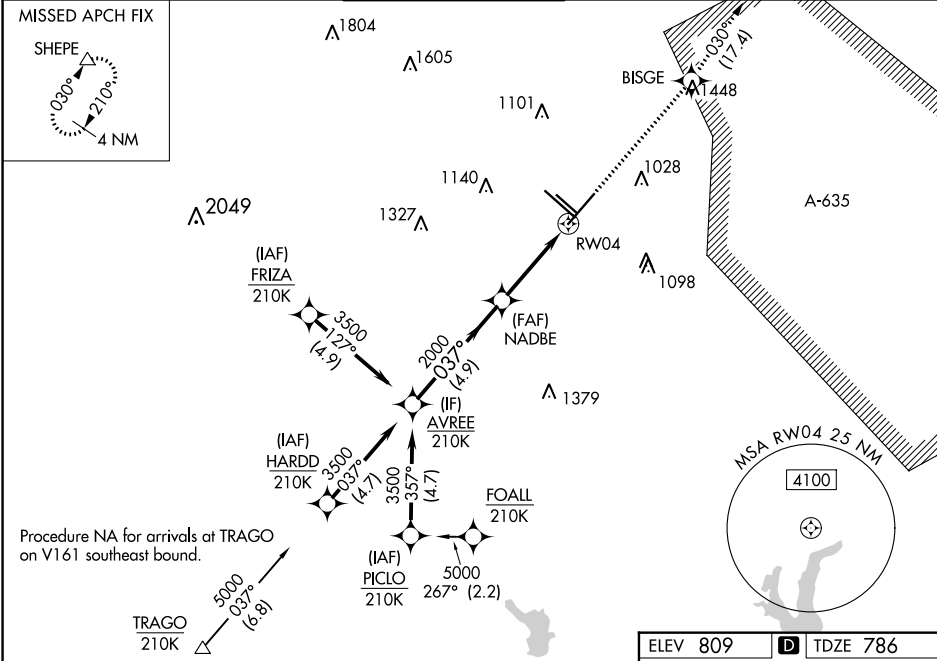


Flight Procedures Cover Page	Task Action: P-NOTAM	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: C334DEA2E1CF4B3FA1CDBAB342A6C2CA	APWS Project ID: DF9DA76A11024E27AC7DBCC227DB991E
Procedure: RNAV (GPS) Y RWY 4 AMDT 4A		Enroute: NO	Specialist: Garrity, Michael		Agreement Number:
Airport ID: KSAT			Airport City: SAN ANTONIO		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
Procedure Comments: ACTIVE DATA USED FOR KSAT AIRPORT AND RUNWAYS. P-NOTAM: CORRECTED UNCOMPENSATED BARO-VNAV SYSTEMS CHART NOTE ADMINISTRATIVE ERROR. PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION. CONTACT: ALLAN WILL, TEAM 2 SUBTEAM-C MANAGER, 405.954.6103. QUALITY 41 CHECKED QUALITY 18 CHECKED					

WAAS CH 77613 W04A	APP CRS 037°	Rwy Idg TDZE 786 Apt Elev 809
--	------------------------	---

RNAV (GPS) Y RWY 4
SAN ANTONIO INTL (SAT)

RNP APCH - GPS.			MALS A4	MISSED APPROACH: Climb to 3500 direct BISGE and track 030° to SHEPE and hold.	
Circling NA northwest of Rwys 4 and 13R. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. Increase LNAV Cats A/B visibility to RVR 5500 and LNAV Cats C/D visibility to 1½ SM.					
D-ATIS 118.9	SAN ANTONIO APP CON 125.1 307.0	SAN ANTONIO TOWER 119.8 257.8	GND CON 121.9 348.6	CLNC DEL 126.7	CPDLC



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 79).		3500	BISGE	tr 030°	SHEPE
GP 3.00° TCH 56		2000			
4.9 NM		2.3 NM	1.3 NM		
CATEGORY	A	B	C	D	
LPV DA	986/40		200 (200-¾)		
LNAV/VNAV DA	1201/50		415 (400-1)		
LNAV MDA	1280/40	494 (500-¾)	1280/60	494 (500-1¼)	
CIRCLING	1280-1 471 (500-1)	1340-1 531 (600-1)	1420-1¾ 611 (700-1¾)	1520-2¼ 711 (800-2¼)	

Diagram of the RNAV (GPS) Y RWY 4 approach. The diagram shows the approach path, the missed approach fix, and the missed approach procedure. The diagram also shows the runway (RW04) and the runway threshold (TWR 1030).