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JEPPESEN
JeppView for Windows

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Terminal Charts For KAPC
Revision Letter For Cycle 08-2026
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General Information

Location: NAPA CA USA
ICAO/IATA: KAPC / APC
Lat/Long: N38° 12.79', W122° 16.84'
Elevation: 36 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 15.0° E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1401 Z
Sunset: 0159 Z

Runway Information

Runway: 01L
Length x Width: 5930 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 01R
Length x Width: 2510 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 21 ft

Runway: 06
Length x Width: 5008 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19L
Length x Width: 2510 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 21 ft

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Runway: 19R
Length x Width: 5930 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, Pilot controlled

Runway: 24
Length x Width: 5008 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 36 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS: 124.050
ASOS: 124.050
Napa Tower: 118.700 CTAF PCL
Napa Ground: 121.700
Napa Clearance Delivery: 127.850
Napa UNICOM: 122.950
Oakland ACC: 127.800 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	Apt Elev	Alt Set: INCHES
124.05	See Graphic	Trans level: FL180

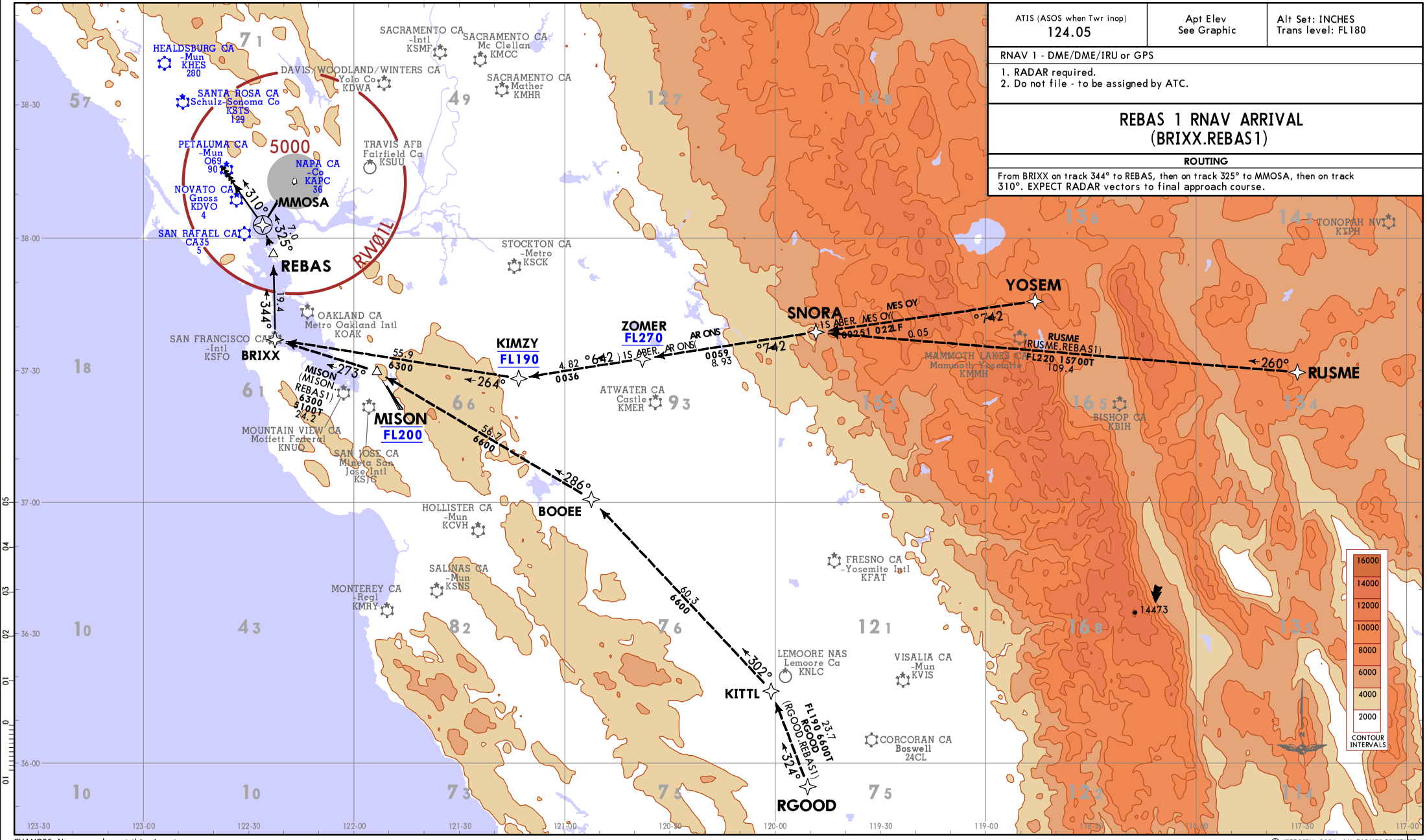
RNAV 1 - DME/DME/IRU or GPS

1. RADAR required.
2. Do not file - to be assigned by ATC.

REBAS 1 RNAV ARRIVAL
(BRIXX.REBAS1)

ROUTING

From BRIXX on track 344° to REBAS, then on track 325° to MMOSA, then on track 310°. EXPECT RADAR vectors to final approach course.



CHANGES: New procedure at this airport.

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ATIS (ASOS when Twr inop)	Apt Elev	Alt Set: INCHES
124.05	See Graphic	Trans level: FL180

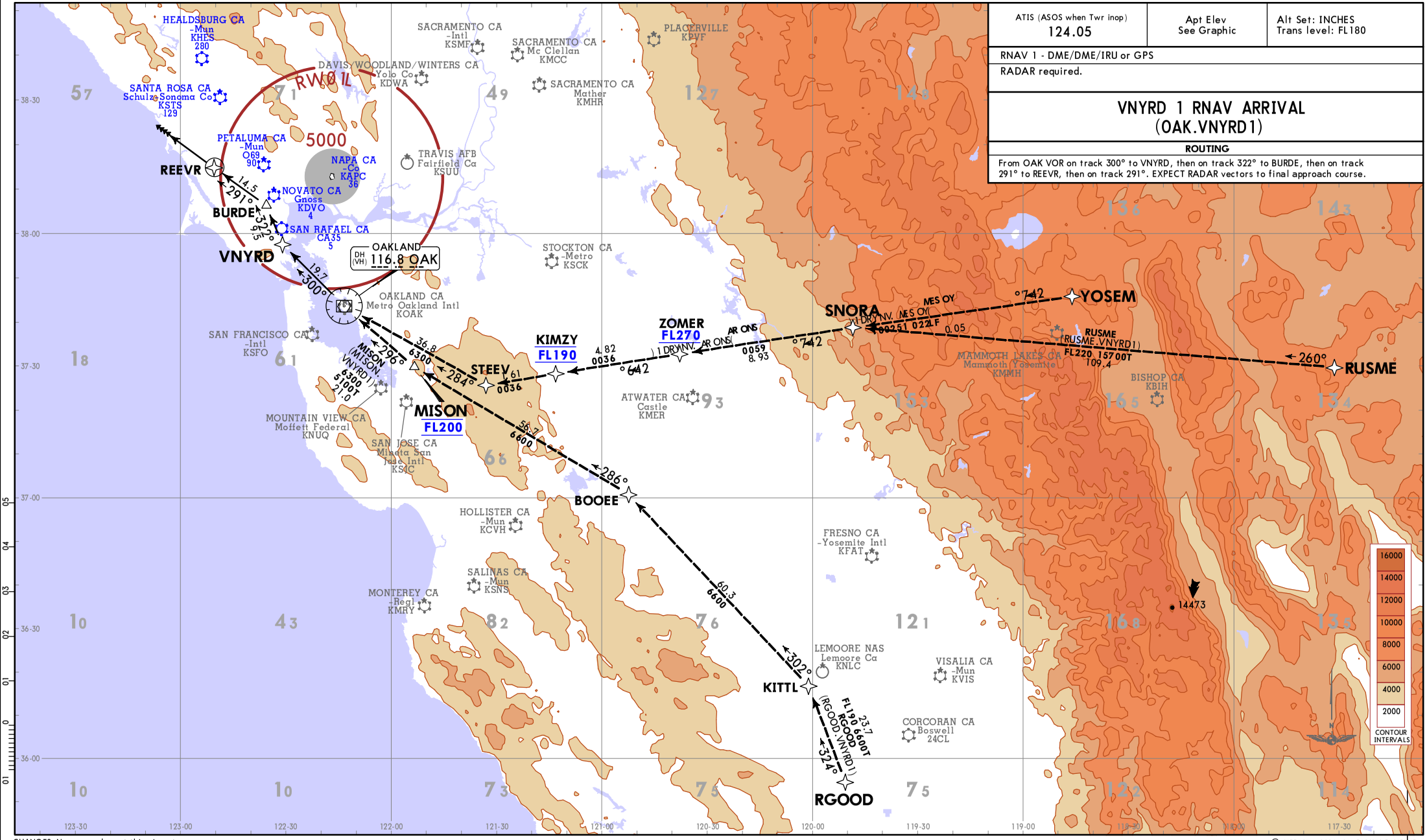
RNAV 1 - DME/DME/IRU or GPS

RADAR required.

