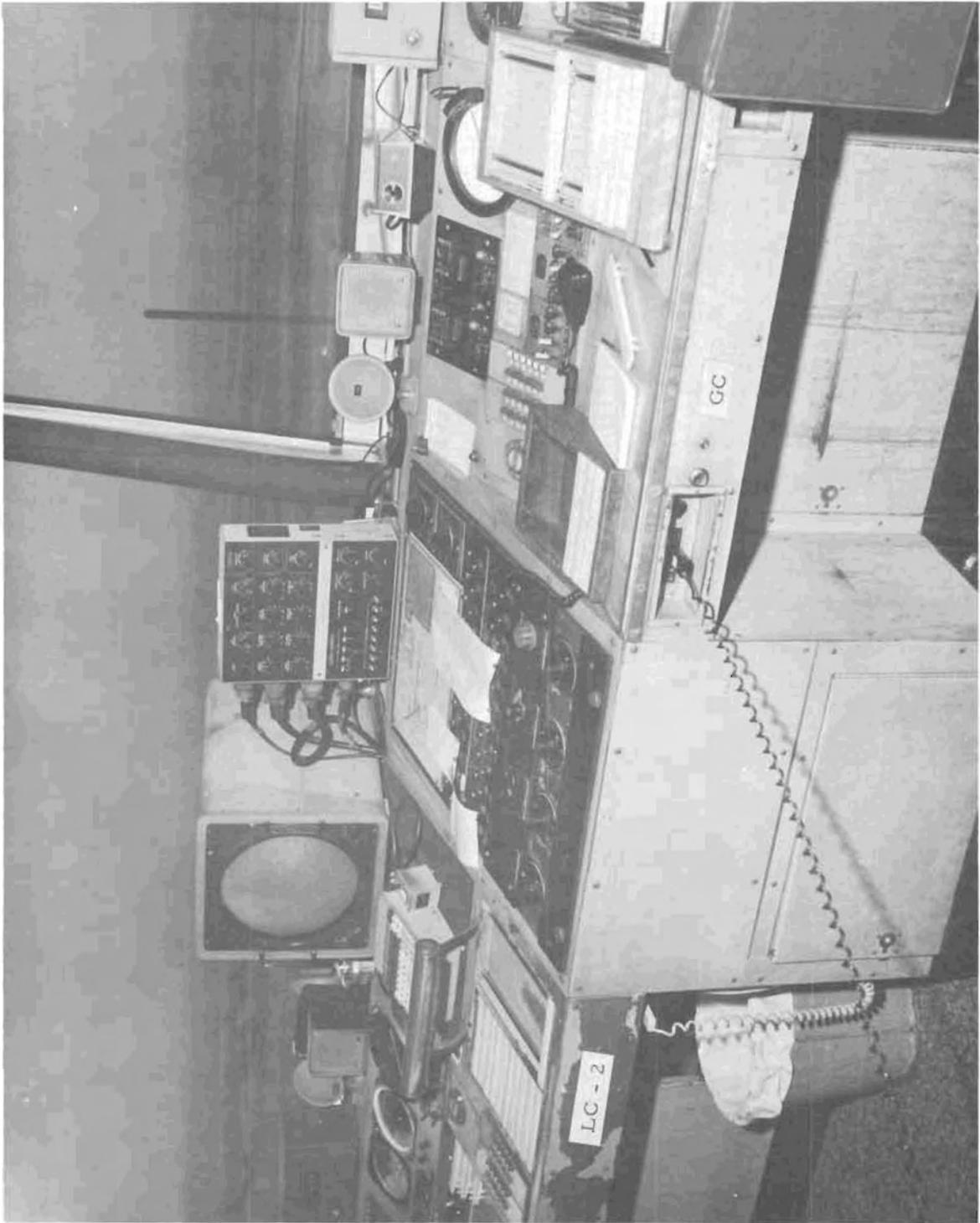
20. FUTURE PLANNING:  
THE TOWER CAB IS SCHEDULED FOR COMPLETE REFUR-  
BISHING DURING FY-76. THE USE OF AN "ISLAND" CONSOLE  
IS PLANNED FOR THE FD AND SC POSITIONS AS WELL AS  
EQUIPMENT HOUSING. ACTIVATION OF THE ERS POSITION  
IS ALSO ANTICIPATED IN FY-76.
21. FDEP EQUIPMENT:  
THE FACILITY UTILIZES FIVE FDEP'S. ONE IN THE TOWER  
CAB IS USED FOR DEPARTURE INFORMATION WHILE A SECOND  
FUNCTIONS AS A SPARE. THE TRACON USES ONE EACH  
FOR ARRIVAL AND DEPARTURE INFORMATION WITH A  
THIRD AS A SPARE. BOTH TOWER AND TRACON HAVE ONE  
KEYBOARD.
22. TOWER ENROUTE AGREEMENTS:  
YOUNGSTOWN, OHIO AND AKRON/CANTON, OHIO TOWERS
23. ASSOCIATED FLIGHT SERVICE STATION(S):  
PITTSBURGH FSS, LOCATED AT ALLEGHENY CO. AIRPORT
24. RADAR DATA PROCESSING WITH ADJACENT FACILITY(S):  
CLEVELAND ARTCC
25. WEATHER DATA POSTED WITHIN FACILITY (SOURCE AND HOW  
RECEIVED):  
PIT - NATIONAL WEATHER SERVICE VIA ELECTROWRITER  
AGC - TELEPHONE/FDEP  
HLG - TELEPHONE
26. RVR'S (RVV'S):  
TOUCHDOWN AND ROLLOUT, RUNWAY 10L (MIDFIELD  
PLANNED FOR FY-76)  
TOUCHDOWN, RUNWAY 28R  
TOUCHDOWN, RUNWAY 28L
27. ASDE (TYPE OF DISPLAY(S):  
FACILITY DOES NOT HAVE ASDE

28. ARTS III COMPUTER:
  - a. CAPACITY (NO. OF K): 32K
  - b. NO. OF INPUT/OUTPUT CHANNELS  
16 AVAILABLE; 14 IN USE (0 - 13).
  - c. IS THIS FACILITY AN ASSEMBLY SITE - NO
  
29. ACCESS TO CAB FOR MOVEMENT OF EQUIPMENT:  
EQUIPMENT CAN BE MOVED TO/FROM TOWER CAB ONLY BY  
STAIRWELL, 31 INCHES WIDE
  
30. FACILITY STAFFING:  
CHIEF, DEPUTY CHIEF, OPERATIONS OFFICER, FOUR  
ASSISTANT CHIEFS, SEVEN TEAM SUPERVISORS, THREE  
DATA SYSTEMS SPECIALISTS, TWO EPDS'S, AND 61  
CONTROLLERS
  
31. MISCELLANEOUS:
  1. TOWER OPERATING POSITIONS FACE SOUTH.
  2. PRIMARY AIRPORT IS UTILIZED BY THREE LOCALLY  
BASED MILITARY UNITS:
    - a. ONE REFUELING GROUP, PENN. ANG, KC-97'S
    - b. ONE TACTICAL FIGHTER GROUP, PANG, F-102'S  
(TRANSITIONING TO A-7'S, FY-76)
    - c. ONE TACTICAL AIR GROUP, USAFR, C-123'S



