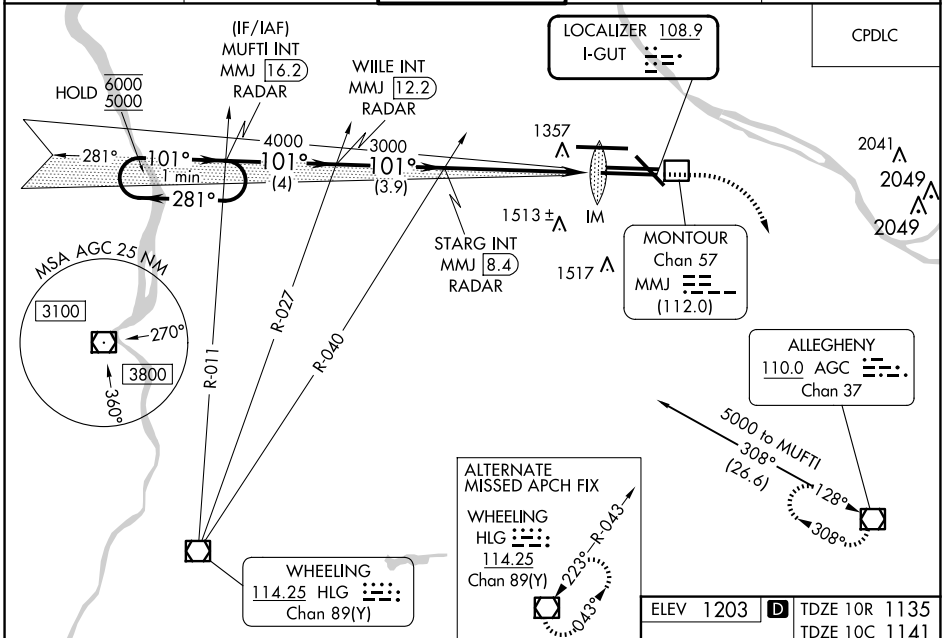


LOC I-GUT	APP CRS	Rwy Idg	10R	10C
108.9	101°	TDZE	11492	9708
		Apt Elev	1135	1141
			1203	1203

ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

<p>Simultaneous approach authorized. For inop ALS, increase S-ILS 10R Cat E visibility to RVR 4000 and S-LOC 10R Cat E visibility to 1½ SM.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.</p>		
		<p>D-ATIS</p> <p>ARR 127.25</p> <p>DEP 135.9</p>	<p>PITTSBURGH APP CON</p> <p>123.95 360.8</p>	<p>PITTSBURGH TOWER</p> <p>128.3 291.7</p>



NE-4, 20 FEB 2025 to 20 MAR 2025

NE-4, 20 FEB 2025 to 20 MAR 2025

<p>One Minute Holding Pattern</p> <p>MUFTI INT MMJ [16.2] RADAR</p> <p>WIILE INT MMJ [12.2] RADAR</p> <p>STARG INT MMJ [8.4] RADAR</p> <p>WHEELING 114.25 HLG Chan 89(Y)</p>		<p>1900</p> <p>5000</p> <p>AGC</p>	<p>ELEV 1203</p> <p>D TDZE 10R 1135</p> <p>TDZE 10C 1141</p>			
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).</p> <p>GS 3.00° TCH 51</p>						
CATEGORY	A	B	C	D	E	
S-ILS 10R	1335/18 200 (200-½)			1335/24 200 (200-½)		
S-LOC 10R	1660/24 525 (500-½)		1660/55 525 (500-1)			
SIDESTEP 10C	1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-2	519 (500-2)	
C CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1900-2½ 697 (700-2½)	
	<p>REIL Rwy 10C</p> <p>HIRL all Rwys</p> <p>TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32</p> <p>FAF to MAP 5.7 NM</p>					
	Knots	60	90	120	150	180
	Min:Sec	5:42	3:48	2:51	2:17	1:54