VNYRD 1 RNAV ARRIVAL
(OAK.VNYRD1)

ROUTING

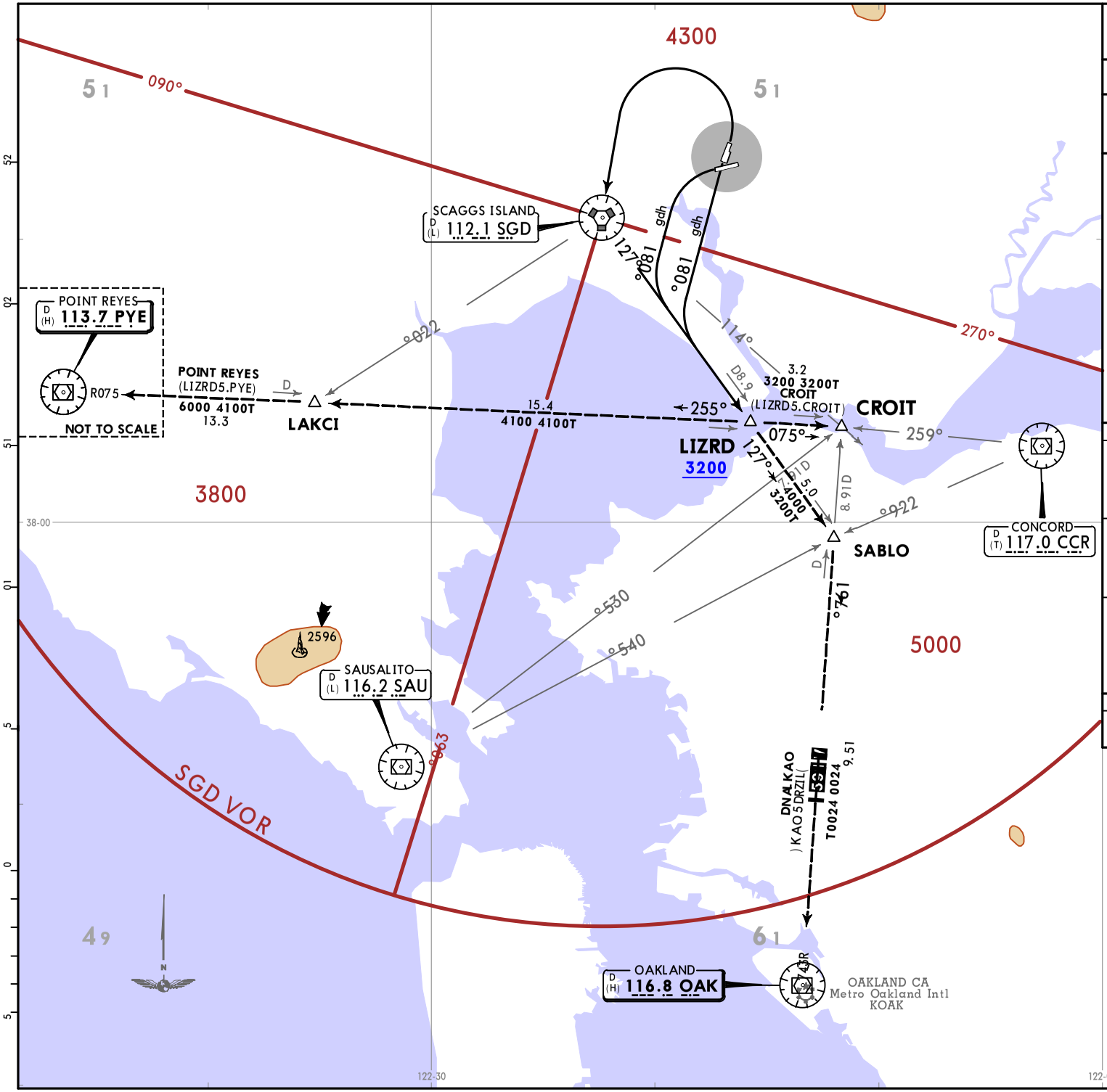
From OAK VOR on track 300° to VNYRD, then on track 322° to BURDE, then on track 291° to REEVR, then on track 291°. EXPECT RADAR vectors to final approach course.



CHANGES: New procedure at this airport.

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OAKLAND Center (R)	Apt Elev
127.8	36

Trans alt: 18000

LIZRD 5 DEPARTURE (LIZRD5.LIZRD)

This SID requires takeoff minimums (for standard minimums, refer to NAPAA DP):
Rwy 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 370 per NM to 1200.
Rwy 6: Not authorized-obstacles.
Rwy 19L/R: Standard (or lower than standard, if authorized).
Rwy 24: Standard (or lower than standard, if authorized) with minimum climb of 255 per NM to 3000.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275
370 per NM	463	617	925	1233	1542	1850

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn direct SGD VOR, proceed outbound on the SGD R127 to LIZRD. Cross LIZRD at or above 3200.	Assigned by ATC
19L/R	Climb on heading 180° to intercept and proceed outbound on the SGD R127 to LIZRD. Cross LIZRD at or above 3200.	
24	Climbing LEFT turn on heading 180° to intercept and proceed outbound on the SGD R127 to LIZRD. Cross LIZRD at or above 3200.	

ROUTING

From LIZRD on transition or assigned route.
MAINTAIN ATC assigned altitude.

CHANGES: New format, procedure renumbered, revised.

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CHANGES: New format, procedure renumbered, revised.

OAKLAND Center (R)	Apt Elev
127.8	36

Trans alt: 18000
RADAR required.

MERLOT 3 DEPARTURE (MER3.SGD)

This SID requires takeoff minimums
(for standard minimums refer to NAPAA DP):
Rwy 1L: Standard (or lower than standard, if authorized) with minimum climb of 420 per NM to 2900.
Rwy 1R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 3000.
Rwy 6: Standard (or lower than standard, if authorized) with minimum climb of 430 per NM to 1600.
Rwy 19L: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 1500.
Rwy 19R: Standard (or lower than standard, if authorized) with minimum climb of 330 per NM to 1600.
Rwy 24: Standard (or lower than standard, if authorized) with minimum climb of 255 per NM to 1300.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275
320 per NM	400	533	800	1067	1333	1600
330 per NM	413	550	825	1100	1375	1650
420 per NM	525	700	1050	1400	1750	2100
430 per NM	538	717	1075	1433	1792	2150
460 per NM	575	767	1150	1533	1917	2300