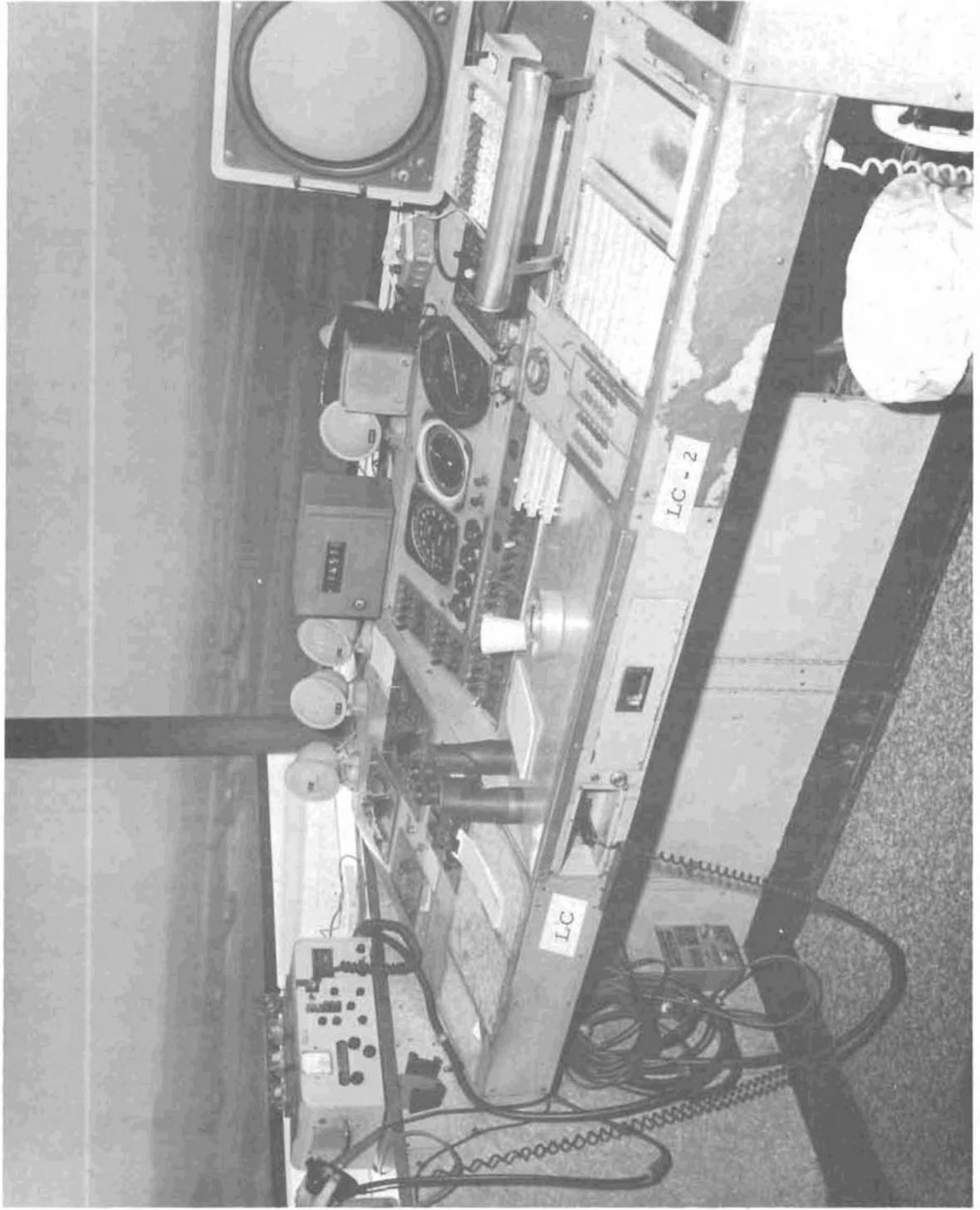
PIT - 4/75

PIT TOWER - 1



PIT - 4/75

PIT TOWER - 2



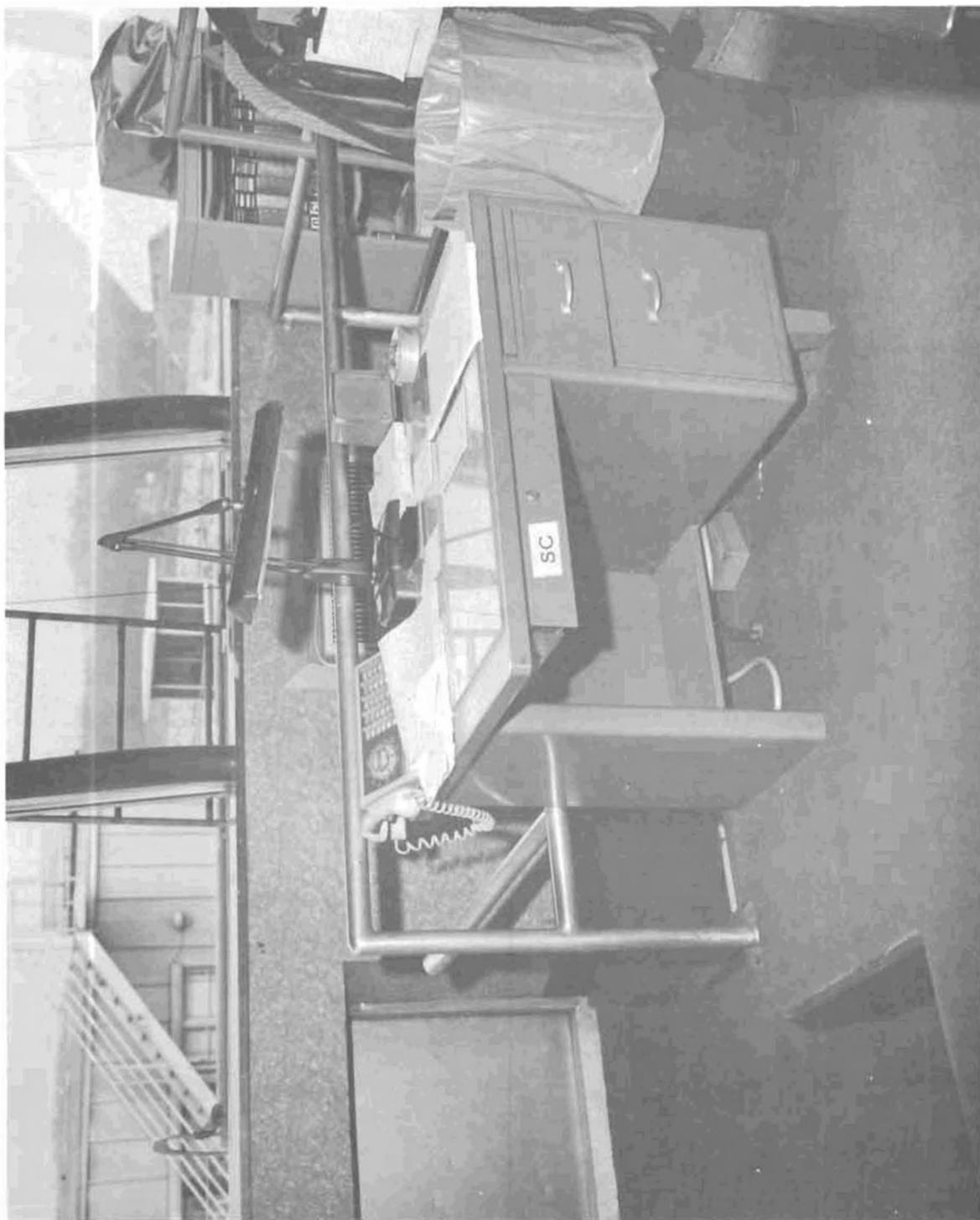
PIT - 4/75

PIT TOWER - 3



PIT - 4/75

PIT TOWER - 4



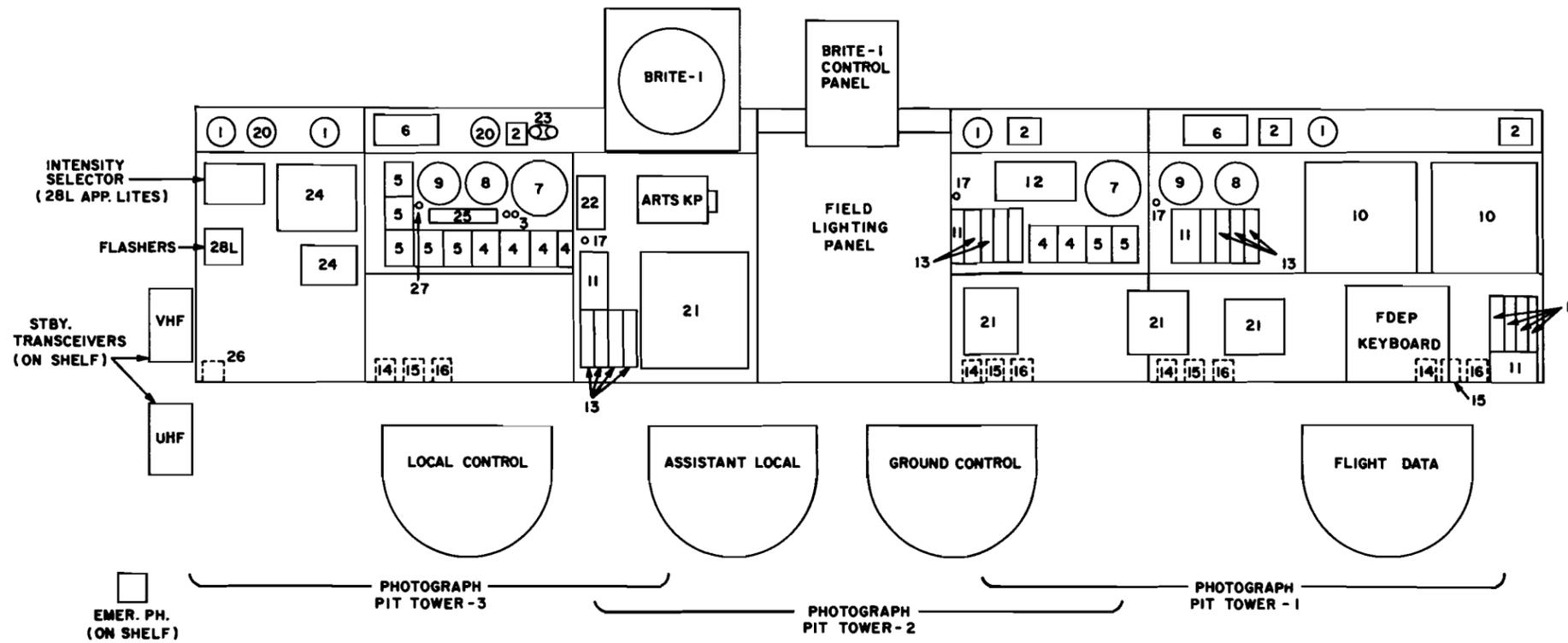
PIT - 4/75

PIT TOWER - 5

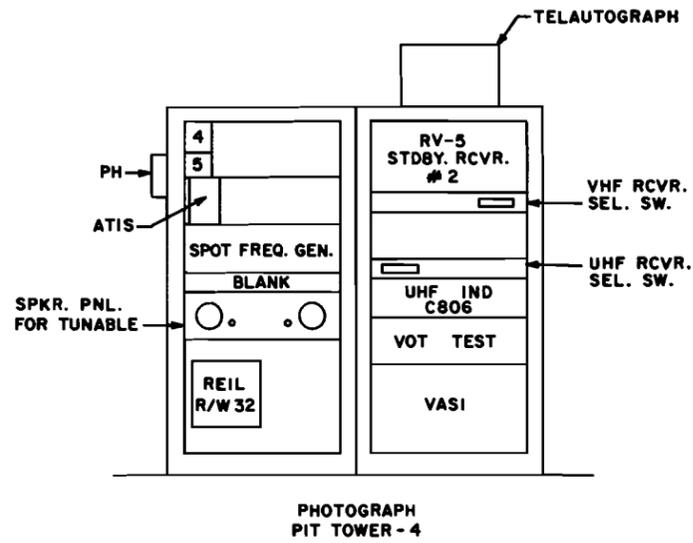


PIT - 4/75

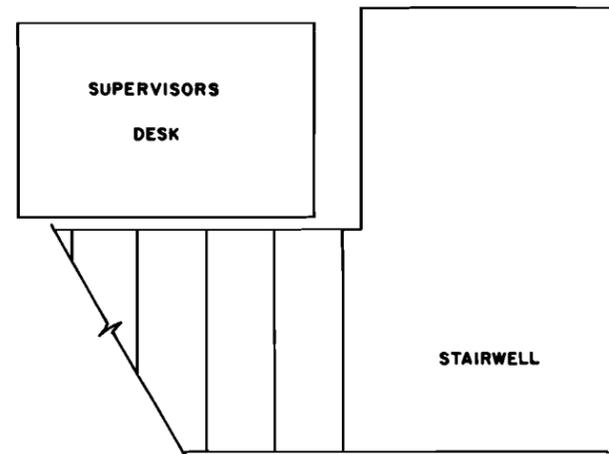
PIT TOWER - 6



- 1- FAA POSITION SPEAKER
- 2- TELCO POSITION SPEAKER
- 3- APPROACH PROXIMITY SWITCH
- 4- XMTR SELECTOR PANEL
- 5- RCVR SELECTOR PANEL
- 6- CLOCK
- 7- ALTIMETER
- 8- WIND DIRECTION INDICATOR
- 9- WIND VELOCITY INDICATOR
- 10- FDEP PRINTERS
- 11- TELCO DIAL
- 12- RVR
- 13- TELCO KEY EQUIP.
- 14- TELCO JACKS
- 15- FAA STANDBY MIKE JACK
- 16- FAA STANDBY HEADSET JACK
- 17- TELCO INDICATOR LIGHT
- 18-
- 19-
- 20- FAA FREQUENCY SPEAKER
- 21- FLIGHT PROGRESS BOARD
- 22- WIND TEE CONTROL
- 23- APPROACH PROXIMITY LIGHTS
- 24- AL / SFL
- 25- VOLUME CONTROLS-SILL SPEAKERS
- 26- FAA OVERRIDE MIKE JACK (TRAINING)
- 27- DEPARTURE OVERRIDE SWITCH

