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General Information

Location: PITTSBURGH PA USA
ICAO/IATA: KAGC / AGC
Lat/Long: N40° 21.27', W079° 55.74'
Elevation: 1252 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 9.0° W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1013 Z
Sunset: 0020 Z

Runway Information

Runway: 10
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1251 ft
Lighting: Edge, REIL

Runway: 13
Length x Width: 3825 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1252 ft
Lighting: Edge

Runway: 28
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1251 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 3825 ft x 100 ft
Surface Type: concrete

TDZ-Elev: 1252 ft
Lighting: Edge, REIL

Communication Information

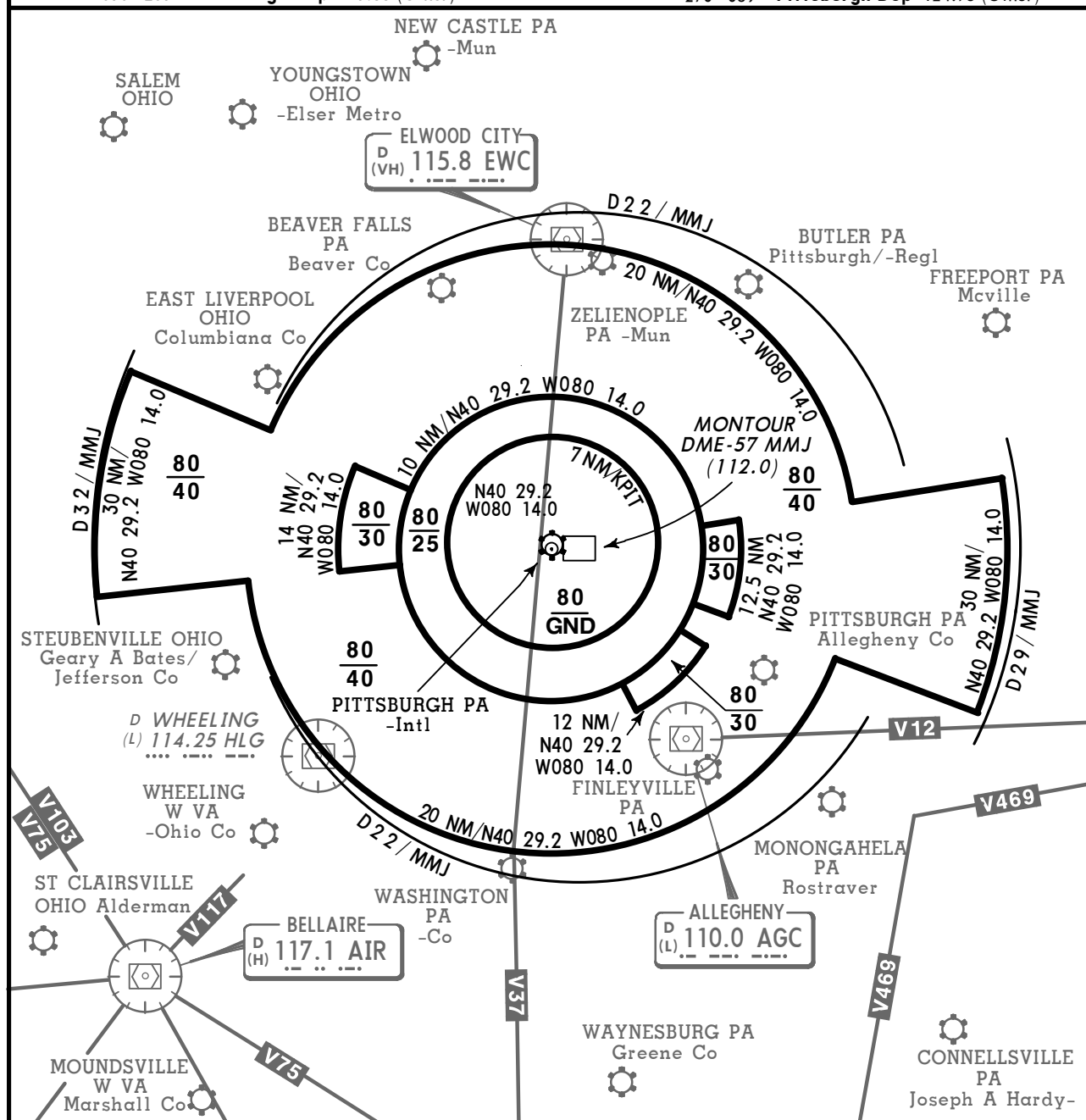
ATIS: 120.550
ASOS: 120.550
Allegheny Tower: 121.100
Allegheny Ground: 121.700
Pittsburgh Approach: 119.350
Pittsburgh Terminal Control Area: 119.350
Pittsburgh Departure: 119.350
Allegheny UNICOM: 122.950
Altoona FSS: 122.200 RCO

PITTSBURGH CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

001°-090° Pittsburgh App 124.15 (PIT)
181°-270° Pittsburgh App 133.7 (PIT)
090°-269° Pittsburgh Dep 119.35 (Other)

091°-180° Pittsburgh App 123.95 (PIT)
271°-360° Pittsburgh App 121.25 (PIT)
270°-089° Pittsburgh Dep 124.75 (Other)



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Pittsburgh Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

