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| <b>ILS - STANDARD</b><br><b>US DEPARTMENT OF TRANSPORTATION</b><br><b>FEDERAL AVIATION ADMINISTRATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                        |        |      |                               |                            |      | <b>INSTRUMENT APPROACH PROCEDURE</b><br><b>TITLE 14 CFR PART 97.29</b> |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         | 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. |  |  |  |  |  |
| TERMINAL ROUTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               |                            |      |                                                                        |        |                            |          |        |       | MISSED APPROACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| FROM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |        |      | TO                            |                            |      | COURSE AND DISTANCE                                                    |        |                            | ALTITUDE |        |       | ILS: DA<br>LOC: 5.46 NM AFTER RACOO/MMJ 9.05 DME/RADAR<br><br>CLIMB TO 1900 THEN CLIMBING LEFT TURN TO 4000 DIRECT EWC VOR/DME AND HOLD.<br><br>ALTERNATE MA (DO NOT CHART): CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 030 AND AGC VOR/DME R-351.77 TO WISNO/AGC 28.05 DME AND HOLD (DME REQUIRED).<br><br>ADDITIONAL FLIGHT DATA:<br>HOLD N, RT, 182.00 INBOUND.<br>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD N WISNO/AGC 28.05 DME, RT, 171.77 INBOUND.<br>FAS OBST: 1439 AAO 403016N/0802103W.<br>CHART IN PLANVIEW: WISNO/AGC 28.05 DME.<br>CHART CIRCLING ICON. |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| AGC VOR/DME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |        |      | STOWI INT/MMJ 15.36 DME/RADAR |                            |      | 310.84 / 26.27                                                         |        |                            | 4000     |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| STOWI INT/MMJ 15.36 DME/RADAR (IF/IAF)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |        |      | RACOO/MMJ 9.05 DME/RADAR      |                            |      | 100.94 / 6.32 (I-LXB)                                                  |        |                            | 3000     |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               |                            |      |                                                                        |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)<br>2. HOLD W STOWI, RT, 100.94 INBOUND, 4000 FT. IN LIEU OF PT (IAF)<br>3. FAC: 100.94 FAF: RACOO/MMJ 9.05 DME/RADAR DIST FAF TO MAP: 5.46 THLD: 5.46<br>4. MIN. ALT: STOWI 4000, RACOO 3000<br>5. DIST TO THLD FROM OM: _____ MM: _____ IM: 830 150 HAT: _____ 100 HAT: 779 GS ANT: 1251<br>6. MIN GS INCPT: 3000 GS ALT AT: RACOO 3000 OM: _____ MM: _____ IM: 1305<br>7. GS ANGLE: 3.00 TCH: 59.3<br>8. MSA FROM: AGC VOR/DME 090-180 3800, 180-090 3100 |        |      |                               |                            |      |                                                                        |        |                            |          |        |       | MAG VAR: 9W                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |        | EPOCH YEAR: 2020 |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 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 10L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1403   | 1800 | 200                           | 1403                       | 1800 | 200                                                                    | 1403   | 1800                       | 200      | 1403   | 1800  | 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1403   | 1800             | 200     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| S-LOC 10L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1700   | 2400 | 497                           | 1700                       | 2400 | 497                                                                    | 1700   | 5000                       | 497      | 1700   | 5000  | 497                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1700   | 5000             | 497     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| CIRCLING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1700   | 1    | 497                           | 1700                       | 1    | 497                                                                    | 1880   | 2                          | 677      | 1880   | 2 1/4 | 677                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1880   | 2 1/2            | 677     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               |                            |      |                                                                        |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               |                            |      |                                                                        |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               |                            |      |                                                                        |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               |                            |      |                                                                        |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| NOTES:<br>CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10L: CAT A, B, C, D, RA NA, @ CAT D 800-2 1/4, CAT E 800-2 1/2<br>RVR 1200, HAT 100, DA 1303 MSL.<br>CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10L: CAT III CAT A, B, C, D,<br>RVR 600.<br>(CONTINUED ON PAGE 2)                                                                                                                                                                                                                |        |      |                               |                            |      |                                                                        |        |                            |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| CITY AND STATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |        |      |                               | ELEVATION: 1203 TDZE: 1203 |      |                                                                        |        | FACILITY IDENTIFIER: I-LXB |          |        |       | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |                  |         | SUP:                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |
| PITTSBURGH, PA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |        |      |                               | AIRPORT NAME:              |      |                                                                        |        |                            |          |        |       | ILS OR LOC RWY 10L, AMDT 26; ILS RWY 10L (CAT II), ILS RWY 10L (CAT III)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |        |                  |         | AMDT: 25B                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |                               | PITTSBURGH INTL            |      |                                                                        |        |                            |          |        |       | 1 FEBRUARY 2018                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                  |         | DATED 04/05/2012                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |

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.

NOTES, (CONT.):  
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.  
CHART NOTE: DME OR RADAR REQUIRED.  
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 10L CAT E VISIBILITY TO RVR 4000 AND S-LOC 10L CATS C/D/E VISIBILITY TO 1 3/8 SM.  
CHART NOTE: DME FROM MMJ DME. SIMULTANEOUS RECEPTION OF I-LXB AND MMJ DME REQUIRED.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AGC VOR/DME ON V12 EASTBOUND.

QUALITY  
23  
CHECKED

|                                  |                                                                     |                               |                                                                                                                                         |                   |
|----------------------------------|---------------------------------------------------------------------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| CITY AND STATE<br>PITTSBURGH, PA | ELEVATION: 1203      TDZE: 1203<br>AIRPORT NAME:<br>PITTSBURGH INTL | FACILITY IDENTIFIER:<br>I-LXB | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 10L, AMDT 26; ILS RWY 10L (CAT II) , ILS RWY 10L (CAT III)<br>1 FEBRUARY 2018 | SUP:              |
|                                  |                                                                     |                               |                                                                                                                                         | AMDT: 25B         |
|                                  |                                                                     |                               |                                                                                                                                         | DATED: 04/05/2012 |

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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QUALITY  
23  
CHECKED

|                                  |                                  |            |                                  |                                                                                                                                          |                   |
|----------------------------------|----------------------------------|------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| CITY AND STATE<br>PITTSBURGH, PA | ELEVATION: 1203                  | TDZE: 1203 | FACILITY<br>IDENTIFIER:<br>I-LXB | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 10L, AMDT 26; ILS RWY 10L (CAT II), ILS<br>RWY 10L (CAT III)<br>1 FEBRUARY 2018 | SUP:              |
|                                  | AIRPORT NAME:<br>PITTSBURGH INTL |            |                                  |                                                                                                                                          | AMDT: 25B         |
|                                  |                                  |            |                                  |                                                                                                                                          | DATED: 04/05/2012 |