HEINLEIN GENEALOGY

Pittsburgh International Airport

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PITTSBURGH
INTERNATIONAL AIRPORT

IATA: PIT · ICAO: KPIT · FAA LID: PIT ·
WMO: 94823

Summary

Airport type	Public / Military
Owner	Allegheny County
Operator	Allegheny County Airport Authority
Serves	Pittsburgh metropolitan area
Location	Findlay Township and Moon Township, Pennsylvania, U.S.
Hub for	Southern Airways Express[1]
Focus city for	Allegiant Air
Elevation AMSL	1,202 ft / 366 m
Coordinates	40.496°N 80.246°W
Website	FlyPittsburgh.com (http://www.flypittsburgh.com)

Pittsburgh International Airport (IATA: **PIT**, ICAO: **KPIT**, FAA LID: **PIT**), formerly Greater Pittsburgh International Airport, is a civil–military international airport in Findlay Township and Moon Township, Pennsylvania. Located about 10 miles (15 km) west of downtown Pittsburgh, it is the primary international airport serving the Greater Pittsburgh Region as well as adjacent areas in West Virginia and Ohio. The airport is owned and operated by the Allegheny County Airport Authority and offers passenger flights to destinations throughout North America and Europe, as well as cargo flights to Asia.[5] PIT has four runways and covers 10,000 acres (4,000 ha).[2]

First opened in 1952, the airport was initially served by five airlines and became a small hub for Trans World Airlines for over two decades. The airport underwent a massive $1 billion rebuilding and expansion which was largely designed to US Airways' specification so it could become one of their major hubs. Completed in 1992, the new airport was one of the most innovative in the world, dubbed the "airport of the future" by the *New York Times*,[6] and helped to pioneer modern airport design with its X-shape to reduce distance between gates, underground tram to transport passengers around the airport, and array of shopping options, all of which were cutting-edge at the time.[7][8] Traffic peaked at 20 million passengers in the late 1990s, and US Air peaked at 542 flights and 11,995 employees at the airport in 2001, and the airport was an important pillar of the Pittsburgh economy.[9][10] But the downturn in air travel immediately after September 11 attacks badly harmed US Airways' financial state. US Air declared chapter 11 bankruptcy twice in a row, and abandoned Pittsburgh as a hub in 2004, eliminating thousands of jobs and nearly bankrupting the airport itself, which was built largely to suit US Airways' needs.[11][12] However, US Air's diminished capacity at Pittsburgh opened the door for other airlines to expand operations and better serve local Pittsburgh-area passengers rather than focus on connecting passengers.