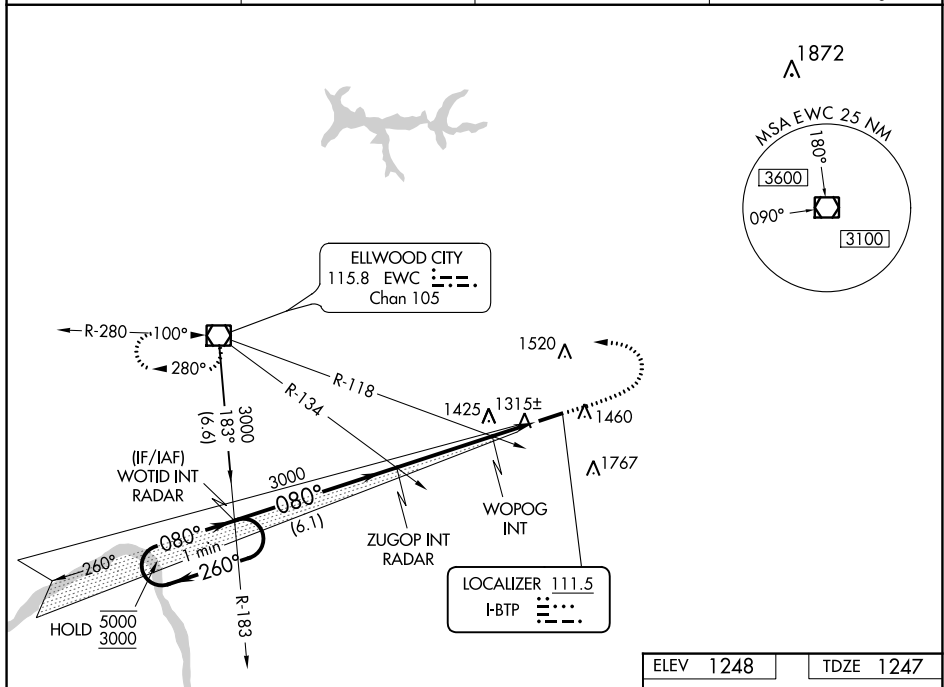


| | | |
|---------------------------|------------------------|-------------------------|
| LOC I-BTP 111.5 | APP CRS 080° | Rwy Idg 4801 |
| | | TDZE 1247 |
| | | Apt Elev 1248 |

ILS or LOC RWY 8

PITTSBURGH/BUTLER RGNL (BTP)

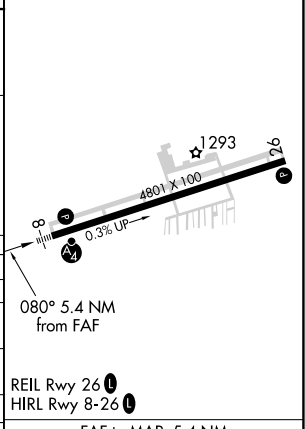
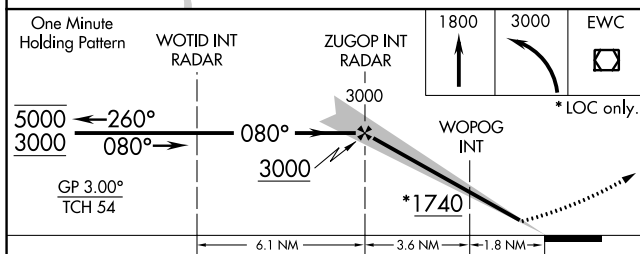
| | | |
|---|------------------------------------|--|
| <p>▽ Rwy 8 helicopter visibility reduction below 3/4 SM NA. ▲ Circling Rwy 26 NA at night. S-ILS 8 inop table does not apply.</p> | <p>MALSF </p> | <p>MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EWC VOR/DME and hold.</p> |
| | <p>AWOS-3PT 121.450</p> | <p>PITTSBURGH APP CON 124.75 338.2</p> |
| <p>UNICOM 123.05 (CTAF) </p> | | |



NE-4, 07 SEP 2023 to 05 OCT 2023

NE-4, 07 SEP 2023 to 05 OCT 2023

| | |
|-----------|-----------|
| ELEV 1248 | TDZE 1247 |
|-----------|-----------|



| CATEGORY | A | B | C | D |
|--|----------|---------------|-------------------------------|-------------------------------|
| S-ILS 8 | 1497-3/4 | | 250 (300-3/4) | |
| S-LOC 8 | 1740-3/4 | 493 (500-3/4) | 1740-1 1/8 | 493 (500-1 1/8) |
| CIRCLING | 1820-1 | 572 (600-1) | 2080-2 1/2 832 (900-2 1/2) | 2080-2 3/4 832 (900-2 3/4) |
| WOPOG FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 8 | 1580-3/4 | | 333 (400-3/4) | |
| CIRCLING | 1820-1 | 572 (600-1) | 2080-2 1/2 832 (900-2 1/2) | 2080-2 3/4 832 (900-2 3/4) |