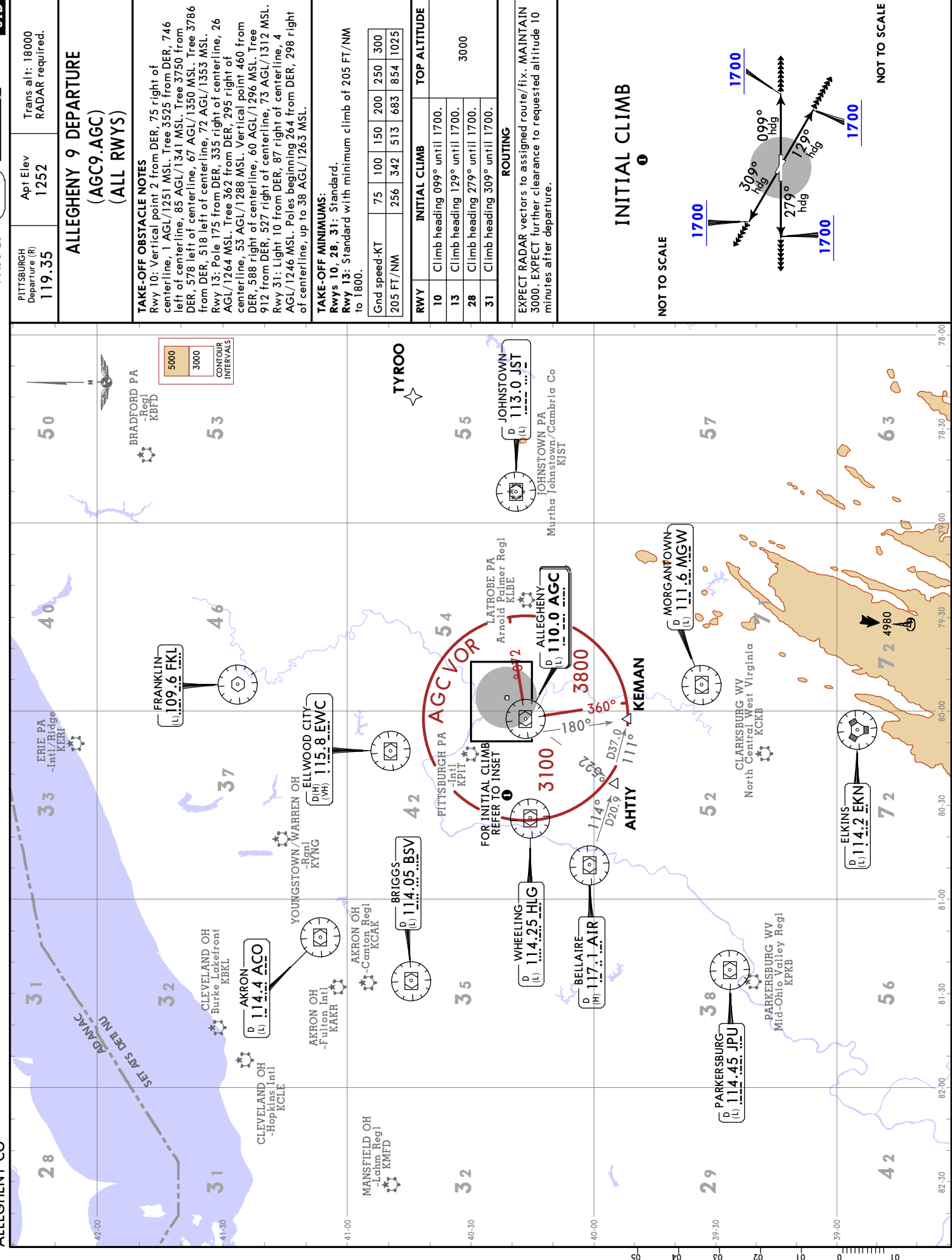
- Arriving aircraft should contact Pittsburgh Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

4 AUG 23

10-3)

