

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KBTP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8	<u>ORIGINAL/AMENDMENT</u> 10	<u>CITY</u> BUTLER	<u>STATE</u> PA		
<u>AIRPORT ELEVATION</u> 1248	<u>TDZE</u> 1247	<u>SUPERSEDED</u> ILS OR LOC RWY 8	<u>ORIGINAL/AMENDMENT</u> 9	<u>DATED</u> 12/07/2017	<u>MAG VAR</u> 8W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> I-BTP	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
EWC VOR/DME		WOTID INT/RADAR					183.04	6.62	3000
WOTID INT/RADAR	IF/IAF	ZUGOP INT/RADAR					079.95	6.10 (I-BTP)	3000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.40 NM AFTER ZUGOP INT/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT EWC VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD W WOTID, RT, 079.95 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5000.
- FAC: 079.95 FAF: ZUGOP INT/RADAR DIST FAF TO MAP: 5.40 DIST FAF TO THLD: 5.40
- MIN ALT: WOTID INT/RADAR 3000, ZUGOP INT/RADAR 3000, WOPOG INT 1740*
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 875
- MIN GS INCPT: 3000 GS ALT AT FAF: ZUGOP INT/RADAR 3000 OM: MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 53.8
- MSA FROM: EWC VOR/DME 360-270 3100, 270-360 3600

EQUIPMENT REQUIREMENTS NOTES:



NOTES:

CHART NOTE: RWY 8 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

*LOC ONLY

CHART NOTE: CIRCLING RWY 26 NA AT NIGHT.

CHART NOTE: S-ILS 08 INOPERATIVE TABLE DOES NOT APPLY.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 100.00 INBOUND.

CHART FAS OBST: 1315 TREE 404617N/0795817W.

CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 08	1497	3/4	250	1497	3/4	250	1497	3/4	250	1497	3/4	250			
S-LOC 08	1740	3/4	493	1740	3/4	493	1740	1 1/8	493	1740	1 1/8	493			
CIRCLING	1820	1	572	1820	1	572	2080	2 1/2	832	2080	2 3/4	832			
WOPOG FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)															
S-LOC 08	1580	3/4	333	1580	3/4	333	1580	3/4	333	1580	3/4	333			
CIRCLING	1820	1	572	1820	1	572	2080	2 1/2	832	2080	2 3/4	832			

CHANGES - REASONS

1. DELETED ALTERNATE MISSED APPROACH - PER ATC/FPT CHECKLIST REQUEST DUE TO NAVAID RESTRICTIONS.
2. CHANGED EWC VOR/DME MISSED HOLDING INBOUND CRSE FROM 112.00 TO 100.00 - PER ATC/FPT REQUEST AND DUE UNUSABLE RADIALS.
3. DELETED GRACE INT, RT, 228.00 INBOUND FROM ADDITIONAL FLIGHT DATA - ALTERNATE MISSED DELETED.
4. DELETED CHART IN PLANVIEW: GRACE INT. FROM ADDITIONAL FLIGHT DATA - ALTERNATE MISSED DELETED.
5. UPDATED S-LOC 8 CATS C/D VISIBILITY FROM 1 1/2 SM TO 1 1/8 SM - PER CRITERIA VISI CHECK TOOL.
6. UPDATED CHART NOTE AND MOVED TO BACK OF 8260-9, FROM: FOR INOPERATIVE ALS INCREASE S-LOC 08 WOPOG VISIBILITY MINIMUMS TO 1 SM TO FOR INOPERATIVE ALS WHEN USING PITTSBURGH INTL ALTIMETER SETTING, INCREASE S-ILS 8 ALL CATS VISIBILITY TO 7/8 SM AND ADDED *1840 WHEN USING PITTSBURGH INTL ALTIMETER SETTING. - PER 8260.19H.
7. ADDED: NA WHEN LOCAL WEATHER NOT AVAILABLE TO ALTERNATE MINS FOR ILS AND LOC - PER 8260.19H.
8. UPDATED PROFILE LINE #2 INBOUND CRSE FROM 079.96 TO 079.95 - ALIGNS WITH ILS.
9. ADDED CHART NOTES: CIRCLING RWY 26 NA AT NIGHT AND S-ILS 08 INOPERATIVE TABLE DOES NOT APPLY - RWY 26 20:1 IDENTIFIED AND PER .19H VISIBILITY TABLE.

11/520: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/5/20.

UPDATED WOPOG INT DESCRIPTION FROM I-BTP 2.64 DME TO WOPOG INT - DME NOT AVAILABLE.



COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZOB ARTCC, PIT APP CON, AIRPORT MANAGER

FLIGHT CHECKED BY

ROBERT STEPHEN PRESSLER

Digitally signed by

JON DENTON

Nov 17, 2020

OFFICE

FIOG

DATE

10/01/2020

DEVELOPED BY

Digitally signed by

SYLVAN DRAKES ***SYLVAN DRAKES***

Nov 05, 2020

Digitally signed by

JON DENTON

Nov 17, 2020

OFFICE

AJV-A432

DATE

06/30/2020

APPROVED BY

LONNIE EVERHART

Digitally signed by

JON DENTON

Nov 17, 2020

OFFICE

AJV-A430

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KBTP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8	<u>AMDT NO.</u> 10	<u>CITY</u> BUTLER	<u>STATE</u> PA	<u>AIRPORT ELEVATION</u> 1248	<u>FACILITY</u> I-BTP
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
EWC VOR/DME

TO
WOTID INT/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.62	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (42-003313)	404806.77N/0801711.11W		1672	20	3	1A	1000				AT328	3000
2.TERRAIN	404312.00N/0801203.00W		1336 (1300)								AS1500	2800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
WOTID INT/RADAR (IF/IAF)

TO
ZUGOP INT/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.10	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.TOWER (42-000779)	404353.10N/0800602.48W		1841	20	3	1A	500				AT659	3000
4.TERRAIN	404351.00N/0800603.00W		1405 (1400)								AS1500	2900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM
ZUGOP INT/RADAR

TO
RW08

<u>RNP</u>	<u>DISTANCE</u> 5.40	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TREE (42-026874)	404618.95N/0795753.54W		1287	20	2	1A		34:1				1497

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LOC

FROM
ZUGOP INT/RADAR

TO
WOPOG INT

<u>RNP</u>	<u>DISTANCE</u> 3.60	<u>PAT</u>	<u>MAP</u>	<u>HAT</u> 493			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
6.AAO	404529.69N/0800346.40W		1480	50	20	2C	250					1740

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

WOPOG INT

TO

5.40 NM AFTER ZUGOP INT/RADAR

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	1.80		5.40 NM AFTER ZUGOP INT/RADAR	333								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.TREE (42-040090)	404616.56N/0795816.71W		1315	20	3	1A	250					1580

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

WOTID

TO

1

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> 1	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
8.TOWER (42-001883)	404300.45N/0801904.75W	1680	500	125	5E	1000				AT320	3000
2.TERRAIN	404312.00N/0801203.00W	1336 (1300)								AS1500	2800

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM
DA

TO
EWC VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1289					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
9.TOWER (42-002116)	405253.00N/0795936.00W		1705	20	3	1A	1000					2800
10.TERRAIN	405321.00N/0800851.00W		1410 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM
5.40 NM AFTER ZUGOP INT/RADAR

TO
EWC VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1490					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
9.TOWER (42-002116)	405253.00N/0795936.00W		1705	20	3	1A	1000					2800
10.TERRAIN	405321.00N/0800851.00W		1410 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
11.TREE (42-033248)	404617.18N/0795519.50W	1.31	572/572	1515	20	10	1B	300			1820/1820
CATEGORY B											
11.TREE (42-033248)	404617.18N/0795519.50W	1.85	572/572	1515	20	10	1B	300			1820/1820
CATEGORY C											
12.TOWER (42-002121)	404434.17N/0795502.80W	2.91	832/832	1767	20	3	1A	300			2080/2080
CATEGORY D											
12.TOWER (42-002121)	404434.17N/0795502.80W	3.80	832/832	1767	20	3	1A	300			2080/2080

CIRCLING REMARKS:

MSA

CENTER
EWC VOR/DME

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-270	TOWER (42-000016)	402747.56N/0800015.56W	164	23.7	2049	20	50	1D	1000			3100
270-360	TWR (39-000834)	410324.00N/0803843.00W	313	24.1	2538	500	50	5D	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
PIT APP CON, AOO FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KBTP	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBTP	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KPIT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPIT	<u>DISTANCE</u> 21.4	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 55.58

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KBTP 1248, KPIT 1203
RA = 55.58.

<u>PRIMARY NAVAID</u> I-BTP	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW26 - HIRL (PCL), REIL, PAPI-4L (PCL)		NPI-G	
RW08 - MALSF (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1227.7	<u>TCH</u> 53.8	<u>ELEV GS ANTENNA</u> 1230.1	<u>DISTANCE FROM RWY</u> 875	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 52.9
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 26		
20:1			
1258 TREE (42-027396) 404645.11N/0795629.00W (2.45)			
Final Type	S-ILS AND S-LOC		
34:1			
1256 TREE (42-040029) 404621.93N/0795745.89W (1.74)		1287 TREE (42-026874) 404618.95N/0795753.54W (13.53)	
1273 TREE (42-026850) 404622.31N/0795746.27W (18.27)			

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PITTSBURGH INTL ALTIMETER SETTING: INCREASE S-ILS DA TO 1553 FEET; INCREASE ALL MDA 60 FEET; INCREASE S-LOC 8 CAT C/D VISIBILITY 1/4 SM; INCREASE CIRCLING CAT C/D VISIBILITY 1/4 SM AND INCREASE WAPOG FIX MINIMUMS CAT C/D VISIBILITY 1/8 SM.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING PITTSBURGH INTL ALTIMETER SETTING, INCREASE S-ILS 8 ALL CATS VISIBILITY TO 7/8 SM.

*1840 WHEN USING PITTSBURGH INTL ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KBTP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8	<u>AMDT NO.</u> 10	<u>CITY</u> BUTLER	<u>STATE</u> PA	<u>AIRPORT ELEVATION</u> 1248	<u>FACILITY</u> I-BTP
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.20
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.91
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	071.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	5.00
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.30
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	071.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD
COORDINATES
(IF STR-IN)

404628.39N/0795733.58W

ARP COORDINATES

404635.70N/0795703.90W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 26 DISTANCE 0.40 NM

FAF
COORDINATES

404447.81N/0800418.61W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
18
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> SYLVAN DRAKES	<u>OFFICE</u> AJV-A432	<u>DATE</u> 06/30/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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