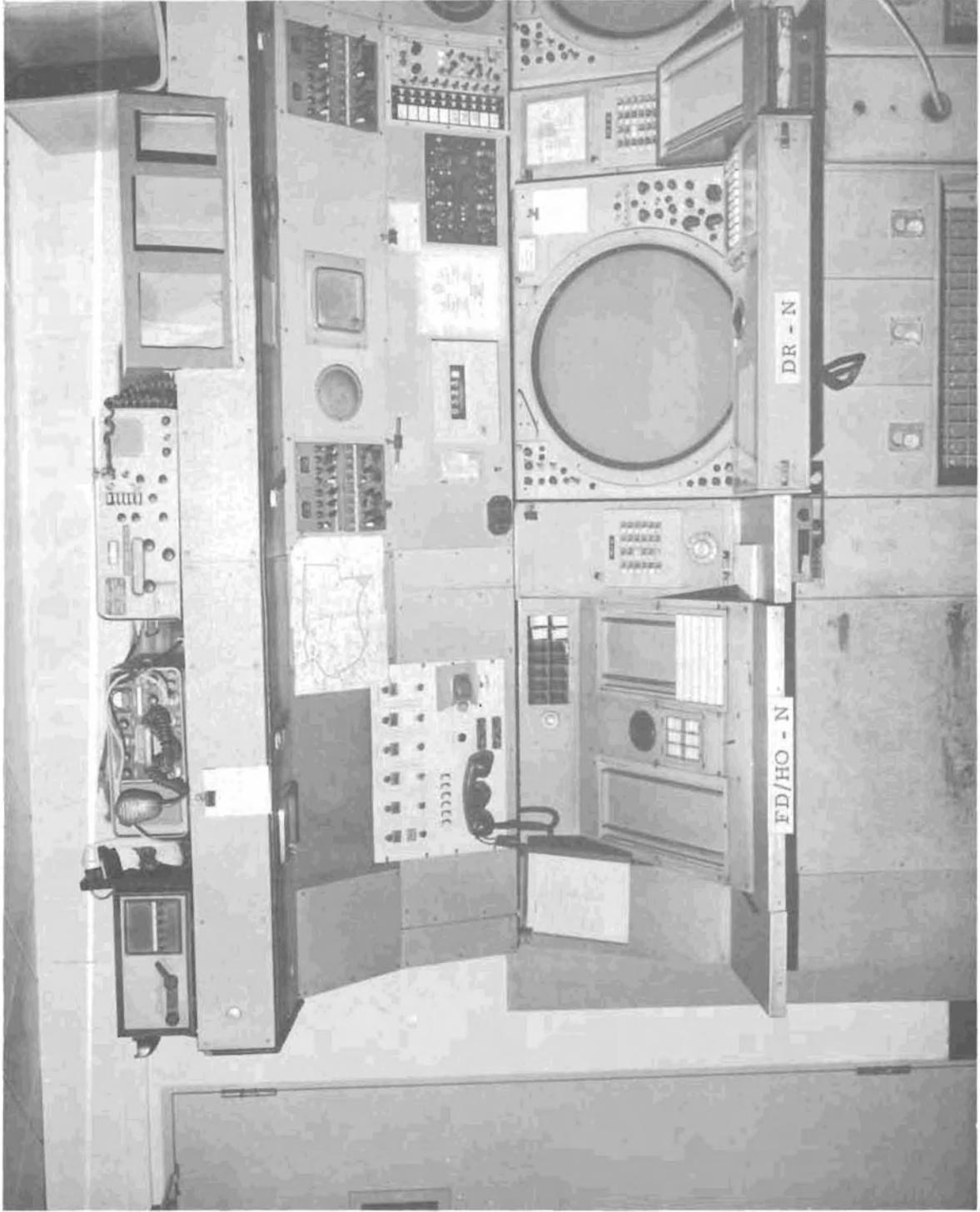


PHOTOGRAPH  
PIT TOWER - 4



PIT TOWER - 7

NOTE -  
1 - WOLFE-MANN RHEOSTATS UNDER DESK.