Eff 10 Aug

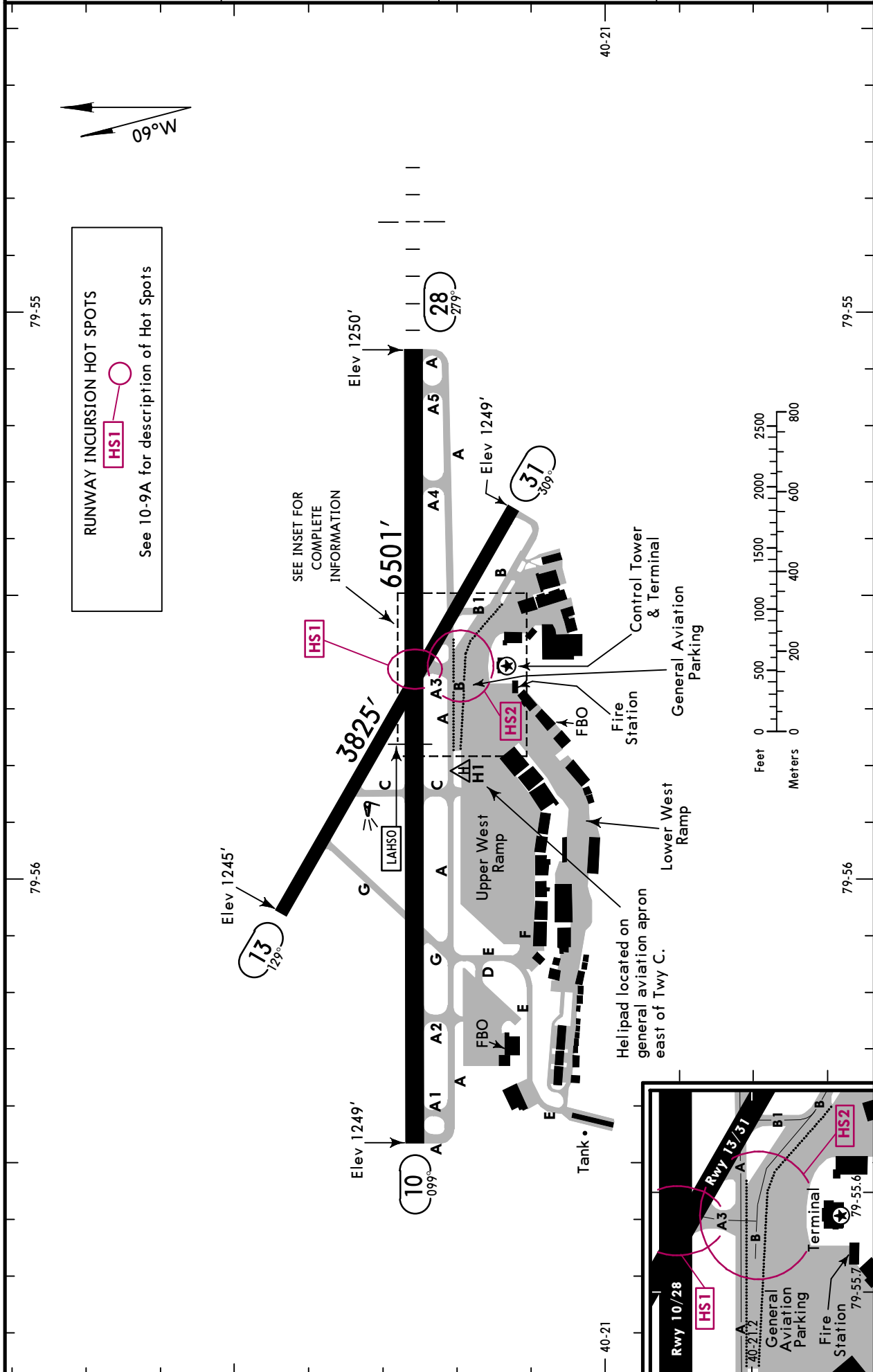
SID



CHANGES: BSV VOR frequency.

PITTSBURGH, PA
ALLEGHENY CO

ATIS (ASOS when Twr inop) 120.55	ALLEGHENY Ground 121.7	Tower 121.1	PITTSBURGH Departure (R) 119.35
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KAGC/AGC



PITTSBURGH, PA
ALLEGHENY CO

GENERAL

Birds and deer on and in vicinity of airport.
Apron main Terminal ramp parking 12 hour prior permission required.

