

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

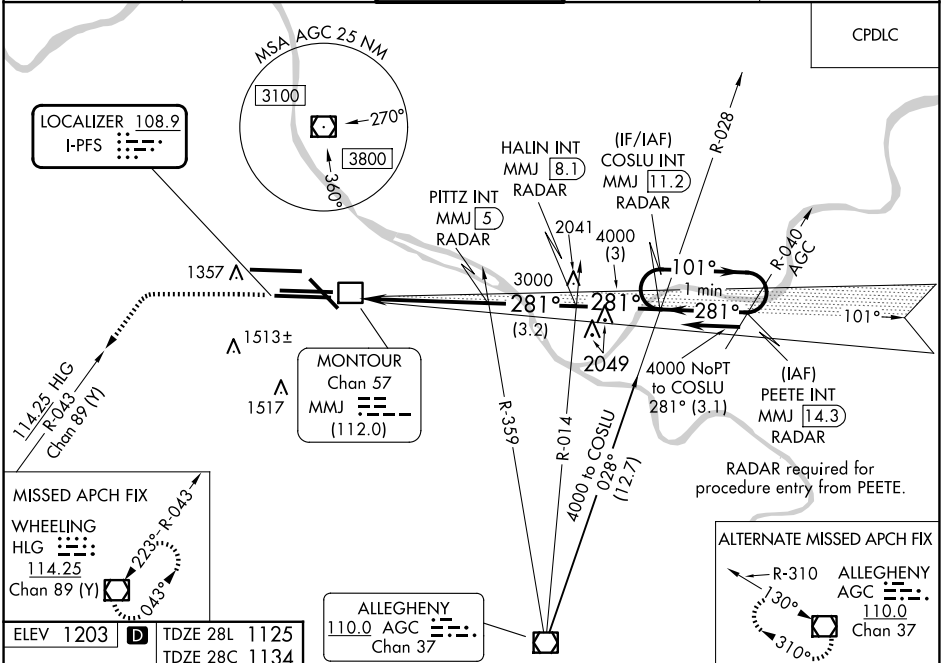
ILS or LOC RWY 28L

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.

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

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

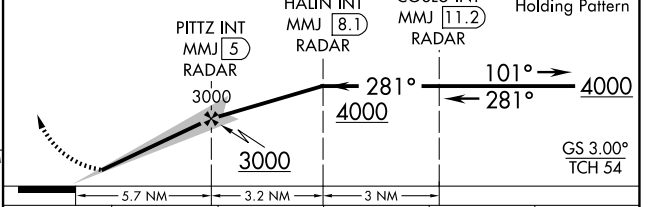
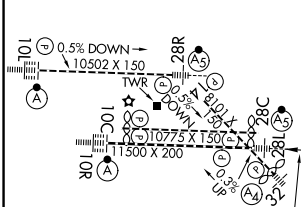


NE-4, 16 APR 2026 to 14 MAY 2026

NE-4, 16 APR 2026 to 14 MAY 2026

| | |
|-----------|---------------|
| ELEV 1203 | TDZE 28L 1125 |
| | TDZE 28C 1134 |

4000 hdg 280° HLG R-043 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



| 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 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

PITTSBURGH, PENNSYLVANIA
 Amdt 11 01FEB18
 40°29'N-80°14'W
PITTSBURGH INTL (PIT)
ILS or LOC RWY 28L