

WAAS CH <b>42722</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>338</b> <b>378</b>
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RNAV (GPS) RWY 4

SCHENECTADY COUNTY (SCH)

RNP APCH - GPS.

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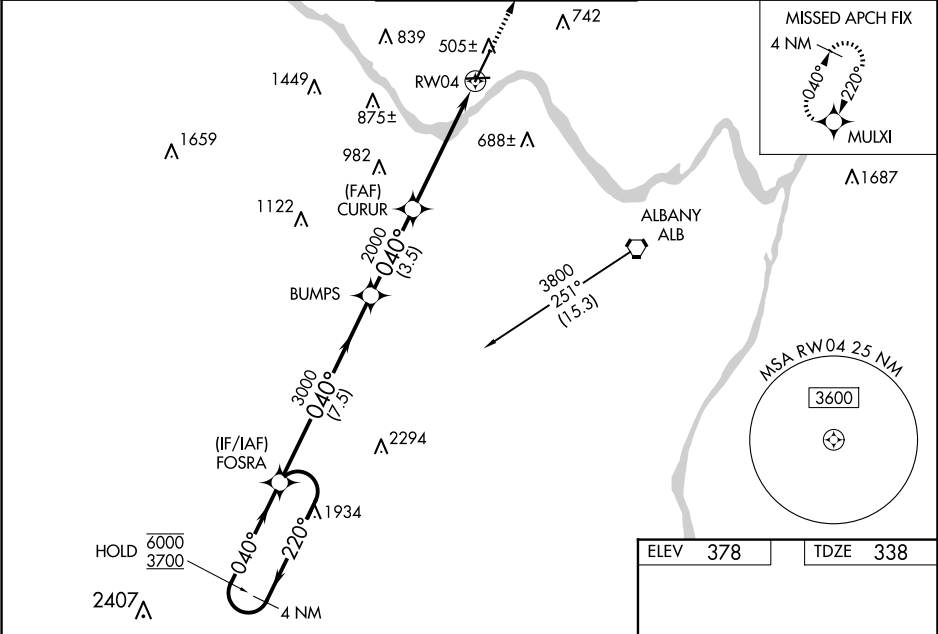
Circling Rwy 10 NA at night. Baro-VNAV and VDP NA when using Albany altimeter setting. Rwy 4 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to LPV.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 621 feet, LNAV/VNAV DA to 638 feet, and increase all MDAs 40 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to  $\frac{1}{2}$  SM and LNAV Cats A/B to 1 SM and Cats C/D to 1  $\frac{1}{2}$  SM. For inop ALS when using Albany altimeter setting, increase LPV all Cats visibility to  $\frac{1}{2}$  SM, increase LNAV/VNAV all Cats to  $\frac{1}{2}$  SM, increase LNAV Cats A/B visibility to 1 SM, and Cats C/D to 1  $\frac{1}{2}$  SM.

MALSR

MISSED APPROACH:  
Climb to 3000 direct MULXI and hold.

AWOS-3 <b>119.275</b>	ALBANY APP CON <b>132.825 263.075</b>	SCHENECTADY TOWER ★ <b>121.3 (CTAF) 321.1</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).		3000	MULXI
FOSRA		BUMPS	CURUR	* LNAV only.	
6000 ← 220°			2000	* 1.3 NM to RWY 4	
3700 → 040°		3000	2000	RWY 4	
GP 3.00°					
TCH 55					
		7.5 NM	3.5 NM	3.8 NM	1.3
CATEGORY	A	B	C	D	
LPV DA		588- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		
LNAV/VNAV DA		605- $\frac{3}{4}$	267 (300- $\frac{3}{4}$ )		
LNAV MDA	800- $\frac{3}{4}$	462 (500- $\frac{3}{4}$ )	800-1	462 (500-1)	
✈ CIRCULING	880-1 502 (600-1)	940-1 562 (600-1)	1120-2 $\frac{1}{4}$ 742 (800-2 $\frac{1}{4}$ )	1320-3 942 (1000-3)	