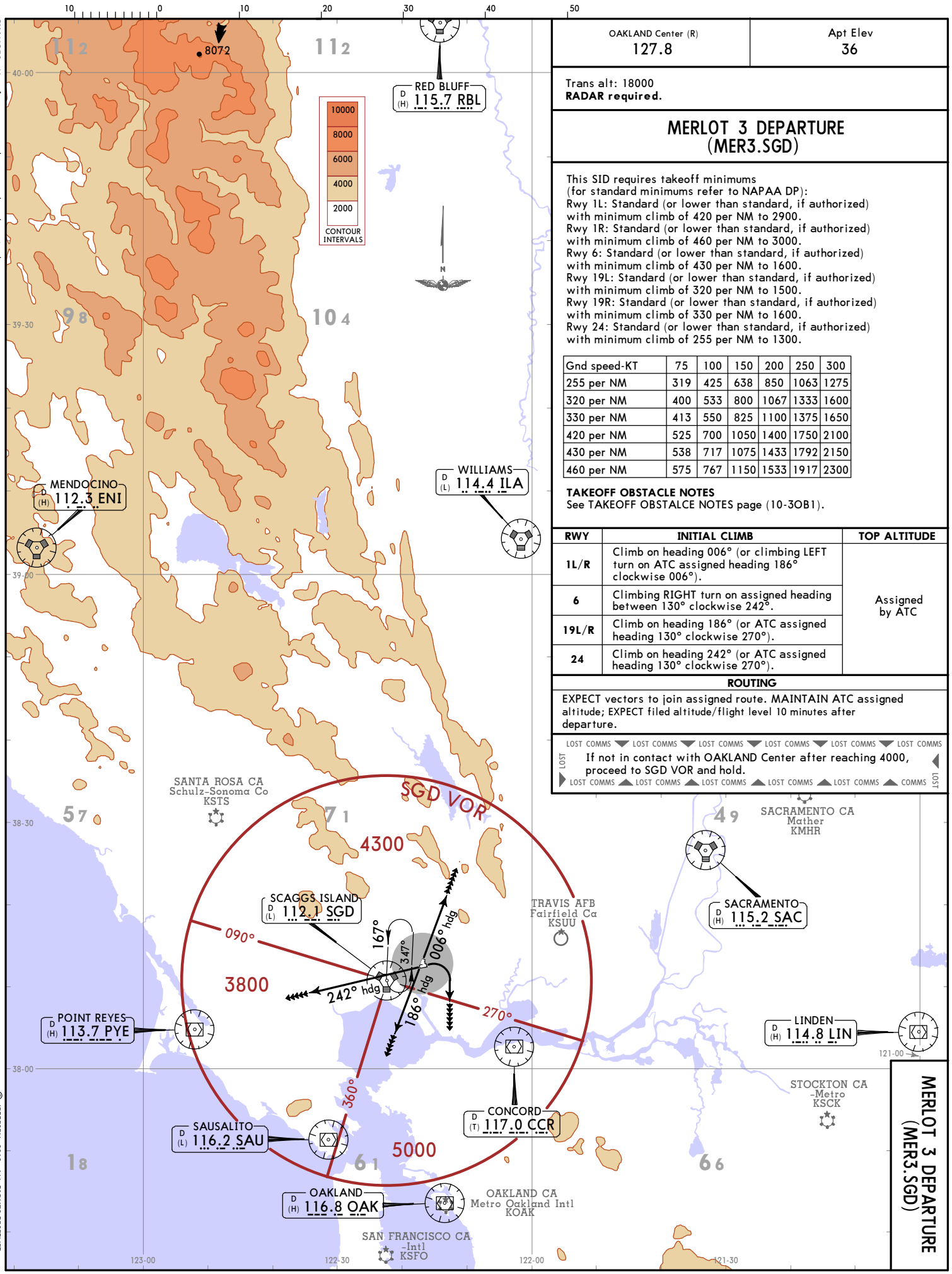
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTALCE NOTES page (10-3OB1).

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 006° (or climbing LEFT turn on ATC assigned heading 186° clockwise 006°).	Assigned by ATC
6	Climbing RIGHT turn on assigned heading between 130° clockwise 242°.	
19L/R	Climb on heading 186° (or ATC assigned heading 130° clockwise 270°).	
24	Climb on heading 242° (or ATC assigned heading 130° clockwise 270°).	

ROUTING

EXPECT vectors to join assigned route. MAINTAIN ATC assigned altitude; EXPECT filed altitude/flight level 10 minutes after departure.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST ◀ If not in contact with OAKLAND Center after reaching 4000, proceed to SGD VOR and hold. ◀ LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS



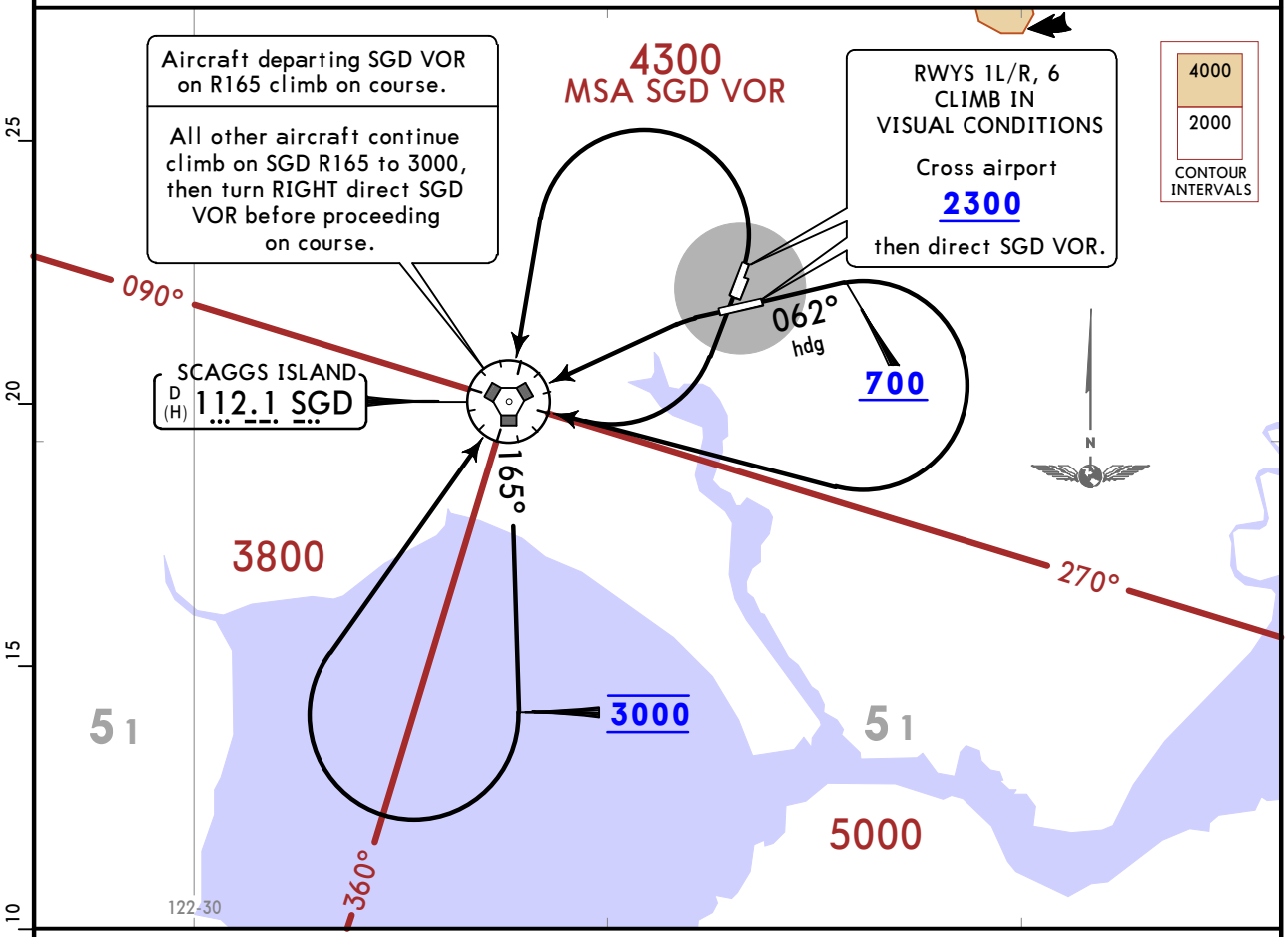
MERLOT 3 DEPARTURE (MER3.SGD)

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OAKLAND Center 127.8	Apt Elev 36	Trans alt: 18000

OBSTACLE
NAPAA 4 DEPARTURE (NAPAA4.NAPAA)



This DP requires takeoff minimums:
Rwy 1L: Standard (or lower than standard, if authorized) with minimum climb of 310 per NM to 900 or 2400-3 for visual climb over airport.
Rwy 1R: Standard (or lower than standard, if authorized) with minimum climb of 360 per NM to 700 or 2400-3 for visual climb over airport.
Rwy 6: Standard (or lower than standard, if authorized) with minimum climb of 440 per NM to 1700 or 2400-3 for visual climb over airport.
Rwys 19L/R: Standard (or lower than standard, if authorized).
Rwy 24: 300-1 1/8 or standard (or lower than standard, if authorized) with minimum climb of 255 per NM to 300, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 per NM climb gradient, takeoff must occur no later than 2100 prior to departure end of runway.

