

**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> BTP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8	<u>ORIGINAL/AMENDMENT</u> 10A	<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SUPERSEDED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> 10	<u>DATED</u> 12/31/2020	<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 (I-BTP)	6.10	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
- HOLD W WOTID INT/RADAR, 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 PFAF: ZUGOP INT/RADAR 3000 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 53.8
- MSA FROM: EWC VOR/DME 270-360 3600, 360-270 3100

NOTES:

CHART NOTE: RWY 8 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 08 ALL CATS.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON EWC VOR/DME AIRWAY RADIALS 285 CW 093.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 100.00 INBOUND.
CHART FAS OBST: 1315 TREE (42-040090) 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	1600	3/4	353	1600	3/4	353	1600	3/4	353	1600	3/4	353			
CIRCLING	1820	1	572	1820	1	572	2080	2 1/2	832	2080	2 3/4	832			

CHANGES - REASONS

1. PROFILE LINE 2: UPDATE FORMAT FROM “HOLD W WOTID, RT, 079.95 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5000.” TO “HOLD W WOTID INT/RADAR, RT, 079.95 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5000.” – IAW 8260.19J, 8-6-7.B.(2).
2. PROFILE LINE 4: DELETED ASTERISK FROM SDF – NO LONGER REQUIRED
3. PROFILE LINE 8: UPDATED FORMAT FROM “EWC VOR/DME 360-270 3100, 270-360 3600” TO “EWC VOR/DME 270-360 3600, 360-270 3100” – IAW 8260.19J, 8-6-7.G(3)(C)(5).
4. NOTES: DELETED “*LOC ONLY” – NO LONGER REQUIRED.
5. NOTES: DELETED “CHART NOTE: CIRCLING RWY 26 NA AT NIGHT.” – 20:1 IS CLEAR OF PENETRATIONS.
6. NOTES: UPDATED FORMAT FROM “CHART NOTE: S-ILS 08 INOPERATIVE TABLE DOES NOT APPLY.” TO “CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 08 ALL CATS.” – IAW 8260.19J, 8-6-12.O(3)(A).
7. NOTES: ADDED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON EWC VOR/DME AIRWAY RADIALS 285 CW 093.” – IAW 8260.19J, 8-2-5.E(2).
8. ADDITIONAL FLIGHT DATA: UPDATED CHART FAS OBST FROM “1315 TREE 404617N/0795817W” TO 1315 TREE (42-040090) 404617N/07917W” – ADDED OBSTACLE ID IAW 8260.19J, 8-6-11.C.
9. MINIMUMS: INCREASED WOPOG FIX MINIMUM S-LOC 08 FROM” 1580/333” TO “1600/353” – RAISED TO ALLEVIATE MISSED CLIMB GRADIENT AND TERMINATION ALTITUDE.

COORDINATED WITH:

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

FLIGHT CHECKED BY

NATHAN J CHOTT

Digitally signed by

ROBERT G HAMILTON

Mar 24, 2025

OFFICE

AJF

DATE

03/20/2025

DEVELOPED BY

ROBERT G HAMILTON (TODD A. RUSSELL)

Digitally signed by

ROBERT G HAMILTON

Mar 24, 2025

OFFICE

AJV-A433

DATE

09/13/2024

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Mar 24, 2025

OFFICE

AJV-A433

DATE

TITLE

MANAGER



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

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

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM EWC VOR/DME **TO** WOTID INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	6.62				

<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>
TOWER (42-003313)	404806.77N/0801711.11W	1672	20	3	1A	1000				AT328	3000
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>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	6.10				

<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>
TOWER (42-000779)	404353.10N/0800602.48W	1841	20	3	1A	500				AT659	3000
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>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.40		DA				250				
<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>
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

SEGMENT REMARKS:

FINAL: LOC

FROM

ZUGOP INT/RADAR

TO

WOPOG INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.60						493				
<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>
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

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	353	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (42-040090)	404616.56N/0795816.71W	1315	20	3	1A	250				MA20	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

WOTID INT/RADAR

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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>
TOWER (42-001883)	404300.45N/0801904.75W	1680	500	125	5E	1000				AT320	3000
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:



MISSED APPROACH: ILS

FROM

DA

TO

EWC VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
										1289	
<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>
							ASC				3000
TOWER (42-000779)	404353.10N/0800602.48W	1841	20	3	1A	1000					2900
TERRAIN	405527.00N/0800630.00W	1459 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.40 NM AFTER ZUGOP INT/RADAR

TO

EWC VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1490			
<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>
TREE (42-039995)	404638.55N/0795533.63W	1505	20	3	1A		ASC				3000
TOWER (42-000779)	404353.10N/0800602.48W	1841	20	3	1A	1000					2900
TERRAIN	405527.00N/0800630.00W	1459 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

BTP

PROCEDURE NAME

ILS OR LOC RWY 8

AMDT NO.

10A

CITY

BUTLER

STATE

PA

AIRPORT ELEVATION

1248

FACILITY

I-BTP

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											
TREE (42-033248)	404617.18N/0795519.50W	1.31	572/572	1515	20	10	1B	300			1820/1820
CATEGORY B											
TREE (42-033248)	404617.18N/0795519.50W	1.85	572/572	1515	20	10	1B	300			1820/1820
CATEGORY C											
TOWER (42-002121)	404434.17N/0795502.80W	2.91	832/832	1767	20	3	1A	300			2080/2080
CATEGORY D											
TOWER (42-002121)	404434.17N/0795502.80W	3.80	832/832	1767	20	3	1A	300			2080/2080

CIRCLING REMARKS:

MSA

CENTER	RADIUS
EWC VOR/DME	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
270-360	TOWER (39-000834)	410324.00N/0803843.00W	313	24.1	2537	500	50	5D	1000			3600
360-270	TOWER (42-000016)	402747.56N/0800015.56W	164	23.7	2049	20	50	1D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PIT APP CON, AOO FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	BTP	24	BTP	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	PIT	24	PIT	21.40	Y	56

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBTP 1248, KPIT 1203
RA = 55.6

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-BTP	AOCC	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW26 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G	
RW08 - MALSF (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1227.7	53.8	1230.1	875	3.00	52.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

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)	

PENETRATIONS REMARKS:

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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.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIT ALTIMETER SETTING: INCREASE S-ILS 8 DA TO 1553 FEET; INCREASE ALL MDAS 60 FEET; INCREASE S-LOC 8 CAT C/D VISIBILITY 1/4 SM; INCREASE CIRCLING CAT C/D VISIBILITY 1/4 SM; WOPOG FIX MINIMUMS: INCREASE S-LOC 8 CAT C/D VISIBILITY 1/8 SM.
FOR INOPERATIVE ALS WHEN USING PIT ALTIMETER SETTING, INCREASE S-ILS 8 ALL CATS VISIBILITY TO 7/8 SM.

WHEN USING PIT ALTIMETER SETTING, CROSS WOPOG AT OR ABOVE 1800.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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

PART E: PREPARED BY

NAME

ROBERT G HAMILTON (TODD A. RUSSELL)

OFFICE

AJV-A433

DATE

09/13/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