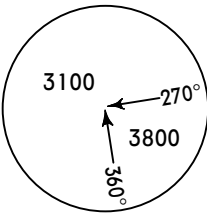
ADDITIONAL RUNWAY INFORMATION

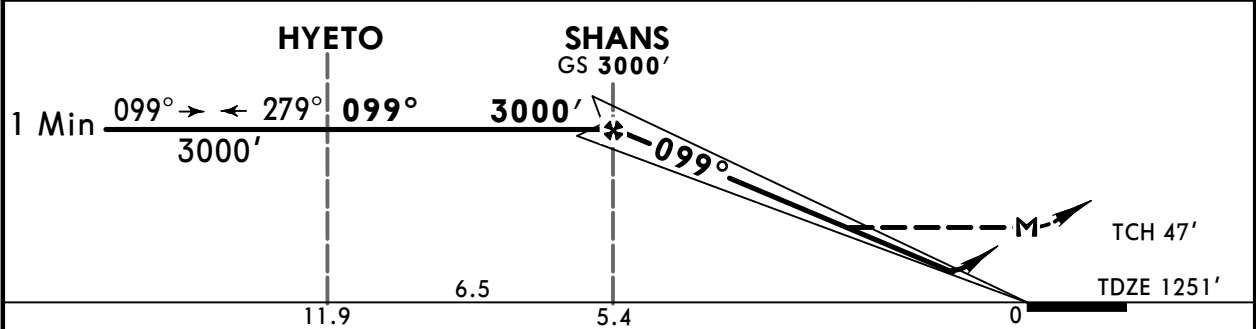
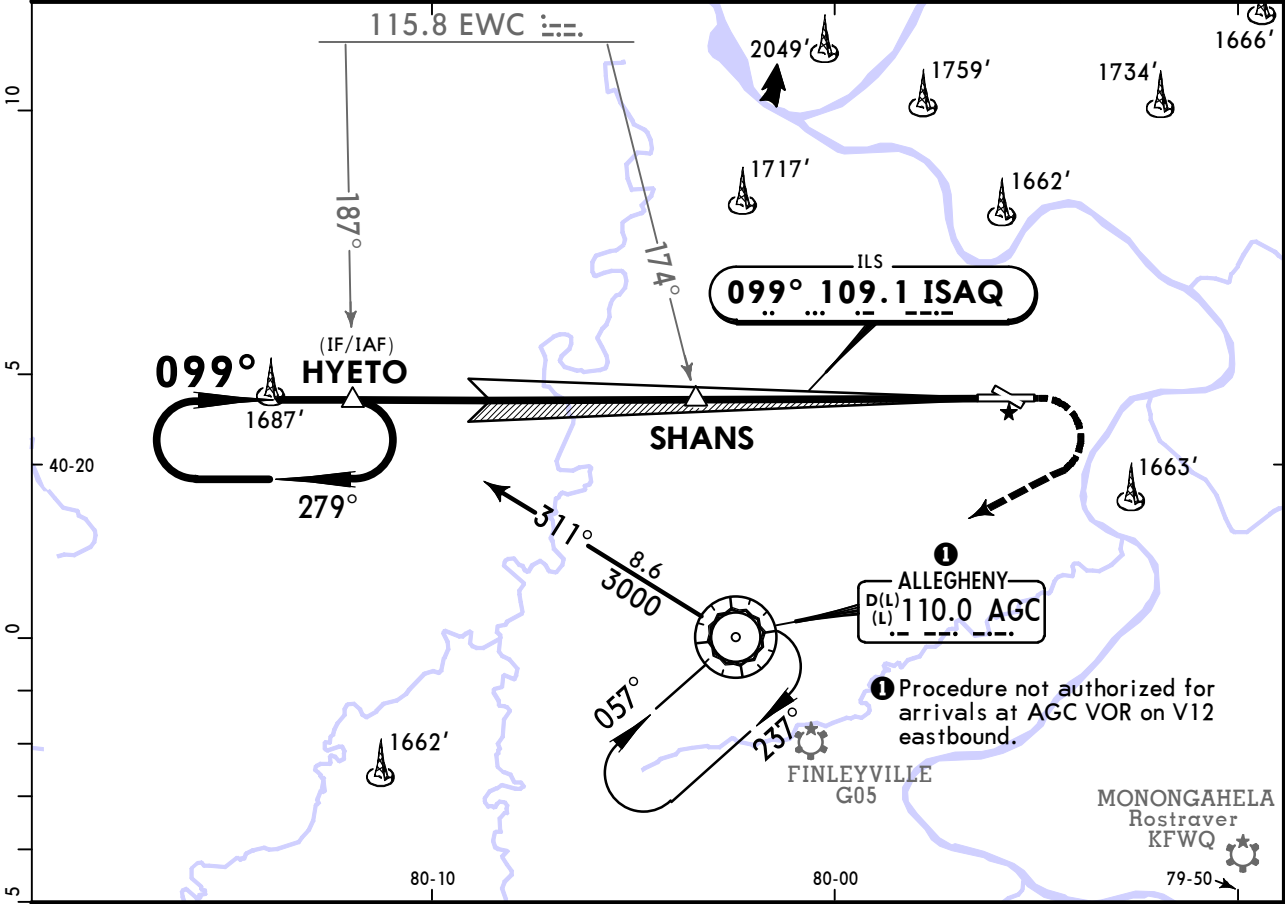
RWY		USABLE LENGTHS				TAKE-OFF	WIDTH
		LANDING BEYOND		LAHSO Distance			
		Threshold	Glide Slope				
10 28	① HIRL ① REIL ①② VASI-L grooved		5601'	13/31 3250'		150'	
	① HIRL ① MALS RVR		5541'				
① Lighting: Twr controlled. ② Angle 3.00°, TCH 47'.							
13 31	③ HIRL ③ REIL grooved					100'	
③ Lighting: Twr controlled.							
RUNWAY INCURSION HOT SPOTS For information only, not to be construed as ATC instructions. HS1 Wide pavement intersecting multiple runways. HS2 Wide pavement intersecting with ramps, taxiways, and runway.							
TERPS							
TAKE-OFF							
Rwy 28							
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD					
RCLM or HIRL or Adequate Vis Ref		3 & 4 Eng		1 & 2 Eng			
TDZ RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1			
Rwys 10, 31							
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD					
RCLM or HIRL or Adequate Vis Ref		3 & 4 Eng		1 & 2 Eng			
1/4		1/2		1			
Rwy 13							
With Mim climb of 205'/NM to 1800'						For Visual Climb Over Airport	
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD					
RCLM or HIRL or Adequate Vis Ref		3 & 4 Eng		1 & 2 Eng			
