

LOC I-PFS <b>108.9</b>	APP CRS <b>281°</b>	Rwy Idg 28L 28C 11500 9708 TDZE 1125 1134 Apt Elev 1203 1203
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# ILS or LOC RWY 28L

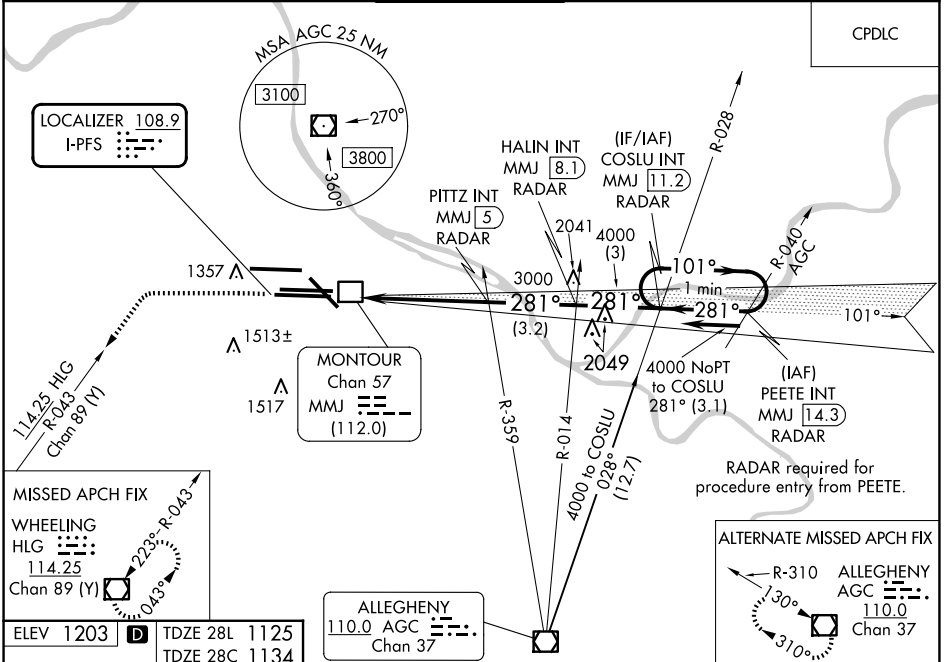
PITTSBURGH INTL (PIT)

Simultaneous approach authorized. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4000 and S-LOC 28L. Cats C, D, E visibility to 1/2 SM. DME from MMJ DME. Simultaneous reception of I-PFS and MMJ DME required.

MALSRR

MISSED APPROACH: Climb to 4000 on heading 280° and HLG VOR/DME R-043 to HLG VOR/DME and hold.

D-ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER <b>128.3 291.7</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
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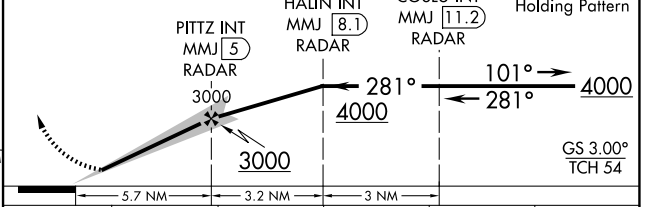
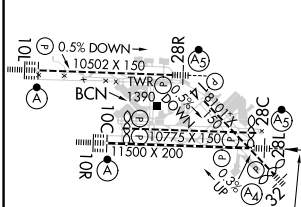


NE-4, 20 FEB 2025 to 20 MAR 2025

NE-4, 20 FEB 2025 to 20 MAR 2025

ELEV 1203	TDZE 28L 1125	TDZE 28C 1134
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4000 hdg 280° HLG R-043 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70). One Minute Holding Pattern



CATEGORY	A	B	C	D	E
S-ILS 28L	1325/18		200 (200-1/2)		
S-LOC 28L	1700/24	575 (600-1/2)	1700-1 1/4		575 (600-1/4)
SIDESTEP 28C	1700-1	566 (600-1)	1700-1 1/2 566 (600-1 1/2)	1700-2	566 (600-2)
<input checked="" type="checkbox"/> CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2 1/4 677 (700-2 1/4)	1880-2 1/2 677 (700-2 1/2)

REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54