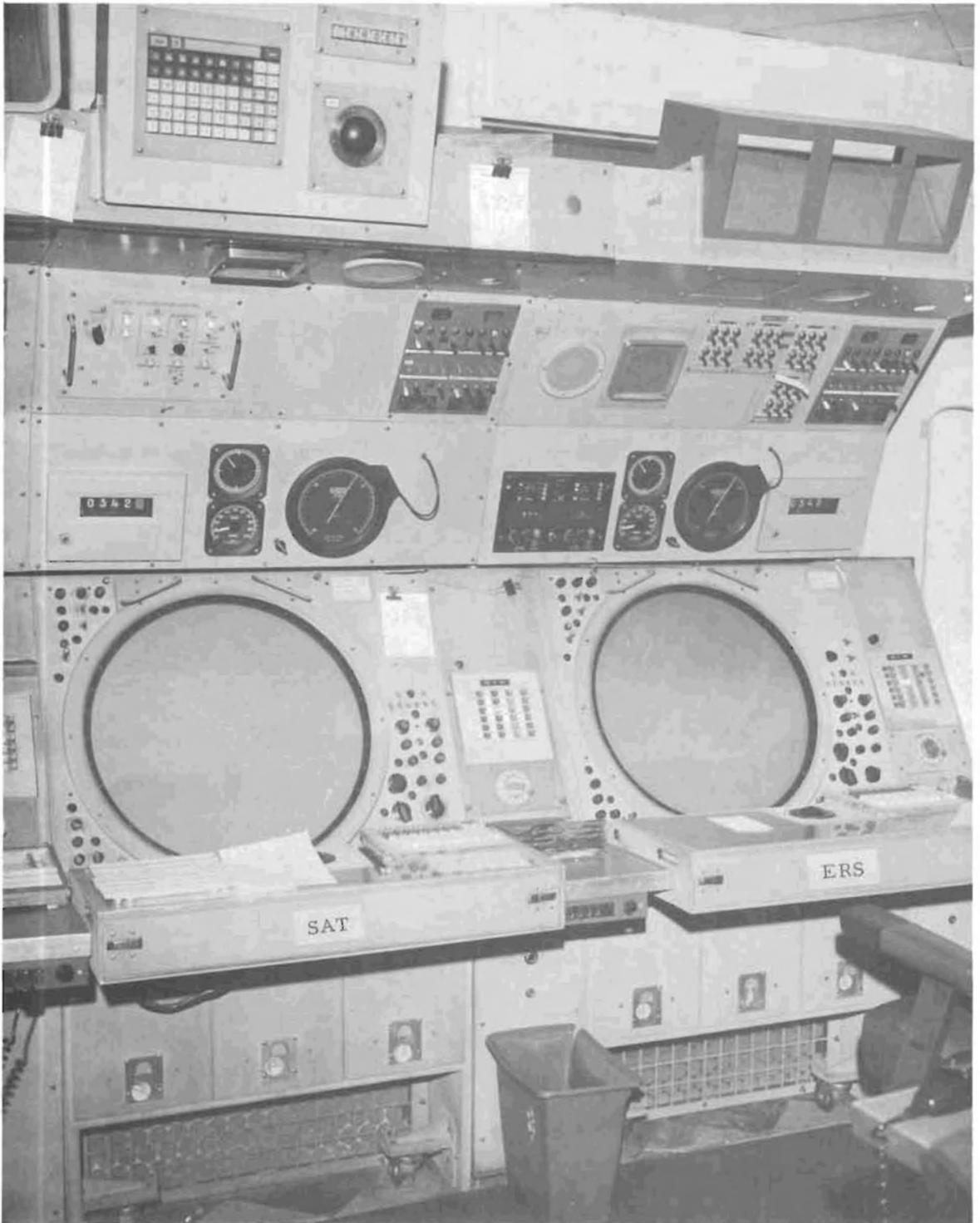
PIT - 4/75

PIT TRACON - 1



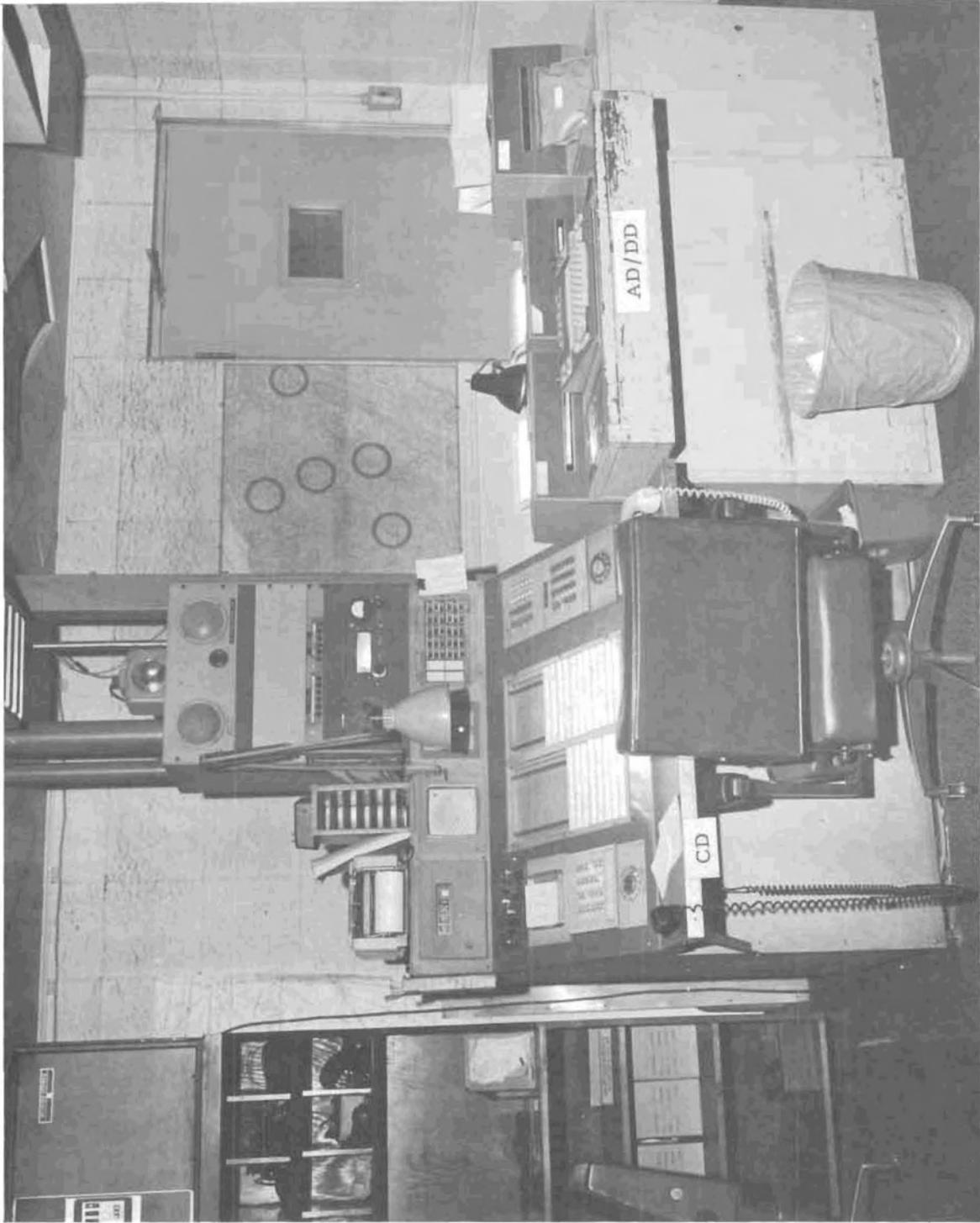
PIT - 4/75

PIT TRACON - 2



PIT - 4/75

PIT TRACON - 3