1/4		1/2		1			
900-2 1/2							
VISUAL CLIMB OVER AIRPORT (VCOA)							
Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Allegheny CO Airport at or above 2000' before proceeding on course.							
TAKE-OFF OBSTACLE NOTES							
Rwy 10, vertical point 2' from DER, 75' right of centerline, 1' AGL/1251' MSL. Tree 3525' from DER, 746' left of centerline, 85' AGL/1341' MSL. Tree 3750' from DER, 578' left of centerline, 67' AGL/1350' MSL. Tree 3786' from DER, 518' left of centerline, 72' AGL/1353' MSL.							
Rwy 13, pole 175' from DER, 335' right of centerline, 26' AGL/1264' MSL. Tree 362' from DER, 295' right of centerline, 53' AGL/1288' MSL. Vertical point 460' from DER, 588' right of centerline, 60' AGL/1296' MSL. Tree 912' from DER, 527' right of centerline, 73' AGL/1312' MSL.							
Rwy 31, light 10' from DER, 87' right of centerline, 4' AGL/1246' MSL. Poles beginning 264' from DER, 298' right of centerline, 38' AGL/1263' MSL.							
FOR FILING AS ALTERNATE							
Authorized Only When Twr Operating		Authorized Only When Twr Operating					
ILS Rwy 10	ILS Rwy 28	LOC Rwy 10 RNAV (GPS) Rwy 10	RNAV (GPS) Rwy 28	LOC Rwy 28			
A B C D	600-2	600-2	800-2	800-2	800-2		
			800-2 1/4	800-2 1/4	800-2 1/4		