Standard Takeoff Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275
310 per NM	388	517	775	1033	1292	1550
360 per NM	450	600	900	1200	1500	1800
440 per NM	550	733	1100	1467	1833	2200

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

RWY	INITIAL CLIMB
1L/R, 24	Turn LEFT direct SGD VOR.
6	Climb on heading 062° to 700, then turn RIGHT direct SGD VOR.
19L/R	Turn RIGHT direct SGD VOR.

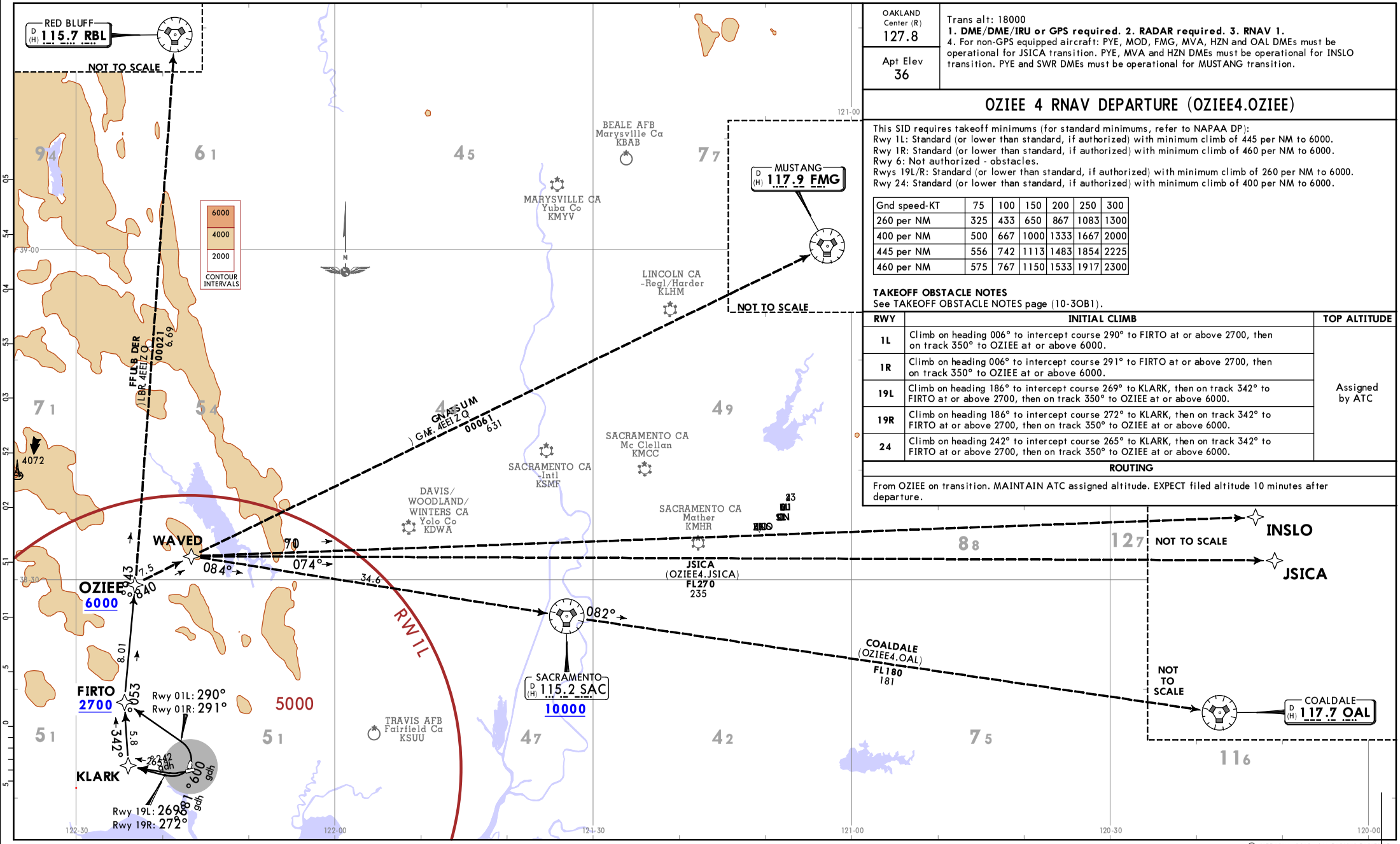
ROUTING

Aircraft departing SGD VOR on R165 climb on course. All other aircraft continue climb on SGD R165 to 3000, then turn RIGHT direct SGD VOR before proceeding on course.

RWY	VISUAL CLIMB OVER AIRPORT
1L/R, 6	Obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Napa Co at or above 2300, then direct SGD VOR. Aircraft departing SGD VOR on R165 climb on course. All other aircraft continue climb on SGD R165 to 3000, then turn RIGHT direct SGD VOR before proceeding on course.

CHANGES: New format, procedure renumbered and revised, runways renumbered.

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OAKLAND Center (R) 127.8	Trans alt: 18000 **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. For non-GPS equipped aircraft: PYE, MOD, FMG, MVA, HZN and OAL DMEs must be operational for JSICA transition. PYE, MVA and HZN DMEs must be operational for INSLO transition. PYE and SWR DMEs must be operational for MUSTANG transition.
Apt Elev 36	

OZIEE 4 RNAV DEPARTURE (OZIEE4.OZIEE)

This SID requires takeoff minimums (for standard minimums, refer to NAPAA DP):
Rwy 1L: Standard (or lower than standard, if authorized) with minimum climb of 445 per NM to 6000.
Rwy 1R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 6000.
Rwy 6: Not authorized - obstacles.
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 260 per NM to 6000.
Rwy 24: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
400 per NM	500	667	1000	1333	1667	2000
445 per NM	556	742	1113	1483	1854	2225
460 per NM	575	767	1150	1533	1917	2300

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

RWY	INITIAL CLIMB	TOP ALTITUDE
1L	Climb on heading 006° to intercept course 290° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000.	Assigned by ATC
1R	Climb on heading 006° to intercept course 291° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000.	
19L	Climb on heading 186° to intercept course 269° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000.	
19R	Climb on heading 186° to intercept course 272° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000.	
24	Climb on heading 242° to intercept course 265° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000.	

ROUTING

From OZIEE on transition. MAINTAIN ATC assigned altitude. EXPECT filed altitude 10 minutes after departure.

CHANGES: New format, procedure renumbered, revised.

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TAKEOFF OBSTACLE NOTES - DEPs

- RWY 1L:
  Terrain beginning 7' from DER, 340' left of centerline, up to 37' MSL. Lighting 10' from DER, 51' right of centerline, 1' AGL/30' MSL. Vehicles on road beginning 105' from DER, 317' right of centerline, up to 41' MSL. Terrain and vehicles on road beginning 105' from DER, 298' left of centerline, up to 43' MSL. Vehicles on road 203' from DER, 300' left of centerline, 44' MSL. Vehicles on road beginning 363' from DER, 302' left of centerline, up to 45' MSL.Vehicles on road beginning 559' from DER, 544' right of centerline, up to 44' MSL. Trees beginning 3205' from DER, 790' right of centerline, up to 124' MSL. Trees beginning 4610' from DER, 306' right of centerline, up to 168' MSL. Tree 1.1 NM from DER, 2025' right of centerline, 226' MSL. Trees beginning 1.1 NM from DER, 1674' right of centerline, up to 249' MSL. Tree 1.1 NM from DER, 1839' right of centerline, 253' MSL. Trees and terrain beginning 1.1 NM from DER, 1648' right of centerline, up to 282' MSL. Trees, terrain and fence beginning 1.1 NM from DER, 1634' right of centerline, up to 298' MSL. Tree and fence beginning 1.7 NM from DER, 3269' right of centerline, up to 345' MSL. Electrical system, terrain, fence and tree beginning 1.8 NM from DER, 606' right of centerline, up to 129' AGL/446' MSL. Trees and terrain beginning 2 NM from DER, 542' right of centerline, up to 526' MSL. Terrain, fence, and tree beginning 2 NM from DER, 1089' right of centerline, up to 528' MSL. Fence, trees, terrain and building beginning 2.1 NM from DER, 2007' right of centerline, up to 5' AGL/554' MSL. Terrain and trees beginning 2.1 NM from DER, 2139' right of centerline, up to 581' MSL. Tree 2.2 NM from DER, 3913' right of centerline, 585' MSL. Trees, terrain and fence beginning 2.2 NM from DER, 2013' right of centerline, up to 587' MSL. Trees and terrain beginning 2.3 NM from DER, 2566' right of centerline, up to 599' MSL.

- RWY 1R:
  Lighting 43' from DER, 493' right of centerline, 1' AGL/25' MSL. Sign 51' from DER, 420' left of centerline, 2' AGL/23' MSL. Poles and vehicles on road beginning 262' from DER, 63' right of centerline, up to 36' AGL/59' MSL. Vehicles on road 639' from DER, 436' left of centerline, 38' MSL. Vehicles on road beginning 640' from DER, 95' left of centerline, up to 39' MSL. Tree 812' from DER, 673' right of centerline, 70' MSL. Tree 1870' from DER, 470' right of centerline, 71' MSL. Tree 1.2 NM from DER, 2507' right of centerline, 240' MSL. Tree 1.2 NM from DER, 2314' right of centerline, 243' MSL. Trees beginning 1.2 NM from DER, 2143' right of centerline, up to 286' MSL. Tree, fence and terrain beginning 1.3 NM from DER, 2073' right of centerline, up to 309' MSL. Tree 1.3 NM from DER, 2552' right of centerline, 322' MSL. Trees and terrain beginning 1.3 NM from DER, 1204' right of centerline, up to 368' MSL. Trees, terrain and fence beginning 1.4 NM from DER, 1286' right of centerline, up to 391' MSL. Trees beginning 1.4 NM from DER, 1312' right of centerline, up to 400' MSL. Trees, terrain, building and fence beginning 1.4 NM from DER, 2008' right of centerline, up to 417' MSL. Electrical system, fence and terrain beginning 2.1 NM from DER, 2329' right of centerline, up to 129' AGL/446' MSL. Transmission line 2.2 NM from DER, 3214' right of centerline, 123' AGL/542' MSL. Electrical system, fence, pole, terrain and trees beginning 2.2 NM from DER, 1515' right of centerline, up to 116' AGL/544' MSL. Terrain and fence beginning 2.3 NM from DER, 2076' right of centerline, up to 551' MSL. Trees, fence, terrain and building beginning 2.3 NM from DER, 1494' right of centerline, up to 561' MSL. Terrain and tree beginning 2.4 NM from DER, 1626' right of centerline, up to 581' MSL. Terrain and tree beginning 2.4 NM from DER, 2067' right of centerline, up to 612' MSL. Terrain and trees beginning 2.4 NM from DER, 2564' right of centerline, up to 643' MSL. Tree 2.4 NM from DER, 3917' right of centerline, 671' MSL. Trees beginning 2.5 NM from DER, 1954' right of centerline, up to 687' MSL.

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TAKEOFF OBSTACLE NOTES - DEPs (CONTD)

- RWY 6:
  Pole 1' from DER, 59' left of centerline, 3' AGL/37' MSL. Pole 2' from DER, 60' right of centerline, 2' AGL/36' MSL. Pole 98' from DER, 480' left of centerline, 34' AGL/67' MSL. Pole 333' from DER, 476' left of centerline, 34' AGL/68' MSL. Pole and vehicles on road beginning 573' from DER, on centerline, up to 33' AGL/69' MSL. Building 773' from DER, 660' right of centerline, 29' AGL/70' MSL. Buildings and pole beginning 1104' from DER, 472' right of centerline, up to 37' AGL/80' MSL. Trees beginning 1288' from DER, 516' left of centerline, up to 98' MSL. Trees beginning 2082' from DER, 98' right of centerline, up to 113' MSL. Trees beginning 2306' from DER, 53' right of centerline, up to 130' MSL. Tree 4681' from DER, 1103' left of centerline, 180' MSL. Trees beginning 4859' from DER, 1063' left of centerline, up to 187' MSL. Terrain 5855' from DER, 2050' right of centerline, 195' MSL. Trees and fence beginning 5865' from DER, 1761' left of centerline, up to 211' MSL. Trees, terrain and fence beginning 6068' from DER, 1419' right of centerline, up to 281' MSL. Tree 1 NM from DER, 2035' left of centerline, 212' MSL. Trees beginning 1 NM from DER, 1796' left of centerline, up to 224' MSL. Tree 2 NM from DER, 2933' left of centerline, 340' MSL. Tree 2 NM from DER, 2803' left of centerline, 359' MSL. Trees beginning 2.1 NM from DER, 3827' right of centerline, up to 386' MSL. Terrain 2.2 NM from DER, 3202' right of centerline, 405' MSL. Terrain beginning 2.3 NM from DER, 911' right of centerline, up to 464' MSL. Fence and terrain beginning 2.4 NM from DER, 3273' left of centerline, up to 4' AGL/452' MSL. Terrain 2.4 NM from DER, 3353' left of centerline, 457' MSL. Terrain and trees beginning 2.4 NM from DER, 61' left of centerline, up to 525' MSL. Fence beginning 2.5 NM from DER, 100' right of centerline, up to 6' AGL/519' MSL.

- RWY 19L:
  Sign and terrain beginning 14' from DER, 125' left of centerline, up to 2' AGL/14' MSL. Lighting 15' from DER, 429' right of centerline, 1' AGL/14' MSL. Terrain 49' from DER, 483' left of centerline, 17' MSL. Navaid 1278' from DER, 816' left of centerline, 35' AGL/52' MSL. Tree 3852' from DER, 1304' left of centerline, 111' MSL.

- RWY 19R:
  Lighting 9' from DER, 4' left of centerline, 1' AGL/15' MSL. Pole 10' from DER, 44' right of centerline, 1' AGL/15' MSL. Lighting 10' from DER, 96' left of centerline, 3' AGL/17' MSL. Vehicles on road beginning 350' from DER, 584' left of centerline, up to 34' MSL. Tree 3158' from DER, 764'' left of centerline, 101 MSL. Tree 3503' from DER, 1006' left of centerline, 104' MSL.

- RWY 24:
  Vehicles on road and general utility beginning 56' from DER, 125' right of centerline, up to 21' MSL. General utility 59' from DER, 122' left of centerline, 4' AGL/17' MSL. Vehicles on road beginning 60' from DER, 18' left of centerline, up to 25' MSL. Vehicles on road beginning 167' from DER, 9' right of centerline, up to 22' MSL. Vehicles on road beginning 354' from DER, 259' right of centerline, up to 26' MSL. Trees beginning 1455' from DER, 776' left of centerline, up to 76' MSL. Trees beginning 2324' from DER, 540' left of centerline, up to 90' MSL. Tree 2650' from DER, 527' left of centerline, 93' MSL. Tree 4552' from DER, 554' left of centerline, 135' MSL. Vehicles on road and bridge beginning 4943' from DER, 1631' right of centerline, up to 165' AGL/170' MSL.

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KAPC/APC

Apt Elev 36′

N38 12.8 W122 16.8

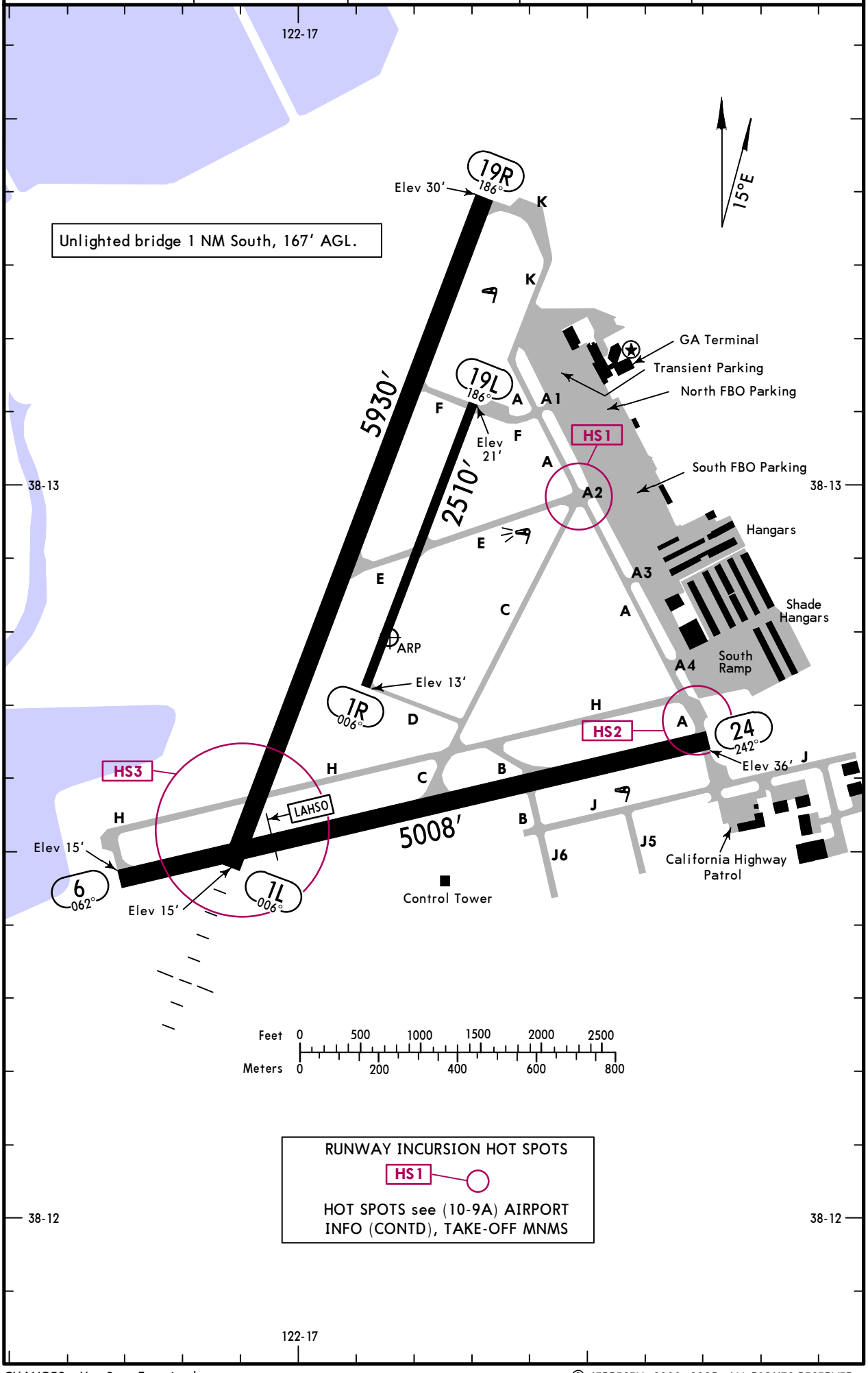
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21 NOV 25 (10-9) Eff 27 Nov

NAPA, CALIF

NAPA CO

ATIS (ASOS when Twr inop)	NAPA Clearance	*NAPA Ground	*Tower	OAKLAND Center (R)
124.05	127.85	121.7	CTAF 118.7	127.8



CHANGES: Hot Spot 3 revised.

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GENERAL

Due to airport proximity to wetlands birds on and in vicinity of the airport year around with highest concentration of activity of birds on the runways during rainy weather.
Rwys 19R, 1R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
6	❶MIRL ❶REIL					150′
24	❶MIRL			1L/19R 3700′		
❶ Activate on 118.7 when Twr inop.						
1L	❷MIRL ❷MALS grooved		4947′			150′
19R	❷MIRL PAPI-L (angle 3.25°) grooved					
❷ Activate on 118.7 when Twr inop.						
1R						75′
19L						

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Surface incident risk. Taxiway A, Taxiway A2, Taxiway C, Taxiway E, and the ramp. Complex geometry due to converging Twys.

HS2 Runway incursion risk. Taxiway A at Runway 24. Short distance from ramp to runway.

HS3 Runway incursion risk. Runway 1L, Runway 6, and Taxiway H. Aircraft taxiing outbound for departure will encounter runway position hold markings in an unexpected location. Aircraft landing Runway 19R, must receive ATC authorization to exit onto Runways 6-24.

TERPS

TAKE-OFF

All Rwys

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

OBSTACLE DEPARTURE PROCEDURE

All Rwys - Use NAPAA Departure.

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available				Authorized Only When Local Weather Available		
	Authorized Only When Tower Operating						
	ILS Z Rwy 1L	LOC Z Rwy 1L	RNAV (GPS) Rwy 19R	RNAV (GPS) Z Rwy 1L	VOR Rwy 6	RNAV (GPS) Y Rwy 1L	RNAV (GPS) Rwy 6
A	600-2	800-2	800-2	800-2	1100-2	1300-5	1400-2
B							
C		1300-3	1300-3		1300-3		1400-3
D							

AMEND 4

CHANGES: Hot spot descriptions.

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KAPC/APC
NAPA CO

JEPPESEN
16 OCT 20 (11-1)

NAPA, CALIF
ILS or LOC Z Rwy 1L

ATIS (ASOS when Twr inop)	OAKLAND Center (R)	*NAPA Tower	*Ground
124.05	127.8	CTAF 118.7	121.7

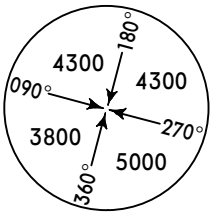
BRIEFING STRIP

LOC IAPC	Final Apch Crs	CIKPI	ILS DA(H)	Apt Elev 36′
111.3	006°	1800′ (1783′)	217′ (200′)	TDZE 17′

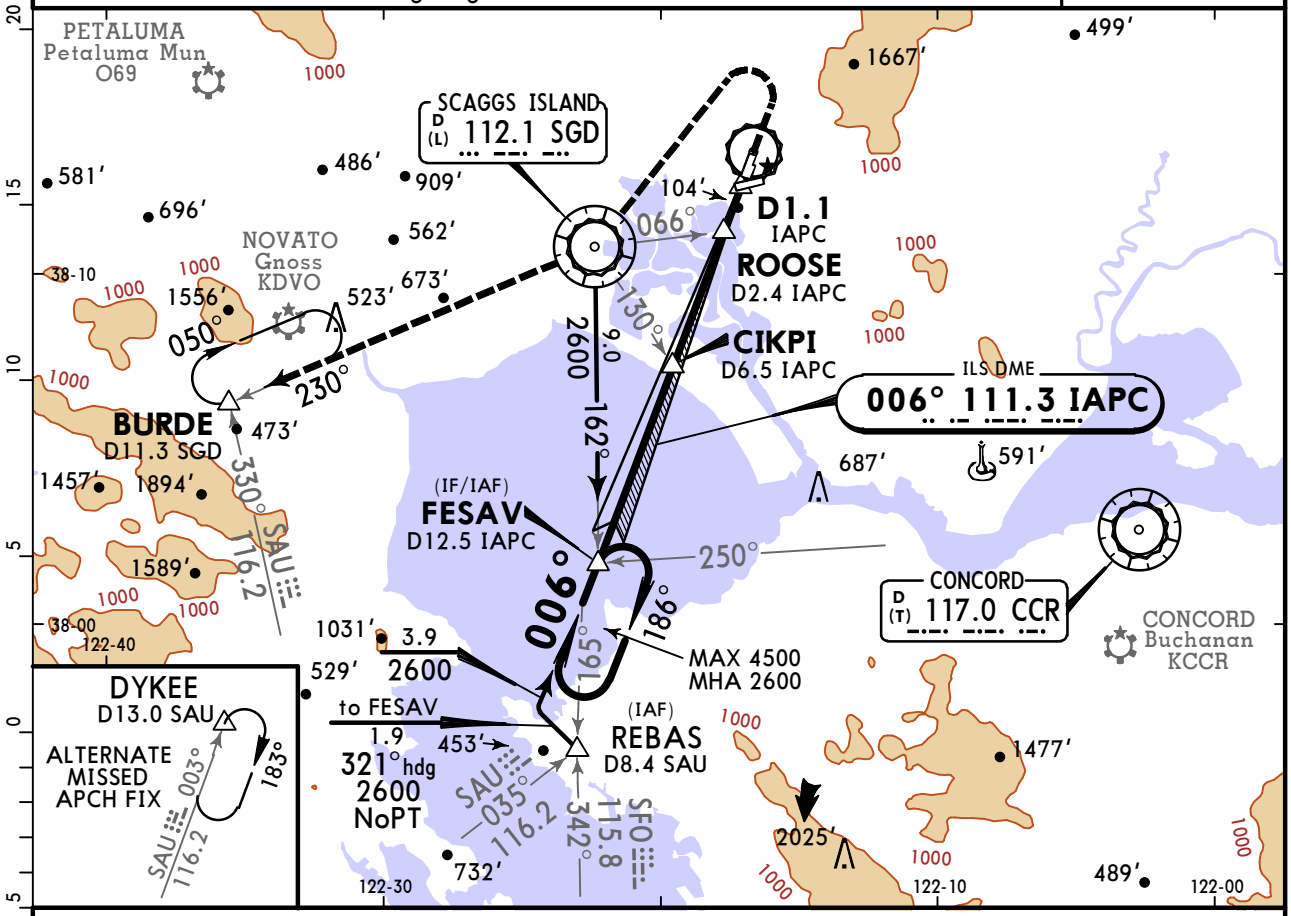
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3200′ direct SGD VOR then outbound on SGD VOR R-230 to BURDE INT/D11.3 SGD and hold, continue climb-in-hold to 3200′.

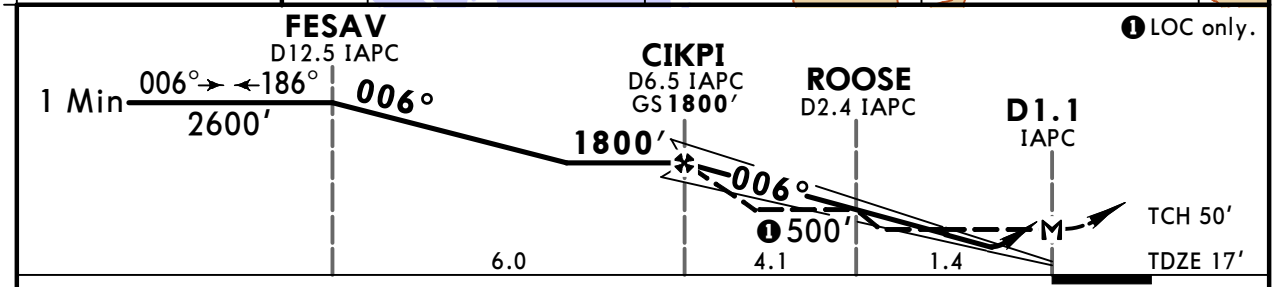
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Circling Rwy 6 not authorized at night. 2. Autopilot coupled approach not authorized below 530′. 3. Pilot controlled lighting 118.7.



MSA SGD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 IAPC or CIKPI to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALS | 500′ | 3200′ LT | D | SGD 112.1

TERPS STRAIGHT-IN LANDING RWY 1L

	ILS DA(H) 217′ (200′)		LOC (GS out) MDA(H) 360′ (343′) 1 With ROOSE		LOC (GS out) MDA(H) 500′ (483′) Without ROOSE	
	FULL	ALS out		ALS out		ALS out
A	3/4		3/4	1	3/4	1 1/4
B						
C					1 1/8	1 5/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2 600′ (564′) -1
120	2 680′ (644′) -1
140	2 1280′ (1244′) -3
165	3 1300′ (1264′) -3

1 Dual VOR receivers or DME required. 2 Not authorized NE of Rwys 19R and 24. 3 Not authorized E of Rwy 19L-1R.

TERPS AMEND 1 10 OCT 2019

CHANGES: Note modified.

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KAPC/APC
NAPA CO

JEPPESEN
2 SEP 22 (12-1)

NAPA, CALIF
RNAV (GPS) Rwy 6

ATIS (ASOS when Twr inop)	OAKLAND Center (R)	*NAPA Tower	*Ground
124.05	127.8	CTAF 118.7	121.7

RNAV	Final Apch Crs	CEBAN	LNAV MDA(H)	Apt Elev 36′
	062°	1700′ (1679′)	480′ (459′)	TDZE 21′

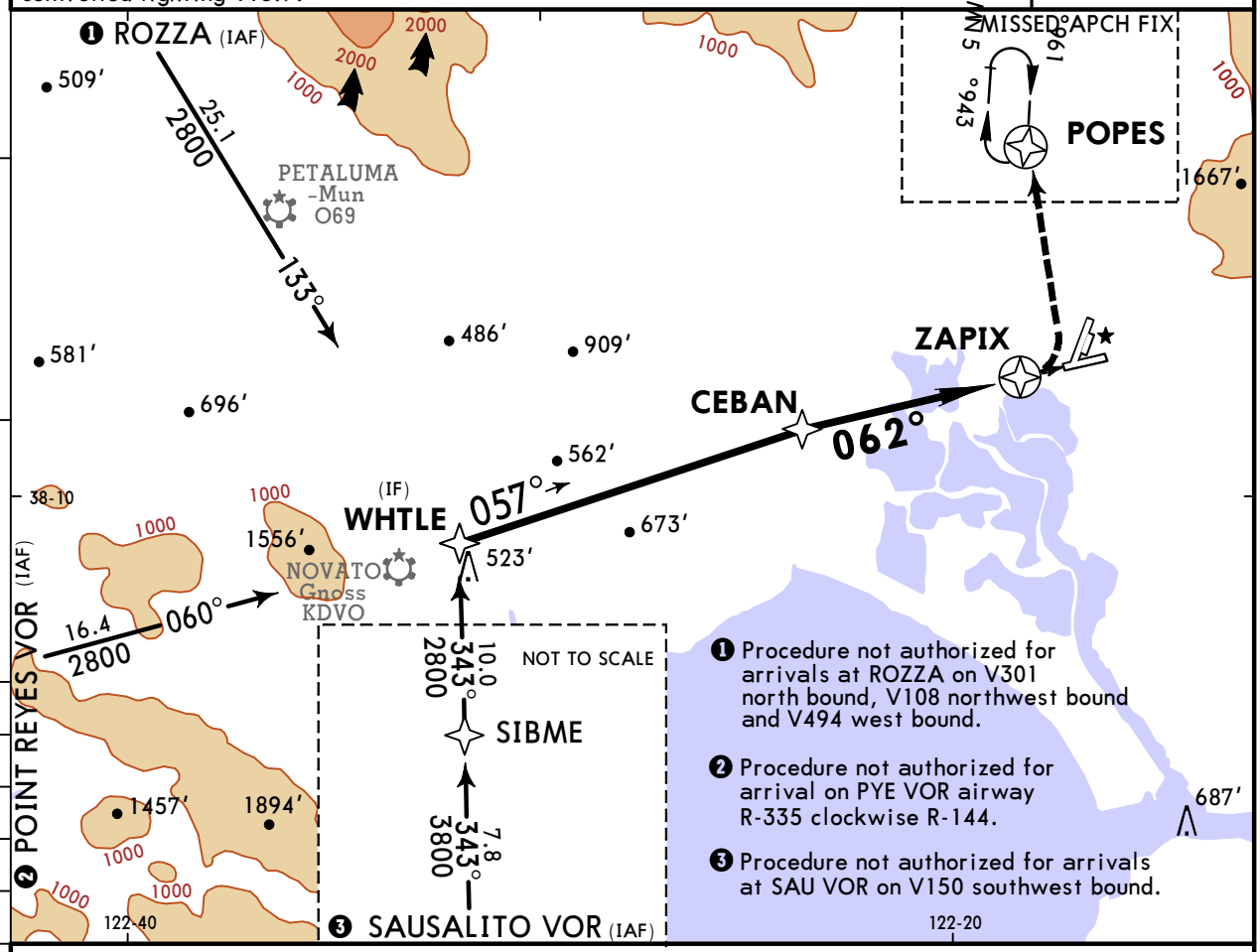
MISSED APCH: Climbing LEFT turn to 5000′ direct POPES and hold, continue climb-in-hold to 5000′.

