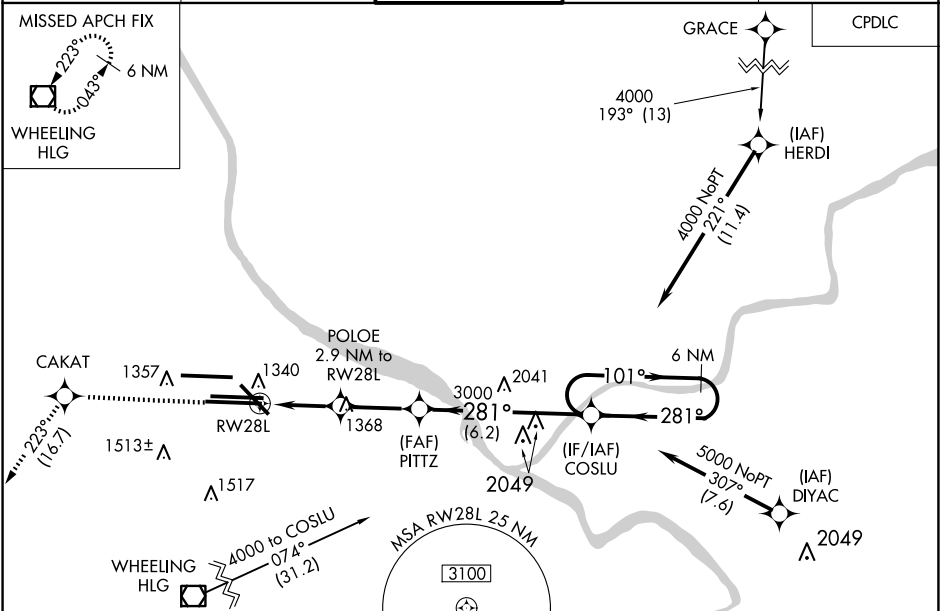


|                                        |                        |                             |                                            |
|----------------------------------------|------------------------|-----------------------------|--------------------------------------------|
| WAAS<br>CH <b>97326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

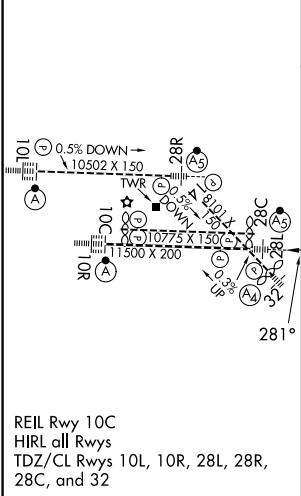
RNAV (GPS) Y RWY 28L  
PITTSBURGH INTL (PIT')

|                                                                                                                                                                                                                                                                         |             |                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------------------------------------------------------------|
| RNP APCH - GPS.<br>▼ 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 ½ SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. | MALSR<br>AS | MISSED APPROACH:<br>Climb to 4000 direct CAKAT and on track 223° to HLG VOR/DME and hold. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------------------------------------------------------------|

|                                                 |                                           |                                        |                                                                 |                                 |
|-------------------------------------------------|-------------------------------------------|----------------------------------------|-----------------------------------------------------------------|---------------------------------|
| D-ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br><b>128.3 291.7</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><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 |
| * LNAV only. | POLOE 2.9 NM to RW28L | PITZ 3000   | COSLU              | 101° → 4000                                                      | GP 3.00° TCH 54      |
|              | * 1.3 NM to RW28L     | * 2080      | 3000               | 281°                                                             |                      |
|              | 1.3                   | 1.6 NM      | 2.8 NM             | 6.2 NM                                                           |                      |
| CATEGORY     | A                     | B           | C                  | D                                                                |                      |
| LPV DA       |                       | 1325/18     | 200 (200-½)        |                                                                  |                      |
| LNAV/VNAV DA |                       | 1549/40     | 424 (400-¾)        |                                                                  |                      |
| LNAV MDA     | 1600/24               | 475 (400-½) | 1600/50            | 475 (400-1)                                                      |                      |
| CIRCLING     | 1700-1                | 497 (500-1) | 1880-2 677 (700-2) | 1880-2¼ 677 (700-2¼)                                             |                      |