

WAAS  
CH **70326**  
**W32A**

APP CRS  
**325°**

Rwy Idg  
TDZE  
Apt Elev  
**7466**  
**1124**  
**1203**

**RNAV (GPS) Y RWY 32**

PITTSBURGH INTL (PIT')

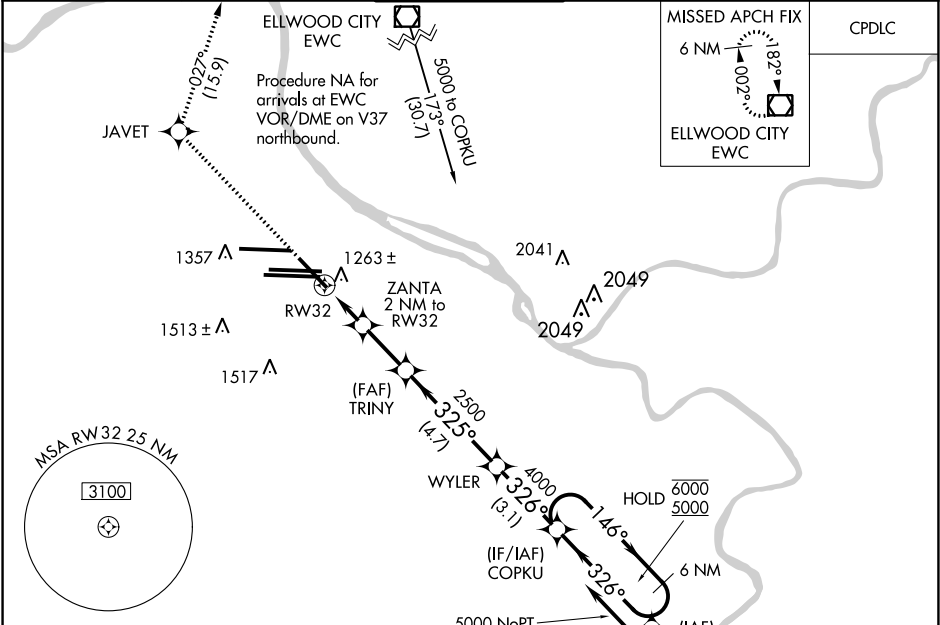
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

MALS  
A4=

MISSED APPROACH: Climb to 4000 direct JAVET and on track 027° to EWC VOR/DME and hold.

D-ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER <b>128.3 291.7</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
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ELEV <b>1203</b>	<b>D</b>	TDZE <b>1124</b>
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REIL Rwy 10C  
HIRL all Rwy's  
TDZ/CL Rwy's 10L, 10R, 28L, 28R,  
28C, and 32

4000 JAVET EWC

↑ tr 027°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

ZANTA 2 NM to RW32

TRINITY 2500

WYLER 2500

COPKU Holding Pattern

1 NM to RW32

1 NM

2.2 NM

4.7 NM

3.1 NM

1780 2500

325° 326°

146° 6000 5000

GP 3.00° TCH 37

CATEGORY	A	B	C	D
LPV DA	1324/40 200 (200-¾)			
LNAV/VNAV DA	1438/40 314 (300-¾)			
LNAV MDA	1520/40 396 (400-¾)		1520/45 396 (400-¾)	
CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2 ¼ 677 (700-2 ¼)