

LOC I-HFE	APP CRS	Rwy Ldg
<b>111.7</b>	<b>281°</b>	<b>10102</b>
		TDZE
		<b>1174</b>
		Apt Elev
		<b>1203</b>

ILS RWY 28R (SA CAT I & II)

PITTSBURGH INTL (PIT)

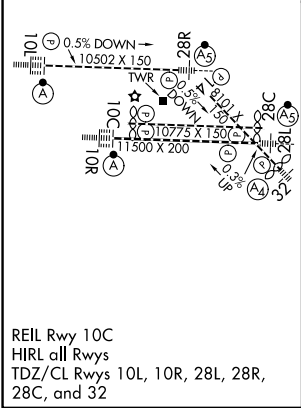
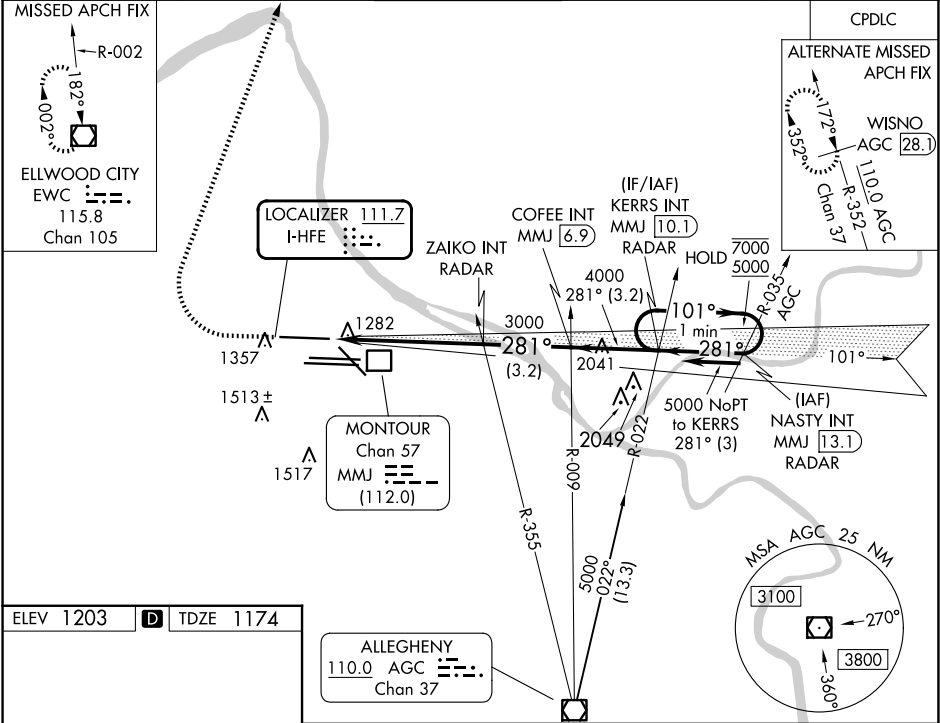
From NASTY: Radar required for procedure entry.


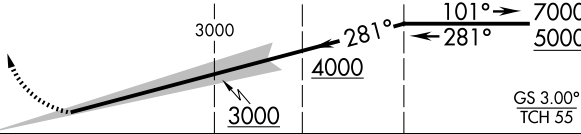
MALSR

Simultaneous approach authorized. DME from MMJ DME. Simultaneous reception of I-HFE and MMJ DME required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VOR/DME and hold.

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



1800 ↑	5000 ↗	EWC 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
			KERRS INT MMJ 10.1 One Minute Holding Pattern
			ZAICO INT RADAR COFFE INT MMJ 6.9
			
GS 3.00° TCH 55'			
CATEGORY	A B C D		
S-ILS 28R	SA CAT I RA 192/14 150 DA 1324		
S-ILS 28R	SA CAT II RA 116/12 100 DA 1274		
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED			