

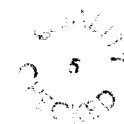
ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29						Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.										
US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION																
TERMINAL ROUTES												MISSED APPROACH				
FROM		TO		COURSE AND DISTANCE		ALTITUDE										
AGC VOR/DME (IAF)		WYLER/I-TQW 10.30 DME/RADAR		354.98 / 5.82		4000		ILS: DA LOC: 4.19 MILES AFTER TRINY INT/I-TQW 5.57 DME/RADAR								
GRUNZ/I-TQW 18.44 DME/RADAR (IAF)		WYLER/I-TQW 10.30 DME/RADAR		324.40 / 8.15 (I-TQW)		4000		CLIMB TO 4000 ON HEADING 324 AND EWC VORTAC R-193 TO EWC VORTAC AND HOLD. (TACAN AIRCRAFT CONTINUE ON EWC R-002 TO HAXIT/5.02 DME AND HOLD N, RT, 182.01 INBOUND), OR AS DIRECTED BY ATC.								
WYLER/I-TQW 10.30 DME/RADAR (IF)		TRINY INT/I-TQW 5.57 DME/RADAR		324.40 / 4.72 (I-TQW)		2500		ALTERNATE MA: CLIMB TO 1800, THEN CLIMBING RIGHT TURN TO 5000 ON HEADING								
												ADDITIONAL FLIGHT DATA: HOLD N, RT, 182.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E KERRS INT/MMJ 9.95 DME, RT, 275.78 INBOUND. CHART FAS OBST: 1420 TANK 402650N/0800909W CHART VDP AT 3.08 DME*; DISTANCE VDP TO THLD 1.68 MILES. *LOC ONLY. CHART IN PLANVIEW: KERRS INT/MMJ 9.95 DME.				
1. PT <u> </u> SIDE OF COURSE <u> </u> OUTBOUND <u> </u> FT WITHIN <u> </u> MILES OF <u> </u> (IAF)												MAG VAR: 8W EPOCH YEAR: 1995				
2. PROFILE STARTS AT GRUNZ																
3. FAC: <u>324.40</u> FAF: <u>TRINY INT/I-TQW 5.57 DME/RADAR</u> DIST FAF TO MAP: <u>4.19</u> THLD: <u>4.19</u>																
4. MIN. ALT: GRUNZ 6000, WYLER 4000, TRINY 2500																
5. DIST TO THLD FROM OM: <u> </u> MM: <u> </u> IM: <u> </u> 150 HAT: <u> </u> 100 HAT: <u> </u> GS ANT: <u>665</u>																
6. MIN GS INCPT: <u>2500</u> GS ALT AT: <u>TRINY 2500</u> OM: <u> </u> MM: <u> </u> IM: <u> </u>																
7. GS ANGLE: <u>3.00</u> TCH: <u>37.0</u>																
8. MSA FROM: <u>MMJ VORTAC 3100</u>																
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @						
CATEGORY =====>		A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	
S-ILS 32	1323	4000	200	1323	4000	200	1323	4000	200	1323	4000	200	1323	4000	200	
S-LOC 32	1720	4000	597	1720	4000	597	1720	1 1/2	597	1720	1 3/4	597	1720	2	597	
CIRCLING	1720	1	517	1720	1	517	1720	1 1/2	517	1760	2	557	1860	2 1/4	657	
NOTES: CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 32 CAT C. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.																
CITY AND STATE				ELEVATION: 1203 TDZE: 1123		FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:				
PITTSBURGH, PA				AIRPORT NAME:		I-TQW		ILS OR LOC RWY 32, AMDT 13A				AMDT: 13				
				PITTSBURGH INTL				17 OCTOBER 2013				DATED 02/10/2011				

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ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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MISSED APPROACH INSTRUCTIONS, (CONT.):

122 AND MMJ R-096 TO KERRS INT/MMJ 9.95 DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 5000.



CITY AND STATE
PITTSBURGH, PA

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ARINC PACKET - 424-18 - ILS

[illegible][illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP KPITK6FI32	AAGC	010AGC	K6D 0V	A	FC AGC K6	0000000035500038D	+	04000	18000			0	NS
SUSAP KPITK6FI32	AAGC	020WYLERK6EA0EE	B	CF ITQWK6	1444010335500020PI	+	04000					0	NS
SUSAP KPITK6FI32	AGRUNZ	010GRUNZK6EA0E	A	IF		+	06000	18000				0	NS
SUSAP KPITK6FI32	AGRUNZ	020WYLERK6EA0EE	B	CF ITQWK6	1444010332440082PI	+	04000					0	NS
SUSAP KPITK6FI32	I	010WYLERK6EA0E	I	IF ITQWK6	14440103	PI	J	040000250018000				0	NS
SUSAP KPITK6FI32	I	020TRINYPK6EA0E	F	CF ITQWK6	1444005632400047PI	H	0250002500			-300MMJ	K6D	0	NS
SUSAP KPITK6FI32	I	030RW32	K6PGOGY	M	CF ITQWK6	1444001432400042PI		01152		-300		0	NS
SUSAP KPITK6FI32	I	040	0	M	VI	3240						0	NS
SUSAP KPITK6FI32	I	050EWC	K6D 0VY		CF EWC K6	0000000001300190D	+	04000				0	NS
SUSAP KPITK6FI32	I	060EWC	K6D 0VE	R	HM	1820T010	+	04000				0	NS

