

WAAS CH 42722 W04A	APP CRS 040°	Rwy Ldg TDZE Apt Elev	7001 338 378
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RNAV (GPS) RWY 4

SCHENECTADY COUNTY (SCH)

RNP APCH - GPS.

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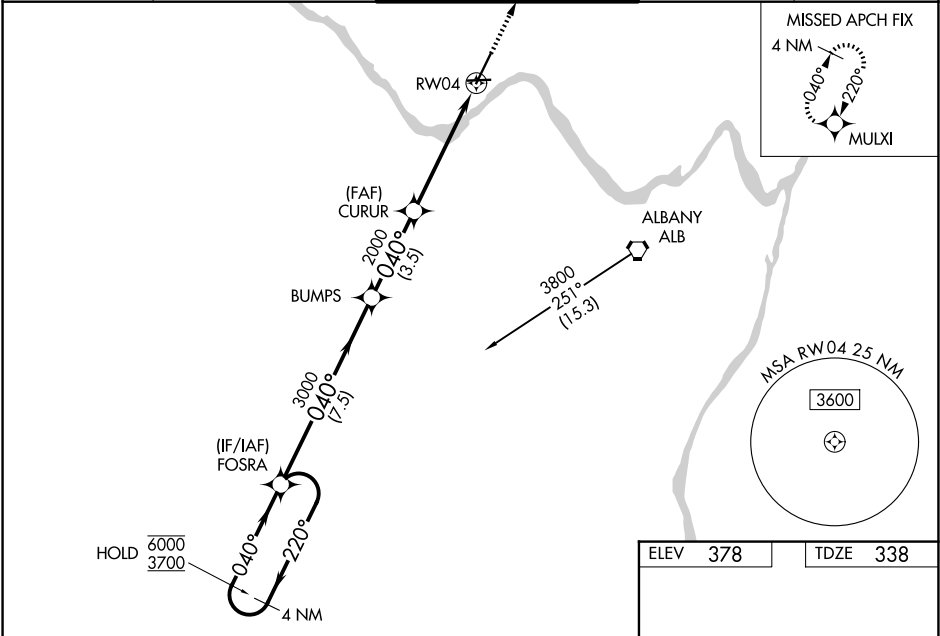
Circling Rwy 10 NA at night. Baro-VNAV and VDP NA when using Albany altimeter setting. Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 $\frac{1}{2}$ 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 $\frac{1}{2}$ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct MULXI and hold.

AWOS-3 119.275	ALBANY APP CON 132.825 263.075	SCHENECTADY TOWER ★ 121.3 (CTAF) 0 321.1	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

FOSRA

BUMPS

CURUR

MULXI

6000

3700

GP 3.00°

TCH 55

220°

040°

040°

3000

2000

2000

1.3 NM to RWY 04

RWY 04

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)

CIRCLING

880-1

940-1

1120-2 $\frac{1}{4}$

1320-3

502 (600-1)

562 (600-1)

742 (800-2 $\frac{1}{4}$)

942 (1000-3)

ELEV 378

TDZE 338

TWR

REIL Rwy 28

HIRL Rwy 4-22

MIRL Rwy 10-28