

|                           |                        |          |             |             |
|---------------------------|------------------------|----------|-------------|-------------|
| LOC I-PFS<br><b>108.9</b> | APP CRS<br><b>281°</b> | Rwy Ldg  | 28L         | 28C         |
|                           |                        | TDZE     | <b>1150</b> | <b>9708</b> |
|                           |                        | Apt Elev | <b>1203</b> | <b>1203</b> |

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 1½ SM. DME from MMJ DME. Simultaneous reception of I-PFS and MMJ DME required.

MALSR

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

|                         |                                           |                                        |                                                                 |
|-------------------------|-------------------------------------------|----------------------------------------|-----------------------------------------------------------------|
| D-ATIS<br><b>127.25</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> |
|-------------------------|-------------------------------------------|----------------------------------------|-----------------------------------------------------------------|

|                |                                |                 |                     |                              |                         |                                                                     |                                  |      |  |  |                               |  |  |  |  |  |  |  |  |
|----------------|--------------------------------|-----------------|---------------------|------------------------------|-------------------------|---------------------------------------------------------------------|----------------------------------|------|--|--|-------------------------------|--|--|--|--|--|--|--|--|
| ELEV 1203<br>D | TDZE 28L 1125<br>TDZE 28C 1134 | 4000            | hdg<br>280°         | HLG<br>R-043                 | HLG                     | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00°/TCH 70). |                                  |      |  |  | One Minute<br>Holding Pattern |  |  |  |  |  |  |  |  |
|                |                                |                 |                     |                              |                         | HALIN INT<br>MMJ [8.1]<br>RADAR                                     | COSLU INT<br>MMJ [11.2]<br>RADAR |      |  |  |                               |  |  |  |  |  |  |  |  |
|                |                                |                 |                     | PITZ INT<br>MMJ [5]<br>RADAR | 3000                    | 281°                                                                | 101°                             | 4000 |  |  | GS 3.00°<br>TCH 54            |  |  |  |  |  |  |  |  |
|                |                                |                 |                     | 5.7 NM                       | 3.2 NM                  | 3 NM                                                                |                                  |      |  |  |                               |  |  |  |  |  |  |  |  |
|                |                                | CATEGORY        | A                   | B                            | C                       | D                                                                   | E                                |      |  |  |                               |  |  |  |  |  |  |  |  |
|                |                                | S-ILS 28L       | 1325/18 200 (200-½) |                              |                         |                                                                     |                                  |      |  |  |                               |  |  |  |  |  |  |  |  |
|                |                                | S-LOC 28L       | 1700/24             | 575 (600-½)                  | 1700-1¼ 575 (600-1¼)    |                                                                     |                                  |      |  |  |                               |  |  |  |  |  |  |  |  |
|                |                                | SIDESTEP<br>28C | 1700-1              | 566 (600-1)                  | 1700-1½<br>566 (600-1½) | 1700-2                                                              | 566 (600-2)                      |      |  |  |                               |  |  |  |  |  |  |  |  |
|                |                                | CIRCLING        | 1700-1              | 497 (500-1)                  | 1880-2<br>677 (700-2)   | 1880-2¼<br>677 (700-2¼)                                             | 1880-2½<br>677 (700-2½)          |      |  |  |                               |  |  |  |  |  |  |  |  |

PITTSBURGH, PENNSYLVANIA

Amtd 11 01FEB18

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

ILS or LOC RWY 28L