[illegible][illegible]

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MSA 1 2 3 4 5 6 7 8 9 0 1 2 3
1234567890123456789012345678901234567890123456789012345678901234567890123456789012

SUSAP KPITK6SMMJ K6D 0 18018003125 M

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ARINC SUMMARY - 424-18 - ILS

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
	AGC	AGC	010	IAF	FC		FB		355.0 ()	003.8	AA 04000	
	AGC	WYLER	020		CF		FB		355.0 ()	002.0	AA 04000	
	GRUNZ	GRUNZ	010	IAF	IF		FB				AA 06000	
	GRUNZ	WYLER	020		CF		FB		324.4 ()	008.2	AA 04000	
		WYLER	010	FACF	IF		FB				AA 04000	GI 02500
		TRINY	020	FAF	CF		FB		324.0 ()	004.7	GI 02500	GS 02500
		RW32	030	MAP	CF		FO		324.0 ()	004.2	AT 01152	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		VI		FB		324.0 ()			
	EWC	050		CF		FO		013.0 ()	019.0	AA 04000	
	EWC	060		HM	R	FO		182.0 ()	T01.0	AA 04000	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	AGC	N401643.15	W0800227.09	N4016.719	W08002.452
	EWC	N404929.76	W0801241.56	N4049.496	W08012.693
	MMJ	N402917.35	W0801137.94	N4029.289	W08011.632
	ITQW (DME)	N402948.85	W0801337.58	N4029.814	W08013.626
	GRUNZ	N401627.50	W0795658.20	N4016.458	W07956.970
	TRINY	N402548.04	W0800833.42	N4025.801	W08008.557
	WYLER	N402222.40	W0800417.84	N4022.373	W08004.297
	RW32	N402850.09	W0801220.21	N4028.835	W08012.337
	ITQW (LOC)	N402950.41	W0801335.46	N4029.840	W08013.591

RUNWAY DATA	THRESHOLD	ELEVATION	TCH
RWY			
RW32	01115		37

CITY AND STATE
PITTSBURGH, PAELEVATION: 1203 THRE: 1123
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[illegible][illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP KPITK6FL32	AAGC	010AGC	K6D 0V	A	FC AGC K6	0000000035500038D	+	04000	18000			0	NS
SUSAP KPITK6FL32	AAGC	020WYLERK6EA0EE	B	CF ITQWK6	1444010335500020PI	+	04000					0	NS
SUSAP KPITK6FL32	AGRUNZ	010GRUNZK6EA0E	A	IF		+	06000	18000				0	NS
SUSAP KPITK6FL32	AGRUNZ	020WYLERK6EA0EE	B	CF ITQWK6	1444010332440082PI	+	04000					0	NS
SUSAP KPITK6FL32	L	010WYLERK6EA0E	I	IF ITQWK6	14440103	PI	+	04000	18000			0	NS
SUSAP KPITK6FL32	L	020TRINYPK6EA0E	F	CF ITQWK6	1444005632400047PI	+	02500			MMJ	K6D	0	NS
SUSAP KPITK6FL32	L	030RW32	K6PG0GY	M	CF ITQWK6	1444001432400042PI		01152		-304		0	NS
SUSAP KPITK6FL32	L	040	0	M	VI	3240						0	NS
SUSAP KPITK6FL32	L	050EWC	K6D 0VY	CF EWC K6	0000000001300190D	+	04000					0	NS
SUSAP KPITK6FL32	L	060EWC	K6D 0VE	R	HM	1820T010	+	04000				0	NS

[illegible][illegible]

CITY AND STATE PITTSBURGH, PA	ELEVATION: 1203 THRE: 1123	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: ILS OR LOC RWY 32, AMDT 13A	SUP:
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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

LOC STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - FAR PART 97.25

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MSA 1 2 3 4 5 6 7 8 9 0 1 2 3
1234567890123456789012345678901234567890123456789012345678901234567890123456789012

SUSAP KPITK6SMMJ K6D 0 18018003125 M

CITY AND STATE
PITTSBURGH, PA

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	AGC	AGC	010	IAF	FC		FB		355.0()	003.8	AA 04000	
	AGC	WYLER	020		CF		FB		355.0()	002.0	AA 04000	
	GRUNZ	GRUNZ	010	IAF	IF		FB				AA 06000	
	GRUNZ	WYLER	020		CF		FB		324.4()	008.2	AA 04000	
		WYLER	010	FACF	IF		FB				AA 04000	
		TRINY	020	FAP	CF		FB		324.0()	004.7	AA 02500	
		RW32	030	MAP	CF		FO		324.0()	004.2	AT 01152	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
		040		VI		FB		324.0()			
	EWC	050		CF		FO		013.0()	019.0	AA 04000	
	EWC	060		HM	R	FO		182.0()	T01.0	AA 04000	

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RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW32	01115	37

CITY AND STATE
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