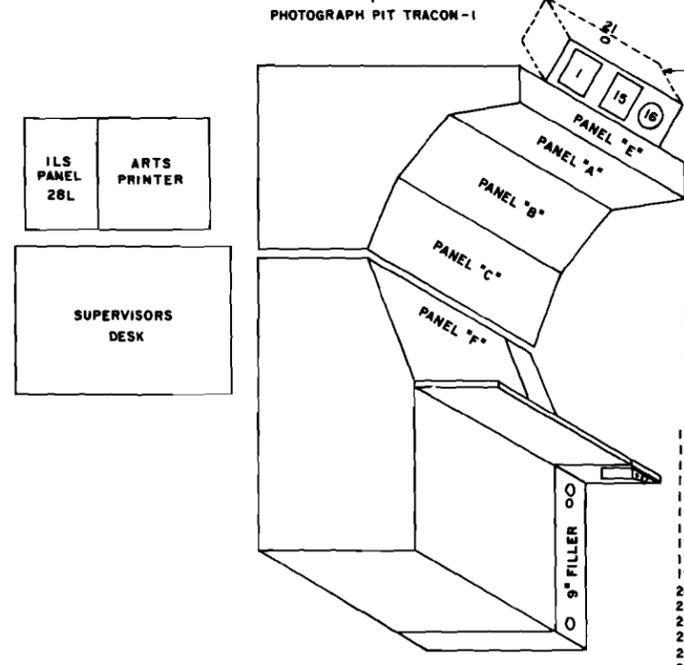
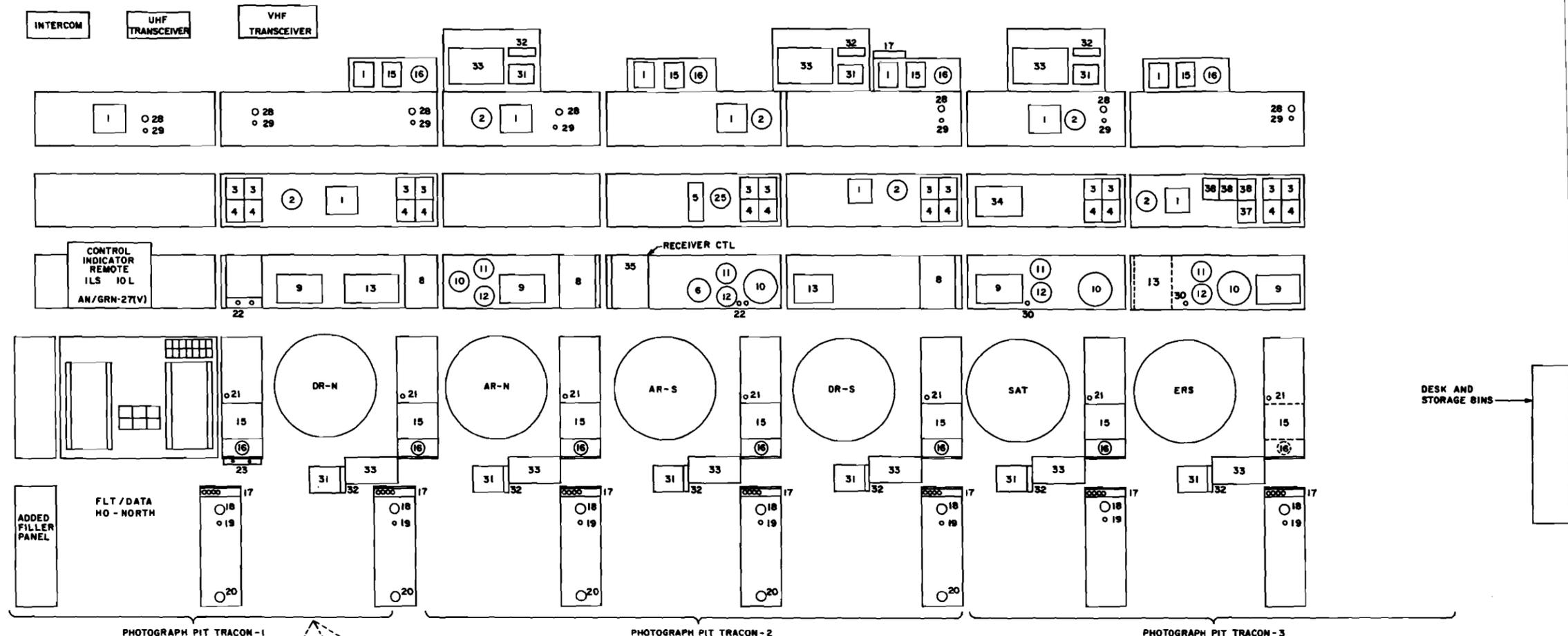
PIT - 4/75

PIT TRACON - 4

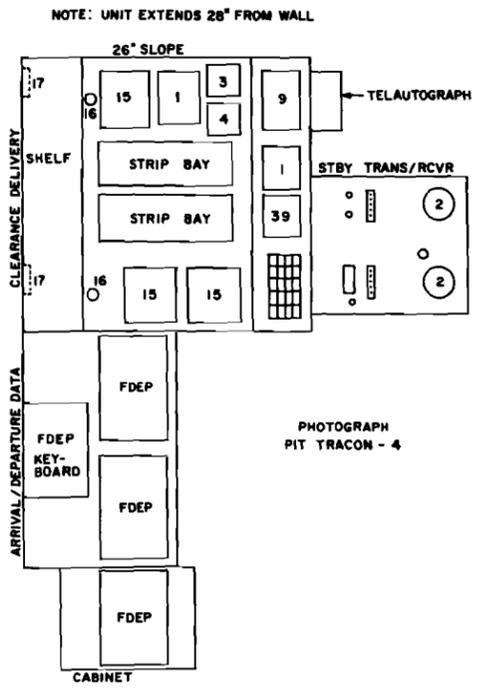
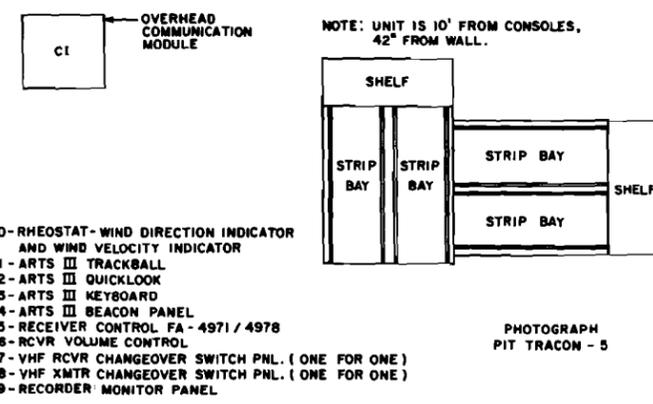