KAGC/AGC
ALLEGHENY CO

JEPPESEN
11 APR 25 11-1 Eff 17 Apr

PITTSBURGH, PA
ILS or LOC Rwy 10

ATIS 120.55		PITTSBURGH Approach (R) 119.35		ALLEGHENY Tower 121.1		Ground 121.7	
LOC ISAQ 109.1	Final Apch Crs 099°	SHANS 3000' (1749')		ILS DA(H) 1451' (200')	Apt Elev 1252' TDZE 1251'		
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct AGC VOR and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
Circling Rwy 13 not authorized at night.							
MSA AGC VOR							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2000'	3000'		AGC 110.0
GS 3.00°	372	478	531	637	743	849					
SHANS to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02					

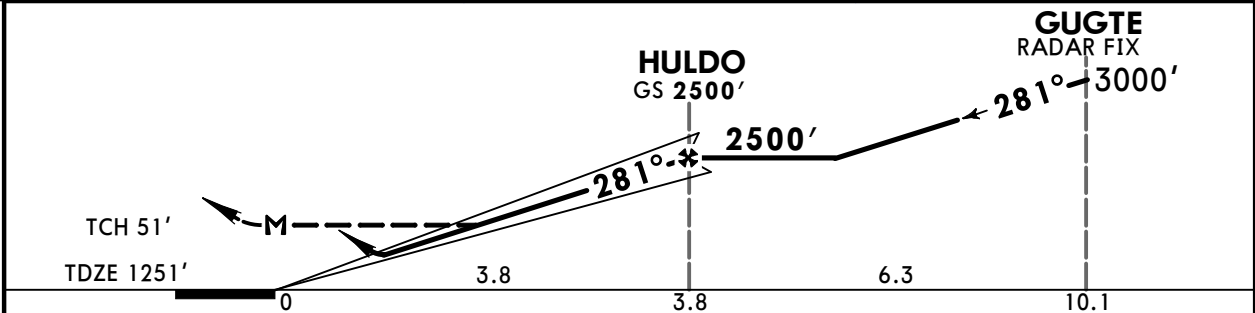
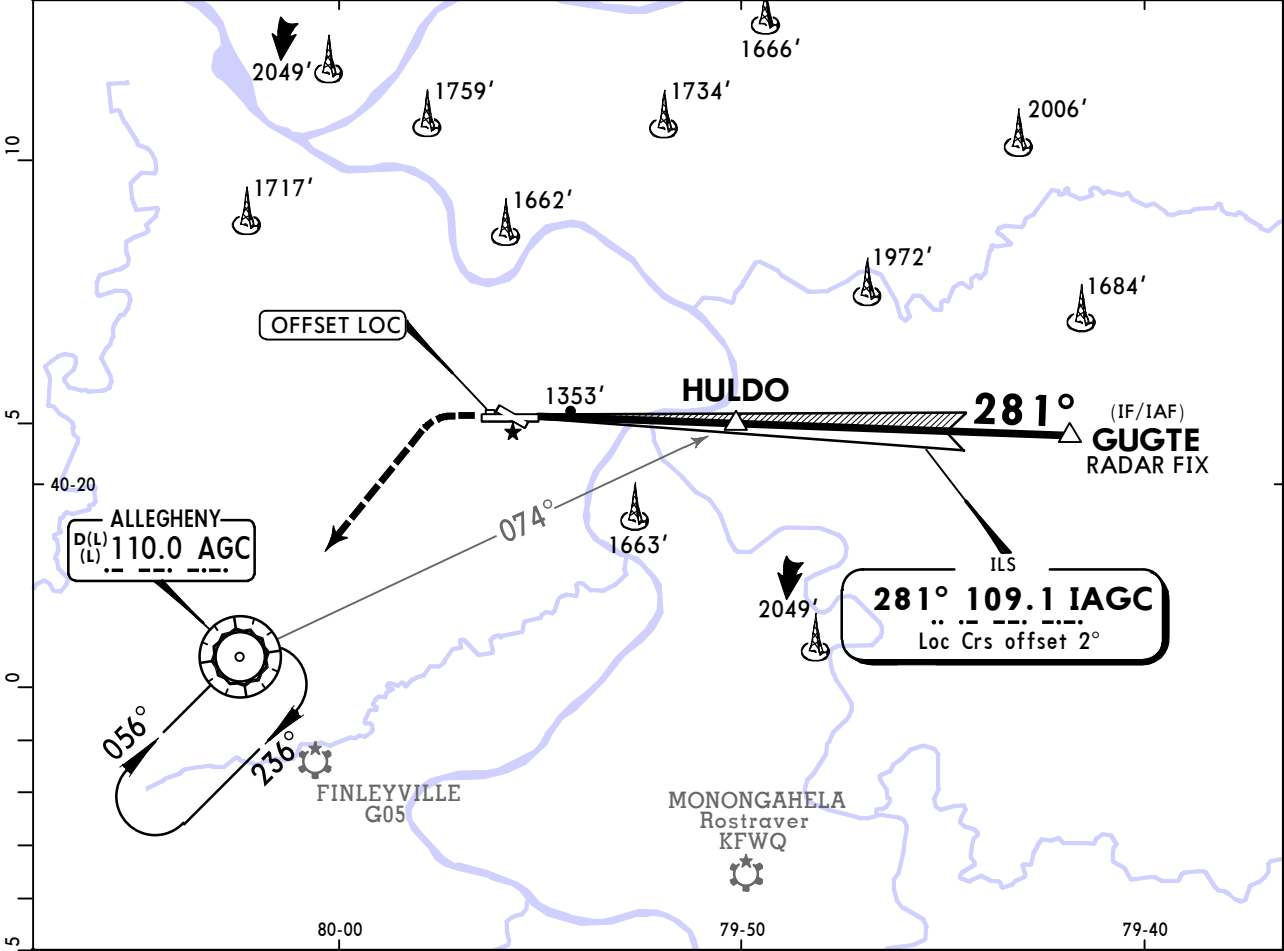
TERPS				STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
				ILS		LOC (GS out)			
				DA(H) 1451' (200')		MDA(H) 1760' (509')			
A						1		90	1760'(508') - 1
B								120	
C			3/4			1 3/8		140	1980'(728') - 2
D								165	1980'(728') - 2 1/4