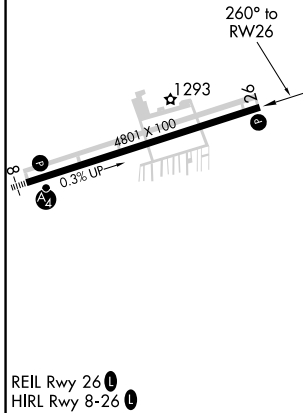
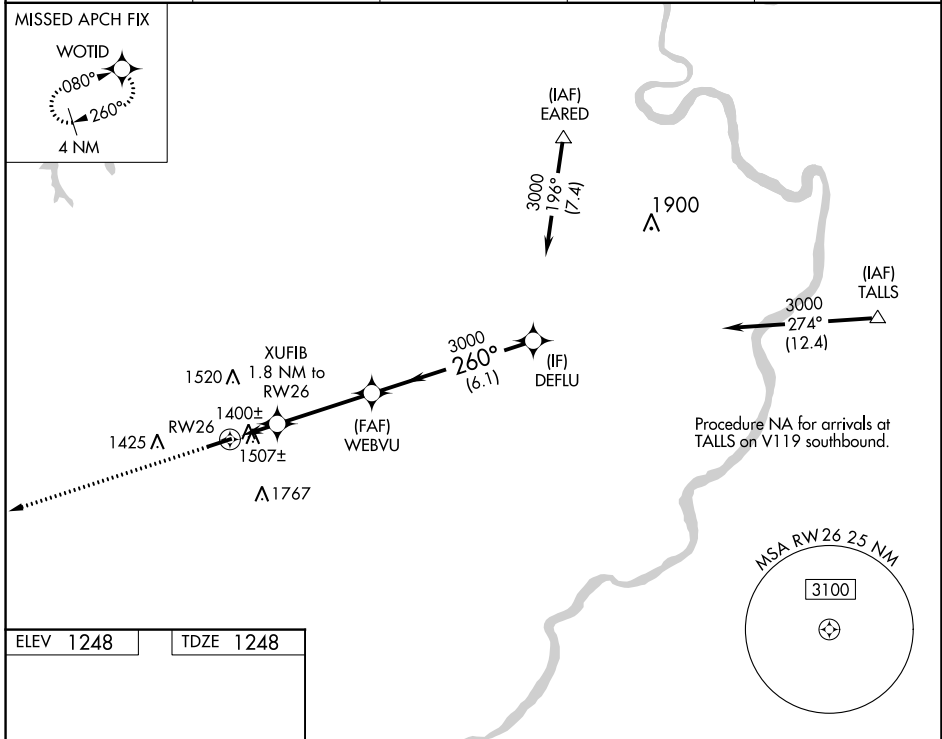
| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.4 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| | | |
|--|------------------------|---|
| WAAS CH 53327 W26A | APP CRS 260° | Rwy Idg 4801 TDZE 1248 Apt Elev 1248 |
|--|------------------------|---|

RNAV (GPS) RWY 26

PITTSBURGH/BUTLER RGNL (BTP)

| | | | | |
|---|---|---|-------------------------|-----------------------|
| RNP APCH - GPS. | | MISSED APPROACH: Climb to 3000 direct WOTID and hold. | | |
| Rwy 26 helicopter visibility reduction below 3/4 SM NA. | | | | |
| AWOS-3PT 121.450 | PITTSBURGH APP CON 124.75 338.2 | CLNC DEL 119.4 | UNICOM 123.05 | CTAF 123.05 |



| | | | | | |
|----------|-------|---|--------------|-------------------------|-------------------------|
| 3000 | WOTID | VGSIs and descent angles not coincident (VGSi Angle 3.50/TCH 52). | | | |
| | | XUFIB 1.8 NM to RW26 | WEBVU | DEFLU | |
| | | RW26 | 3000 | 260° | 3000 |
| | | 1860 | 3.00° TCH 52 | | |
| | | 1.8 NM | 3.6 NM | 6.1 NM | |
| CATEGORY | | A | B | C | D |
| LP MDA | | 1660-1 | 412 (500-1) | 1660-1½ | 412 (500-1½) |
| LNAV MDA | | 1760-1 | 512 (600-1) | 1760-1¾ | 512 (600-1¾) |
| CIRCLING | | 1820-1 | 572 (600-1) | 2080-2½ 832 (900-2½) | 2080-2¾ 832 (900-2¾) |