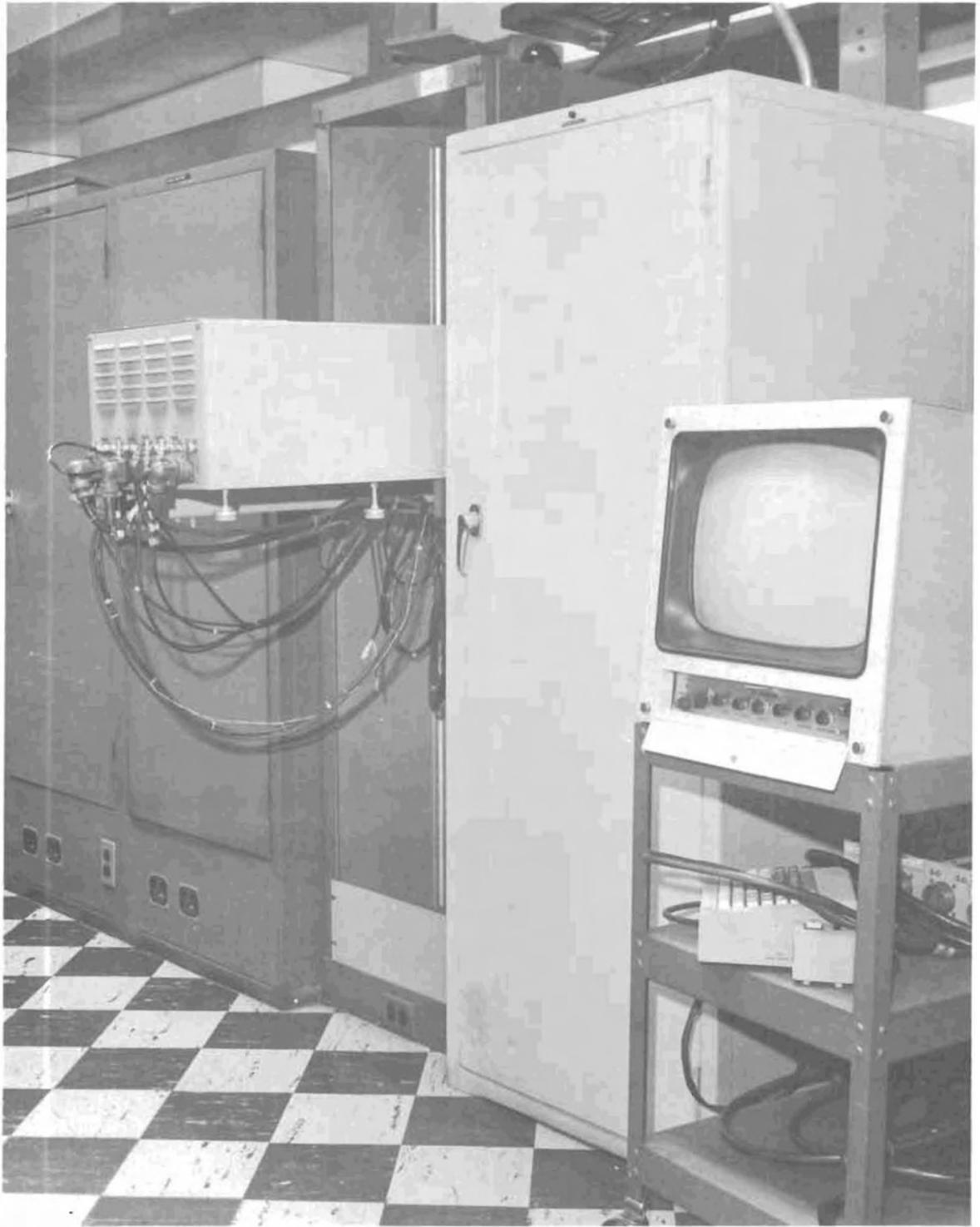
PIT - 4/75

PIT TRACON - 5



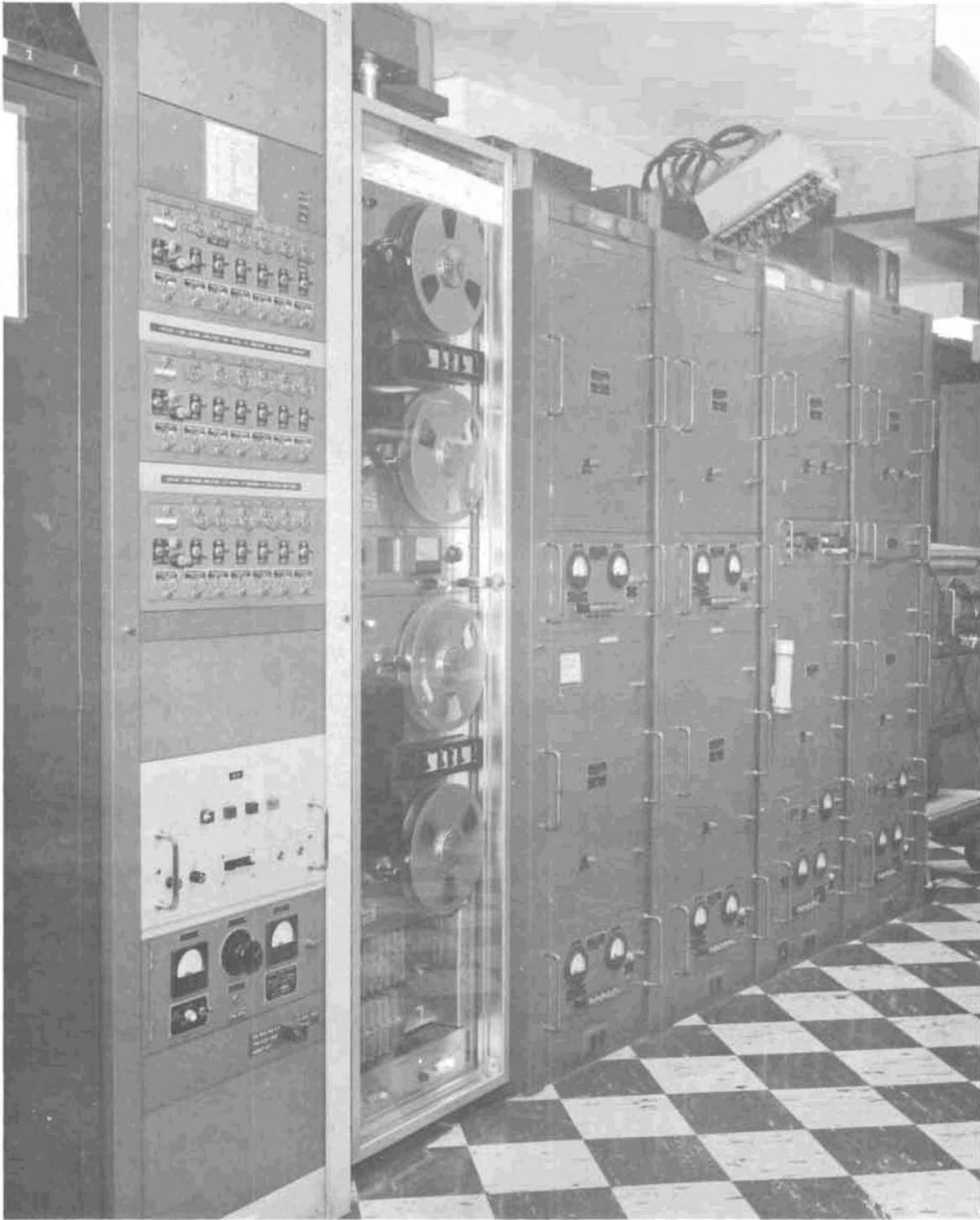
- 1 - TELCO POSITION SPKR.
- 2 - FAA POSITION SPKR.
- 3 - XMTR. CONTROL PNL.
- 4 - RCVR. SELECTOR & MIXING PNL.
- 5 - VHF/DF CONTROL PNL.
- 6 - VHF/DF INDICATOR
- 7 -
- 8 - RADAR BEACON CONTROL PNL.
- 9 - CLOCK
- 10 - ALTIMETER INDICATOR
- 11 - WIND DIRECTION INDICATOR
- 12 - WIND VELOCITY INDICATOR
- 13 - RVR
- 14 -
- 15 - TELCO KEY EQUIPMENT
- 16 - TELCO DIAL
- 17 - TELCO JACK
- 18 - FAA MIC JACK
- 19 - FAA HEADSET JACK
- 20 - FOOTBAR JACK (IF NEEDED)
- 21 - TELCO LITE INDICATOR ALARM
- 22 - APPROACH PROX LITES
- 23 - APPROACH PROX SW.
- 24 -
- 25 - VHF/DF SPKR.
- 26 -
- 27 -
- 28 - HALO LIGHT
- 29 - HALO LIGHT RHEOSTAT





