

LOC I-PFS <u>108.9</u>	APP CRS 281°	Rwy Idg 28L 11500	28C 9708
		TDZE 1125	1134
		Apt Elev 1203	1203

ILS or LOC RWY 28L
PITTSBURGH INTL (PIT)

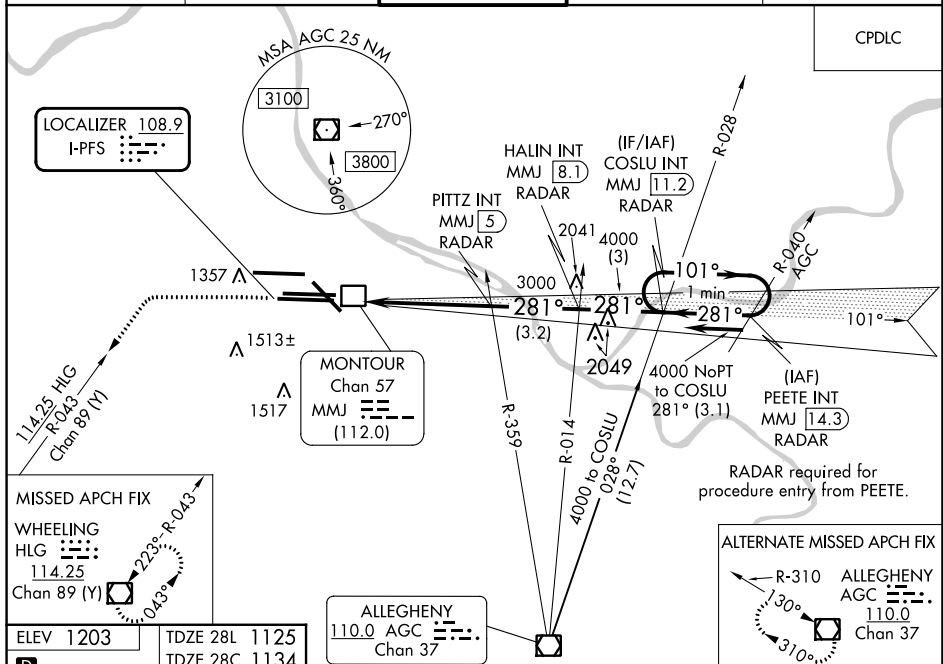
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A

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 $\frac{1}{2}$ SM. DME from MMJ DME. Simultaneous reception of I-PFS and MMJ DME required.

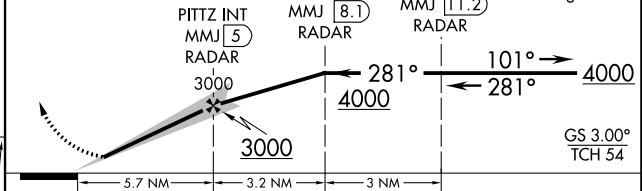
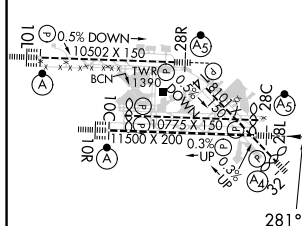
MALSR

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

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



4000 ↑	hdg 280°	HLG R-043	HLG 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
HALIN INT				COSUL INT 
				One Minute Holding Pattern



REIL Rwy 10C HIRL all Rws TDZ/CL Rws 10L, 10R, 28L, 28R, 28C, and 32 FAF to MAP 5.7 NM <table><tr><th>Knots</th><th>60</th><th>90</th><th>120</th><th>150</th><th>180</th></tr><tr><td>Min:Sec</td><td>5:42</td><td>3:48</td><td>2:51</td><td>2:17</td><td>1:54</td></tr></table>	Knots	60	90	120	150	180	Min:Sec	5:42	3:48	2:51	2:17	1:54	S-ILS 28L	1325/18 200 (200-½)				
	Knots	60	90	120	150	180												
	Min:Sec	5:42	3:48	2:51	2:17	1:54												
	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)														
 CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)													