KAGC/AGC
ALLEGHENY CO

JEPPESSEN
11 APR 25 (11-2) Eff 17 Apr

PITTSBURGH, PA
ILS or LOC Rwy 28

ATIS 120.55		PITTSBURGH Approach (R) 119.35		ALLEGHENY Tower 121.1		Ground 121.7	
LOC IAGC 109.1	Final Apch Crs 281°	HULDO 2500' (1249')		ILS DA(H) 1501' (250')	Apt Elev 1252' TDZE 1251'		 MSA AGC VOR
MISSED APCH: Climb to 2000' then climbing LEFT turn to 3000' direct AGC VOR and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALS 2000' 3000' LT AGC 110.0
GS	3.00°	372	478	531	637	743	
HULDO to MAP	3.8	3:15	2:32	2:17	1:54	1:38	

TERPS		STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 1501' (250')		MDA(H) 1660' (409')					
ALS out		ALS out		Max Kts	MDA(H)		
A	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	90	1720'(468') - 1		
B				120			
C			RVR 50 or 1	RVR 60 or 1 1/4	140	1980'(728') - 2	
D					165	1980'(728') - 2 1/4	

CHANGES: Procedure.

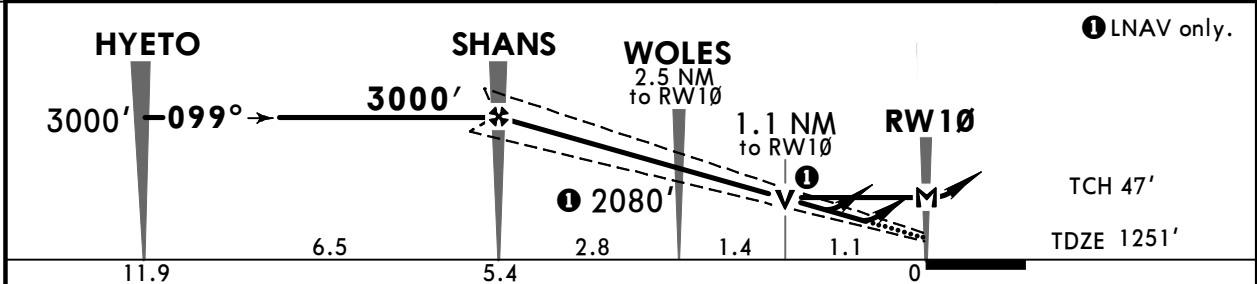
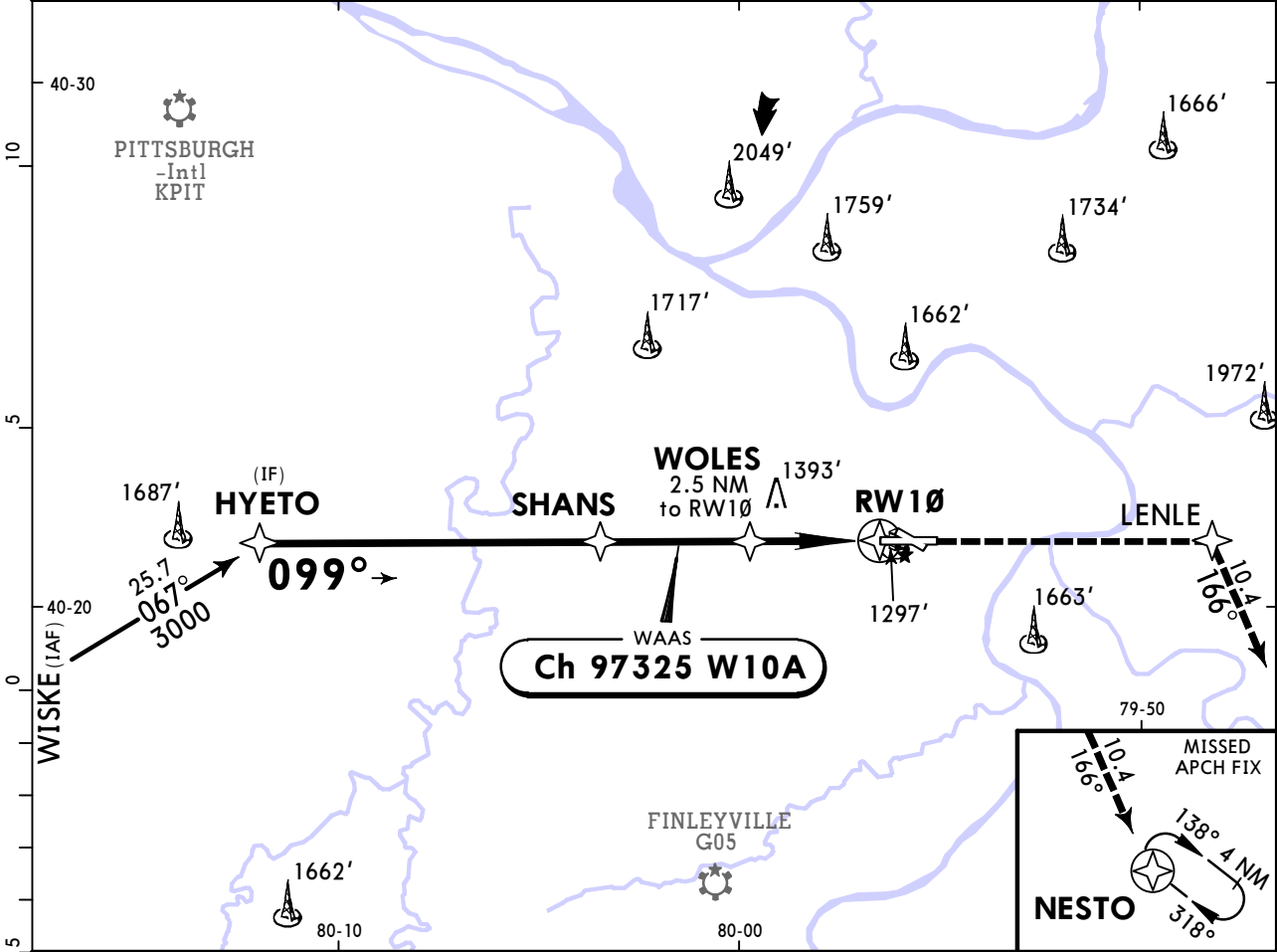
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KAGC/AGC
ALLEGHENY CO

JEPPESSEN
4 JUL 25 (12-1) Eff 10 Jul

PITTSBURGH, PA
RNAV (GPS) Rwy 10

ATIS		PITTSBURGH Approach (R)		ALLEGHENY Tower		Ground	
120.55		119.35		121.1		121.7	
WAAS Ch 97325 W10A	Final Apch Crs 099°	SHANS 3000' (1749')	LPV DA(H) 1451' (200')	Apt Elev 1252'		3800 MSA RW10	
				TDZE 1251'			
MISSED APCH: Climb to 3100' direct LENLE and on track 166° to NESTO and hold.							
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 13 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C.							



Gnd speed-Kts	70	90	100	120	140	160	REIL	3100'	LENLE
Glide Path Angle	3.00°	372	478	531	637	743	VASI-L	↑	
MAP at RW10									

TERPS				STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		C		Max Kts		MDA(H)	
DA(H) 1451' (200')		DA(H) 1554' (303')		MDA(H) 1660' (409')		90		1720' (468') -1			
3/4		1		1		120		1980' (728') -2			
				1 1/8		140		1980' (728') -2			
						165		1980' (728') -2 1/4			

CHANGES: Topography.

