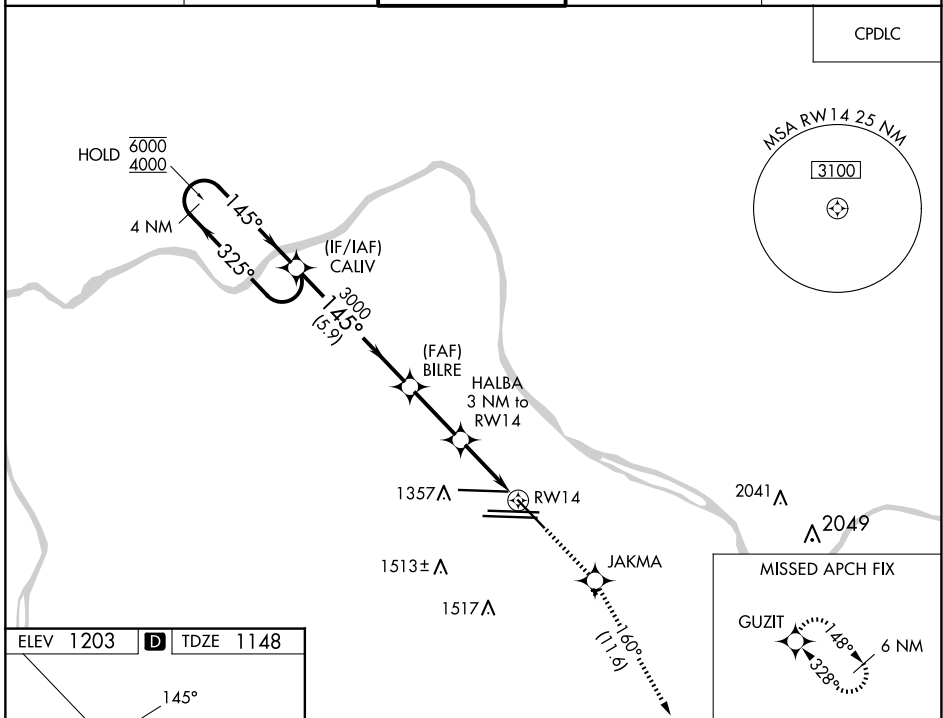


WAAS CH <b>77526</b> <b>W14A</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev	<b>7366</b> <b>1148</b> <b>1203</b>
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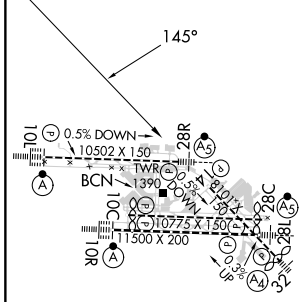
# RNAV (GPS) RWY 14

PITTSBURGH INTL (PIT)

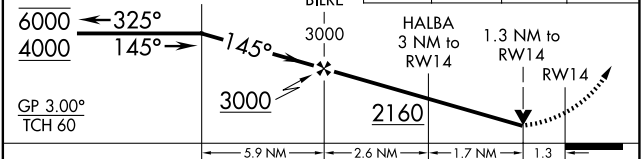
RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct JAKMA and on track 160° to GUZIT and hold.				
Rwy 14 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.		D-ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</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>



ELEV 1203	<b>D</b>	TDZE 1148
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).	4000	JAKMA	GUZIT
4 NM Holding Pattern	↑	✧	✧



CATEGORY	A	B	C	D
LPV DA		1655-1 $\frac{3}{8}$	507 (500-1 $\frac{3}{8}$ )	
LNAV/VNAV DA		1654-1 $\frac{3}{8}$	506 (500-1 $\frac{3}{8}$ )	
LNAV MDA	1640/55	492 (500-1)	1640-1 $\frac{3}{8}$	492 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$ )

REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32

NE-4, 15 MAY 2025 to 12 JUN 2025

NE-4, 15 MAY 2025 to 12 JUN 2025