PIT - 4/75

PIT EQUIPMENT ROOM - 1



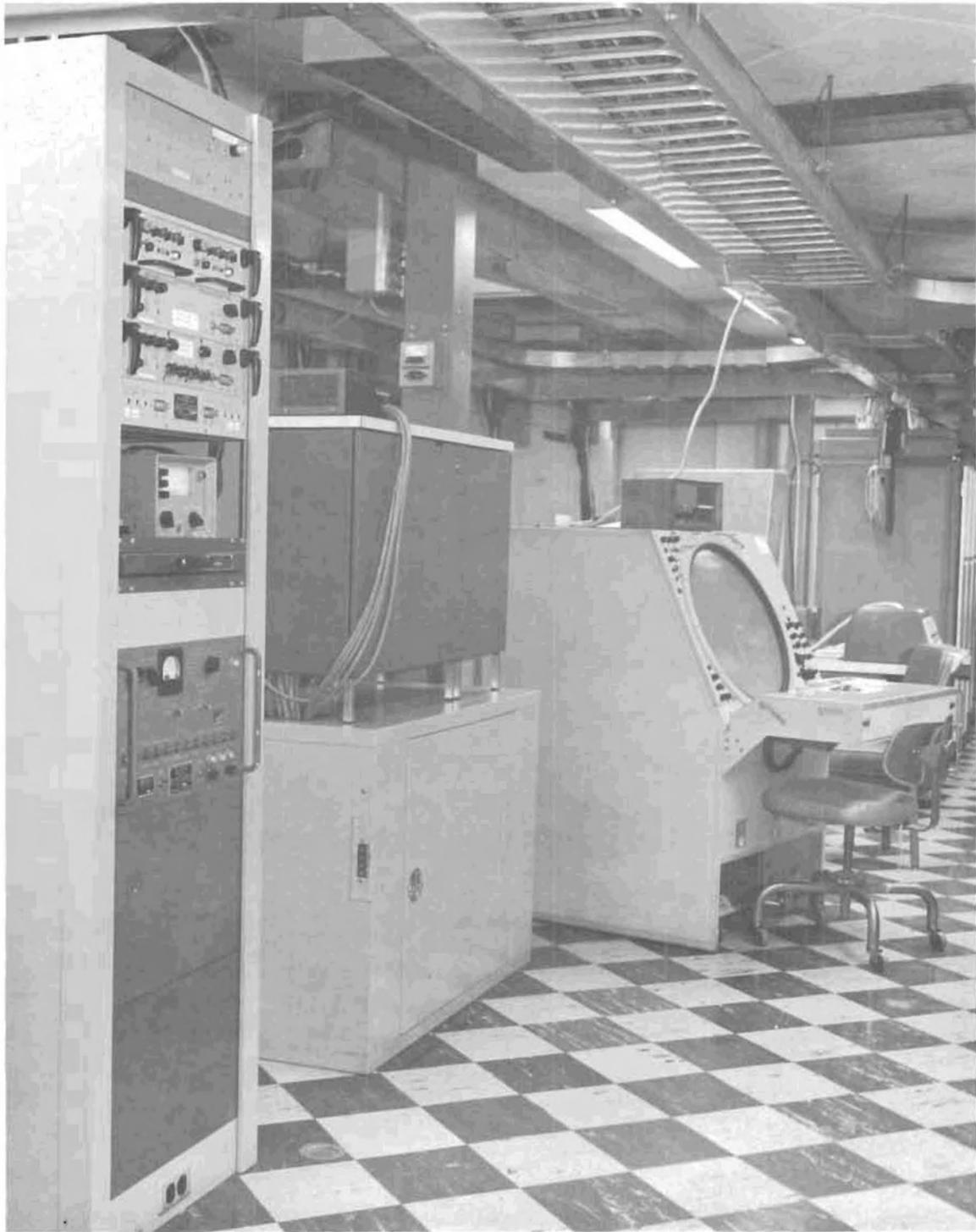
PIT - 4/75

PIT EQUIPMENT ROOM - 2



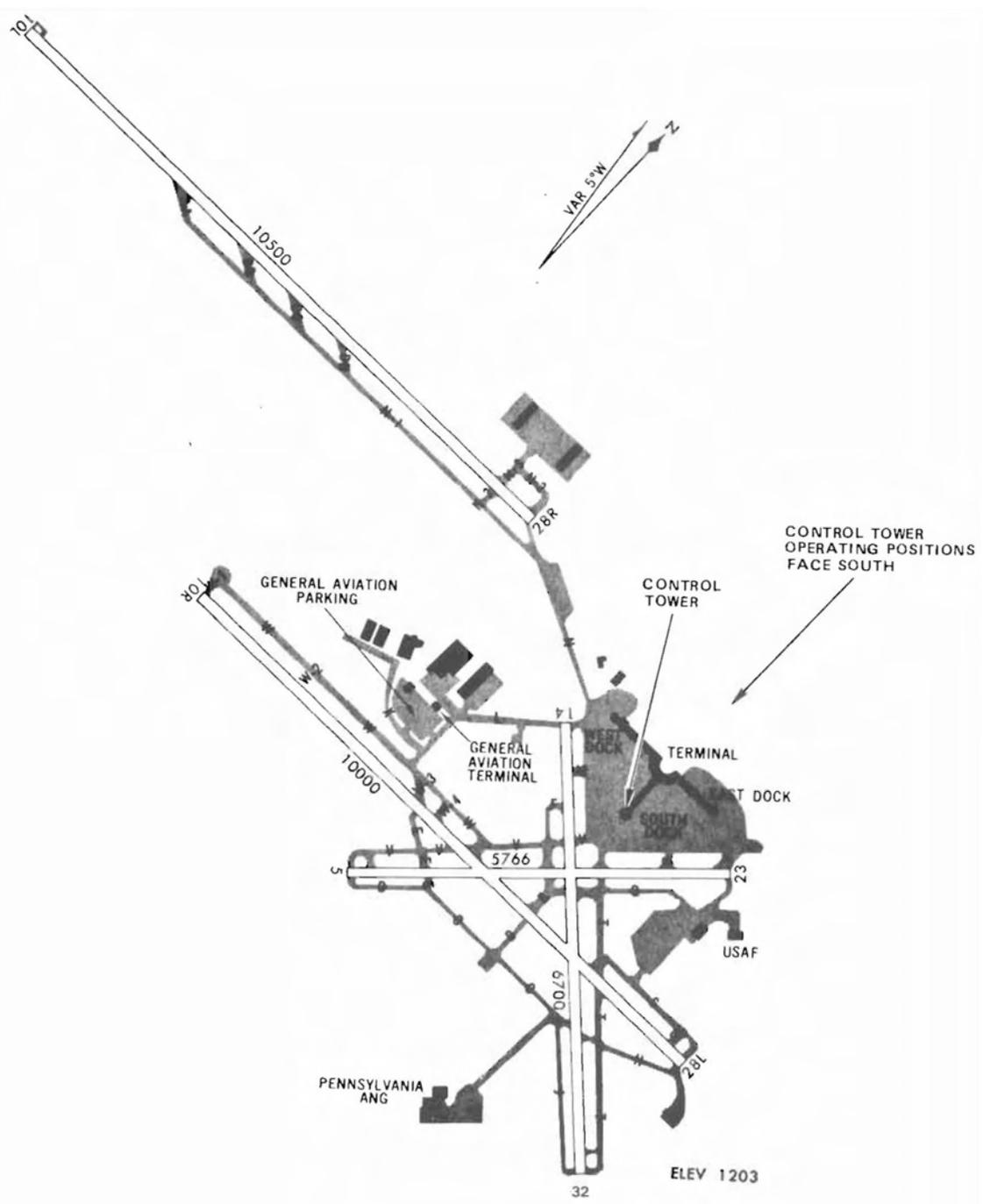
PIT - 4/75

PIT EQUIPMENT ROOM - 3



PIT - 4/75

PIT EQUIPMENT ROOM - 4



GREATER PITTSBURGH INTERNATIONAL