NE-4, 07 SEP 2023 to 05 OCT 2023

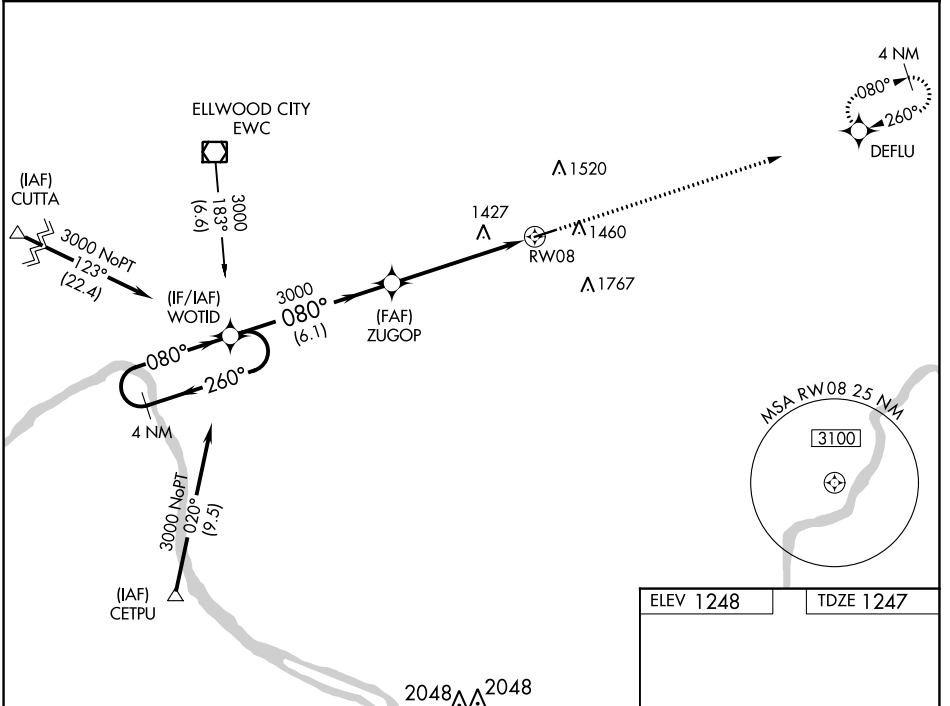
NE-4, 07 SEP 2023 to 05 OCT 2023

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 56502 W08A | APP CRS 080° | Rwy Idg TDZE Apt Elev | 4801 1247 1248 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 8

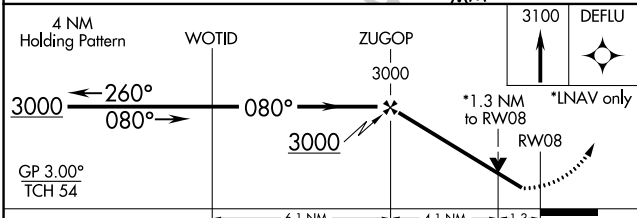
PITTSBURGH/BUTLER RGNL (BTP)

| | | | | | |
|---|---|--------------------------|-------------------------|-----------------------|--|
| <p>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 8 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.</p> | | | | <p>MALSF</p> | <p>MISSED APPROACH: Climb to 3100 direct DEFLU and hold.</p> |
| AWOS-3PT 121.450 | PITTSBURGH APP CON 124.75 338.2 | CLNC DEL 119.4 | UNICOM 123.05 | CTAF 123.05 | |



NE-4, 07 SEP 2023 to 05 OCT 2023

NE-4, 07 SEP 2023 to 05 OCT 2023



| | |
|---|-----------|
| ELEV 1248 | TDZE 1247 |
| | |
| <p>REIL Rwy 26 </p> <p>HIRL Rwy 8-26 </p> | |

| CATEGORY | A | B | C | D |
|--------------|------------------------|---|----------------------------|----------------------------|
| LPV DA | 1497-3/4 250 (300-3/4) | | | |
| LNAV/VNAV DA | 1604-1 357 (400-1) | | | |
| LNAV MDA | 1680-3/4 433 (500-3/4) | | 1680-1 433 (500-1) | |
| CIRCLING | 1820-1 572 (600-1) | | 2080-2 1/2 832 (900-2 1/2) | 2080-2 3/4 832 (900-2 3/4) |