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KAGC/AGC
ALLEGHENY CO

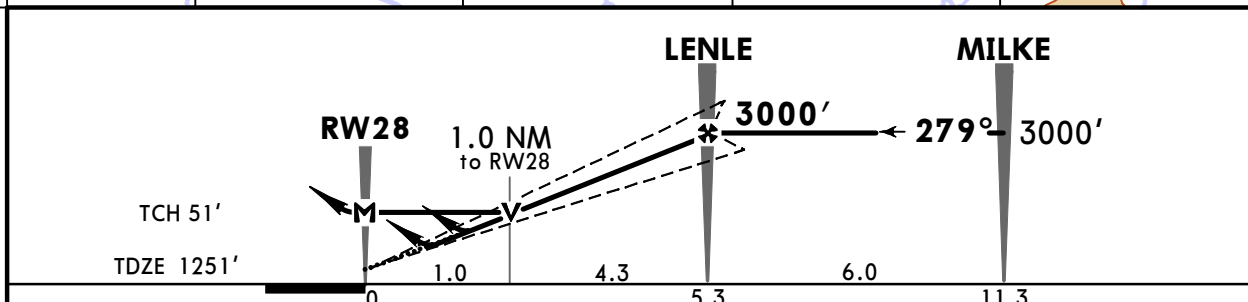
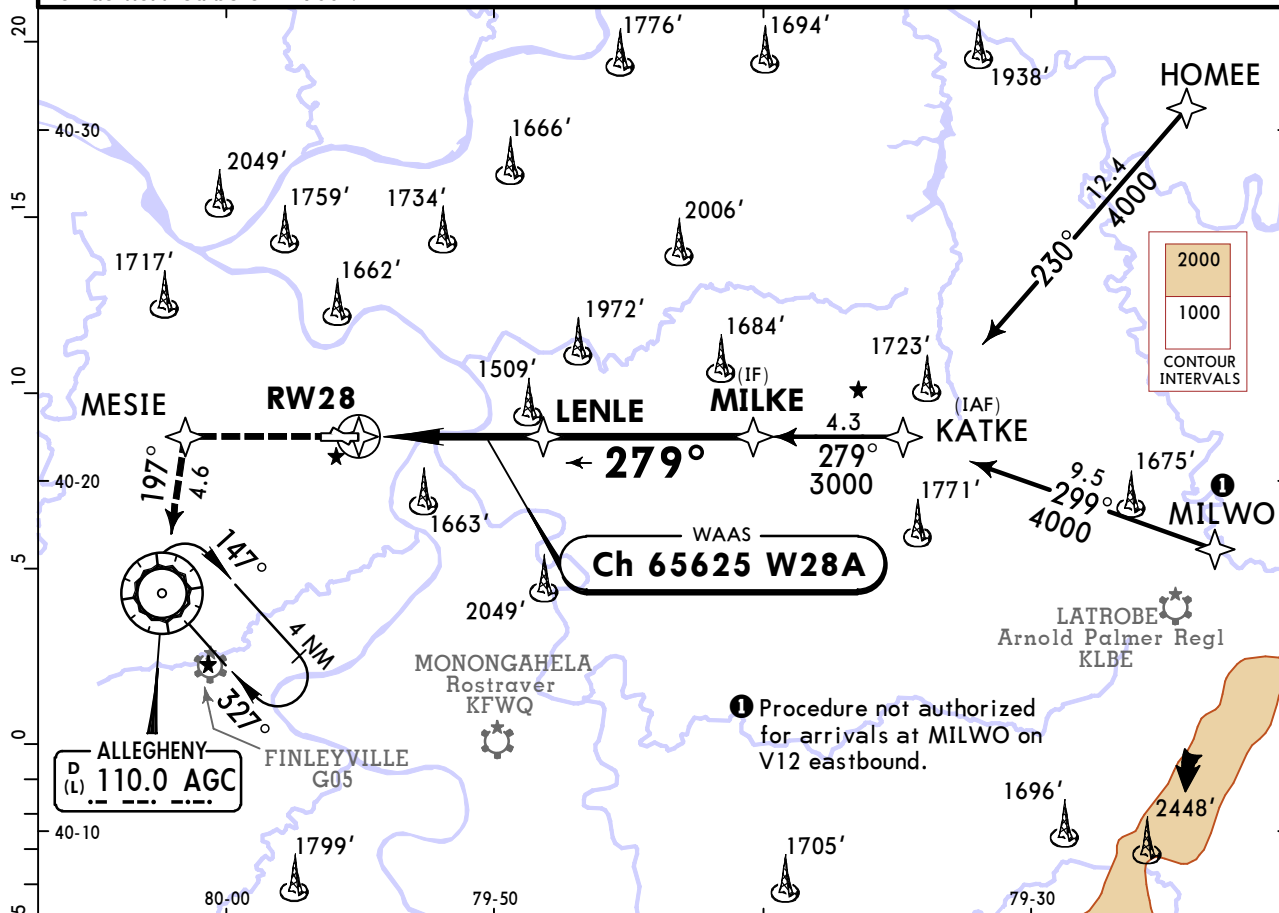
JEPPESEN
4 JUL 25 (12-2) Eff 10 Jul

PITTSBURGH, PA
RNAV (GPS) Rwy 28

TM

BRIEFING STRIP

ATIS		PITTSBURGH Approach (R)		ALLEGHENY Tower		Ground
120.55		119.35		121.1		121.7
WAAS Ch 65625 W28A	Final Apch Crs 279°	LENLE 3000' (1749')	LPV DA(H) 1501' (250')	Apt Elev 1252'	TDZE 1251'	3800 MSA RW28
MISSED APCH: Climb to 3000' direct MESIE and on 197° track to AGC VOR and hold, continue climb-in-hold to 3000'.						
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
1. Circling Rwy 13 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 3. Autopilot coupled approach not authorized below 1900'.						



Gnd speed-Kts	70	90	100	120	140	160	MAPS <
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TERPS		STRAIGHT-IN LANDING RWY 28						CIRCLE-TO-LAND				
LPV			LNAV/VNAV			LNAV				Max Kts	MDA(H)	
DA(H) 1501'(250')			DA(H) 1546'(295')			MDA(H) 1640'(389')						
ALS out			ALS out			ALS out						
A	RVR 40 or 3/4		RVR 40 or 3/4		RVR 45 or 7/8		RVR 40 or 3/4		RVR 50 or 1		90	1720'(468') - 1
RVR 55 or 1							RVR 60 or 1 1/4		120			
B											140	1980'(728') - 2
C											165	1980'(728') - 2 1/4
D												

PITTSBURGH, PA (ALLEGHENY CO - KAGC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAGC

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile. Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.