

ILS or LOC RWY 28L

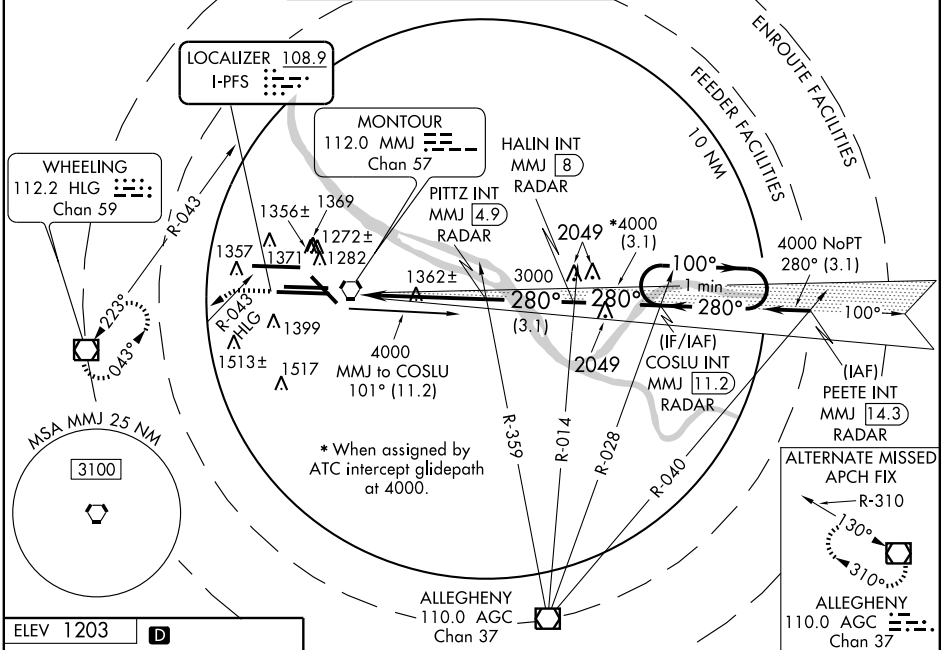
PITTSBURGH INTL (PIT)

LOC I-PFS	APP CRS	Rwy Idg	28L	28C
108.9	280°	TDZE	1150	9709
		Apt Elev	1125	1134
			1203	1203

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

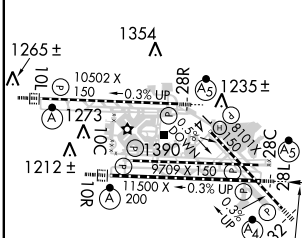
MALSR MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25		Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	126.75 353.7
		Rwy 10R-28L 119.1 270.325		

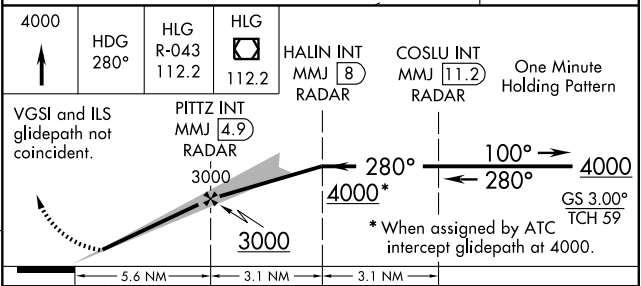


ELEV 1203	D
-----------	----------

Rwy 28L TDZE 1125
Rwy 28C TDZE 1134



REIL Rwy 10C	280° 5.6 NM
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32	from FAF
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52



CATEGORY	A	B	C	D	E
S-ILS 28L		1325/18	200 (200-½)		1325/24 200 (200-½)
S-LOC 28L	1620/24	495 (500-½)	1620/40 495 (500-¾)	1620/50 495 (500-1)	1620/60 495 (500-1½)
SIDESTEP 28C	1620-1	486 (500-1)	1620-1½ 486 (500-1½)	1620-2 486 (500-2)	1620-2½ 486 (500-2½)
CIRCLING	1700-1	497 (500-1)	1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 22 OCT 2009 to 19 NOV 2009

NE-4, 22 OCT 2009 to 19 NOV 2009