ILS or LOC RWY 28L

PITTSBURGH INTL (PIT)

LOC I-PFS	APP CRS		28L	28C
108.9	281°	Rwy ldg	11500	9708
		TDZE	1125	1134
		Apt Elev	1203	1203

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 1⅝ 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	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9			NORTH 127.8 348.6	

CPDLC

MSA AGC 25 NM
3100
270°
3800
360°

LOCALIZER 108.9
I-PFS

HALIN INT
MMJ 8.1
RADAR

(IF/IAF)
COSLU INT
MMJ 11.2
RADAR

PITTZ INT
MMJ 5
RADAR

R-028

R-040 AGC

2041
4000
(3)
3000
101°
1 min
281°
281°
281°
101°
(3.2)
2049

1357
1513±
1517

MONTOUR
Chan 57
MMJ
(112.0)

114.25 HLG
R-043
Chan 89 (Y)

R-359
R-014
4000 to COSLU
028°
(12.7)

4000 NoPT
to COSLU
281° (3.1)

(IAF)
PEETE INT
MMJ 14.3
RADAR

RADAR required for procedure entry from PEETE.

MISSED APCH FIX
WHEELING
HLG
114.25
Chan 89 (Y)
223°
R-043
043°

ALTERNATE MISSED APCH FIX
R-310
ALLEGHENY
AGC
110.0
Chan 37
130°
310°

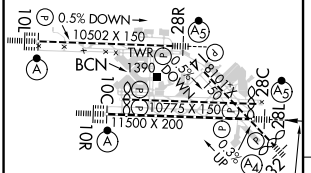
ALLEGHENY
110.0 AGC
Chan 37

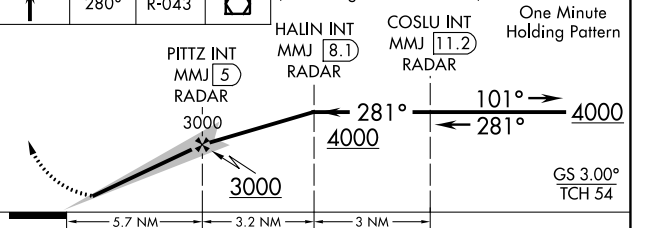
ELEV 1203
TDZE 28L 1125
TDZE 28C 1134
D

4000 | hdg 280° | HLG R-043 | HLG

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

One Minute Holding Pattern





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

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 28C	1700-1 566 (600-1)		1700-1½ 566 (600-1½)	1700-2 566 (600-2)	
C CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)

NE-4, 11 JUL 2024 to 08 AUG 2024
NE-4, 11 JUL 2024 to 08 AUG 2024