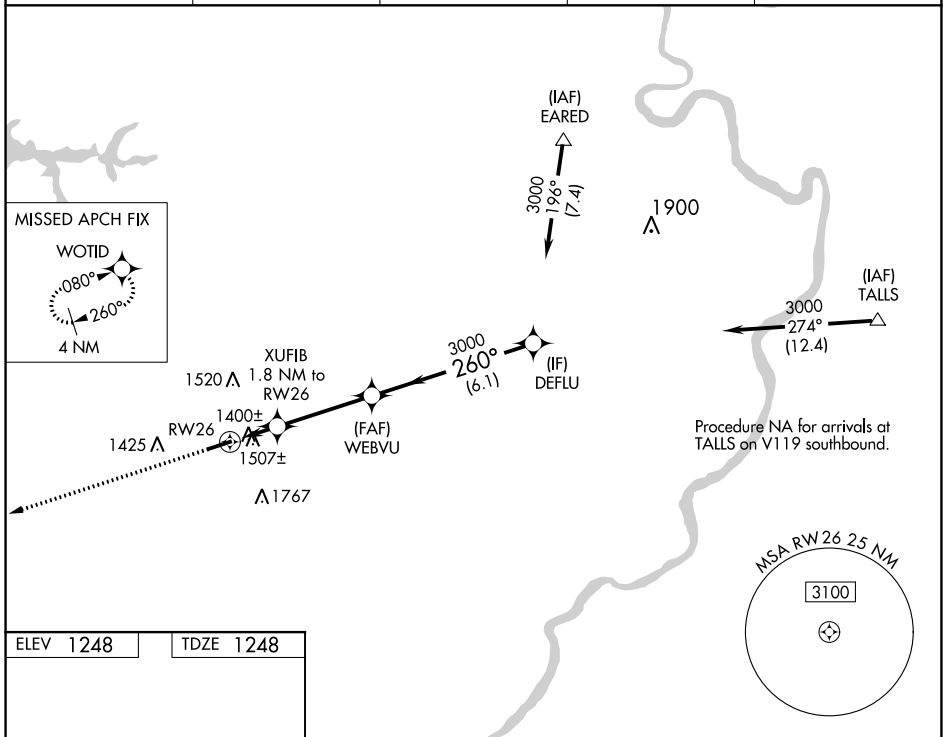


WAAS CH <b>53327</b> <b>W26A</b>	APP CRS <b>260°</b>	Rwy Idg <b>4801</b> TDZE <b>1248</b> Apt Elev <b>1248</b>
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# RNAV (GPS) RWY 26

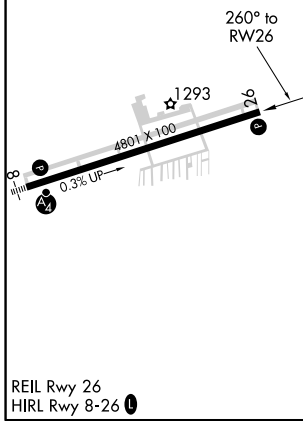
PITTSBURGH/BUTLER RGNL (BTP)

<p><b>⚠</b> Rwy 26 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct WOTID and hold.</p>		
AWOS-3PT <b>121.450</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	CLNC DEL <b>119.4</b>	UNICOM <b>123.05</b>	CTAF <b>123.05</b> <b>①</b>



NE-4, 16 JUL 2020 to 13 AUG 2020

NE-4, 16 JUL 2020 to 13 AUG 2020



ELEV <b>1248</b>	TDZE <b>1248</b>	<p>3000 WOTID VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 52).</p>			
<p>260° to RWY26</p>		<p>DEFLU</p>			
<p>XUFIB 1.8 NM to RWY26</p>		<p>WEBVU</p>		<p>DEFLU</p>	
<p>RWY26</p>		<p>3000</p>		<p>3000</p>	
<p>1860</p>		<p>3.00° TCH 52</p>		<p>6.1 NM</p>	
<p>1.8 NM</p>		<p>3.6 NM</p>		<p>6.1 NM</p>	
CATEGORY	A	B	C	D	
LP MDA	1660-1 412 (500-1)	1660- $\frac{7}{8}$ 412 (500- $\frac{7}{8}$ )	1660-1 $\frac{1}{8}$	412 (500-1 $\frac{1}{8}$ )	
LNAV MDA	1760-1	512 (600-1)	1760-1 $\frac{3}{8}$	512 (600-1 $\frac{3}{8}$ )	
<b>①</b> CIRCLING	1820-1	572 (600-1)	2080-2 $\frac{1}{2}$ 832 (900-2 $\frac{1}{2}$ )	2080-2 $\frac{3}{4}$ 832 (900-2 $\frac{3}{4}$ )	