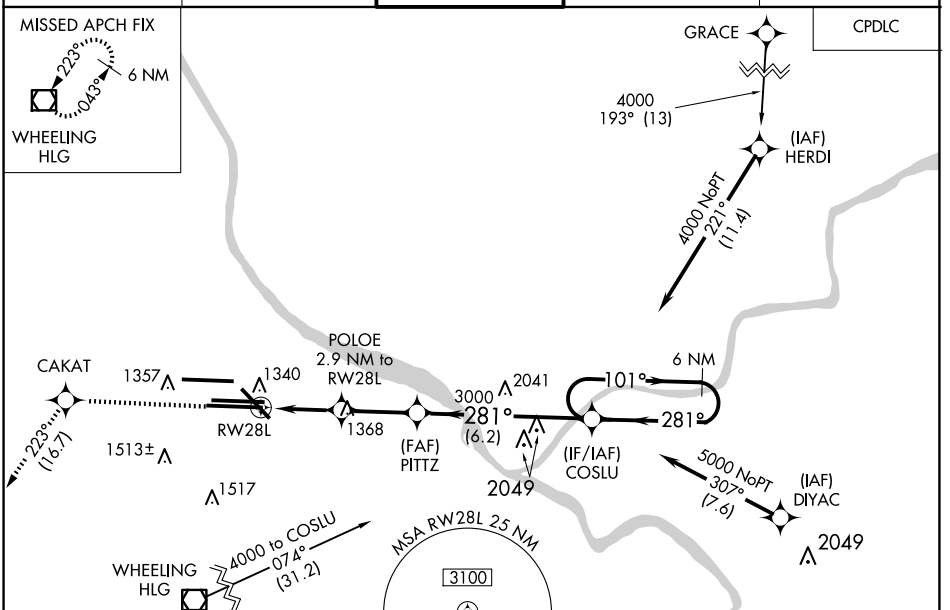


WAAS CH <b>97326</b> <b>W28B</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>11500</b> <b>1125</b> <b>1203</b>
--	------------------------	-----------------------------	--

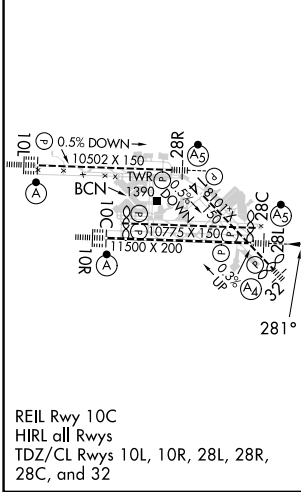
# RNAV (GPS) Y RWY 28L

PITTSBURGH INTL (PIT)

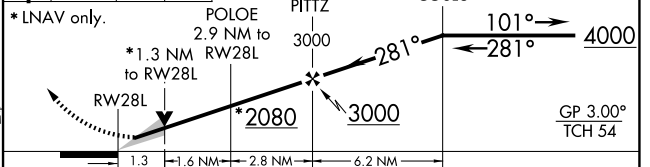
RNP APCH - GPS		MALSR		MISSED APPROACH: Climb to 4000 direct CAKAT and on track 223° to HLG VOR/DME and hold.	
<p><b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1 3/8 SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.</p>					
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>	



ELEV <b>1203</b>	<b>D</b>	TDZE <b>1125</b>
------------------	----------	------------------



4000	CAKAT	tr 223°	HLG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).	6 NM Holding Pattern
------	-------	---------	-----	--	----------------------



CATEGORY	A	B	C	D
LPV DA		1325/18	200 (200-1/2)	
LNAV/VNAV DA		1549/40	424 (400-3/4)	
LNAV MDA	1600/24	475 (400-1/2)	1600/50	475 (400-1)
<input checked="" type="checkbox"/> CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2 1/4 677 (700-2 1/4)

NE-4, 20 FEB 2025 to 20 MAR 2025

NE-4, 20 FEB 2025 to 20 MAR 2025