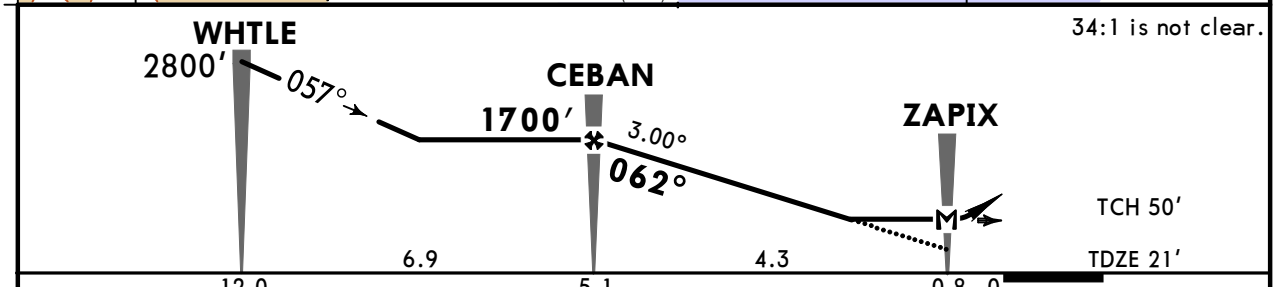
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Rwy 6 helicopter visibility reduction below 3/4 SM not authorized. 2. Pilot controlled lighting 118.7.

5000
MSA ZAPIX

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at ZAPIX						

REIL | 5000′ LT | D | POPES

TERPS

STRAIGHT-IN LANDING RWY 6 LNAV

Missed apch requires mim climb of 410′/NM to 2200′

	MDA(H) 480′ (459′)	MDA(H) 1340′ (1319′)
A	1	1¼
B		1½
C	1⅜	3
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1 1340′ (1304′) - 1¼
120	1 1340′ (1304′) - 1½
140	1 1340′ (1304′) -3
165	2 1340′ (1304′) -3

1 Not authorized east of Rwy 19R and northwest of Rwy 24. 2 Not authorized east of Rwy 19L-1R.

TERPS AMEND 3 24 MAR 2022

CHANGES: Topo.

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KAPC/APC
NAPA CO

JEPPESEN
2 SEP 22 (12-2)

NAPA, CALIF
RNAV (GPS) Z Rwy 1L

ATIS (ASOS when Twr inop)	OAKLAND Center (R)	*NAPA Tower	*Ground
124.05	127.8	CTAF 118.7	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	CIKPI	LPV DA(H)	Apt Elev 36′
Ch 40313 W-01B	006°	1800′ (1783′)	217′ (200′)	TDZE 17′

MISSED APCH: Climb to 5000′ direct CIVDA and on track 326° to POPES and hold, continue climb-in-hold to 5000′.

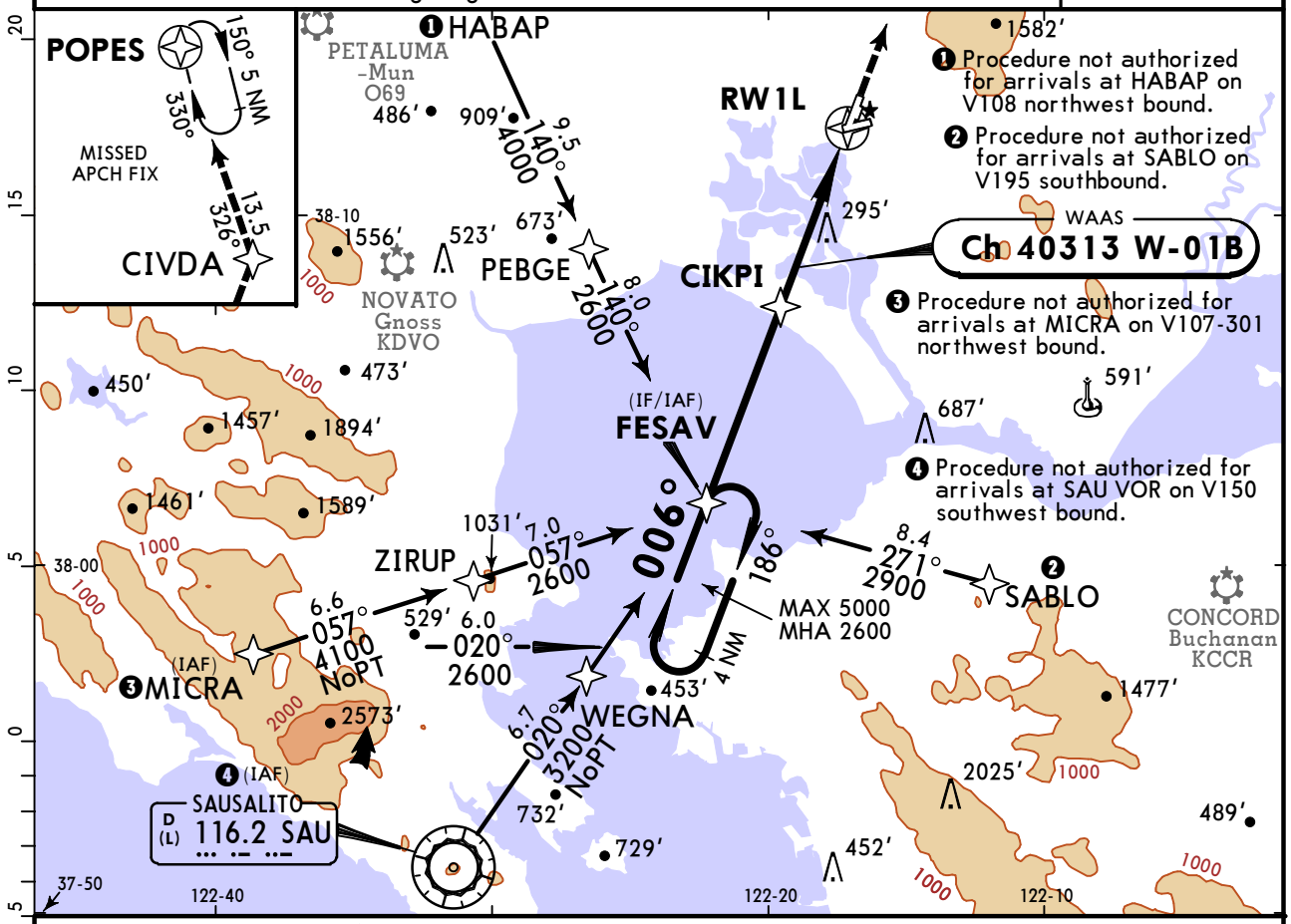
Missed approach requires minimum climb of 420′/NM to 2200′. If unable to meet climb gradient see RNAV (GPS) Y Rwy 1L.

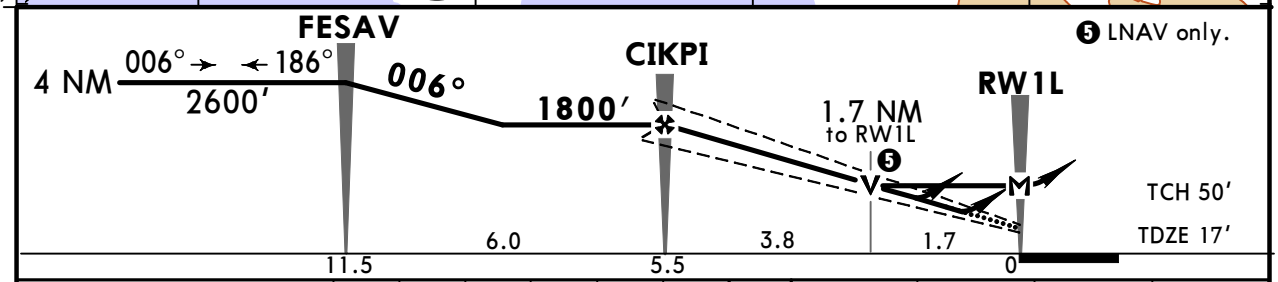
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C or above 54°C. 2. Pilot controlled lighting 118.7.

5000

MSA RW1L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW1L							

MALS | 5000′ | D | CIVDA

TERPS

STRAIGHT-IN LANDING RWY 1L

	LPV DA(H) 217′ (200′)		LNAV/VNAV DA(H) 330′ (313′)		LNAV MDA(H) 560′ (543′)	
		ALS out		ALS out		ALS out
A	3/4		3/4	7/8	3/4	1 1/4
B						
C					1 3/8	1 7/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
A	NA
B	
C	
D	

TERPS AMEND 2A 10 OCT 2019

CHANGES: Note, topo.

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KAPC/APC
NAPA CO

JEPPESEN
4 OCT 19
Eff 10 Oct
12-3

NAPA, CALIF
RNAV (GPS) Y Rwy 1L

ATIS (ASOS when Twr inop)	OAKLAND Center (R)	*NAPA Tower	*Ground
124.05	127.8	CTAF 118.7	121.7

BRIEFING STRIP ™

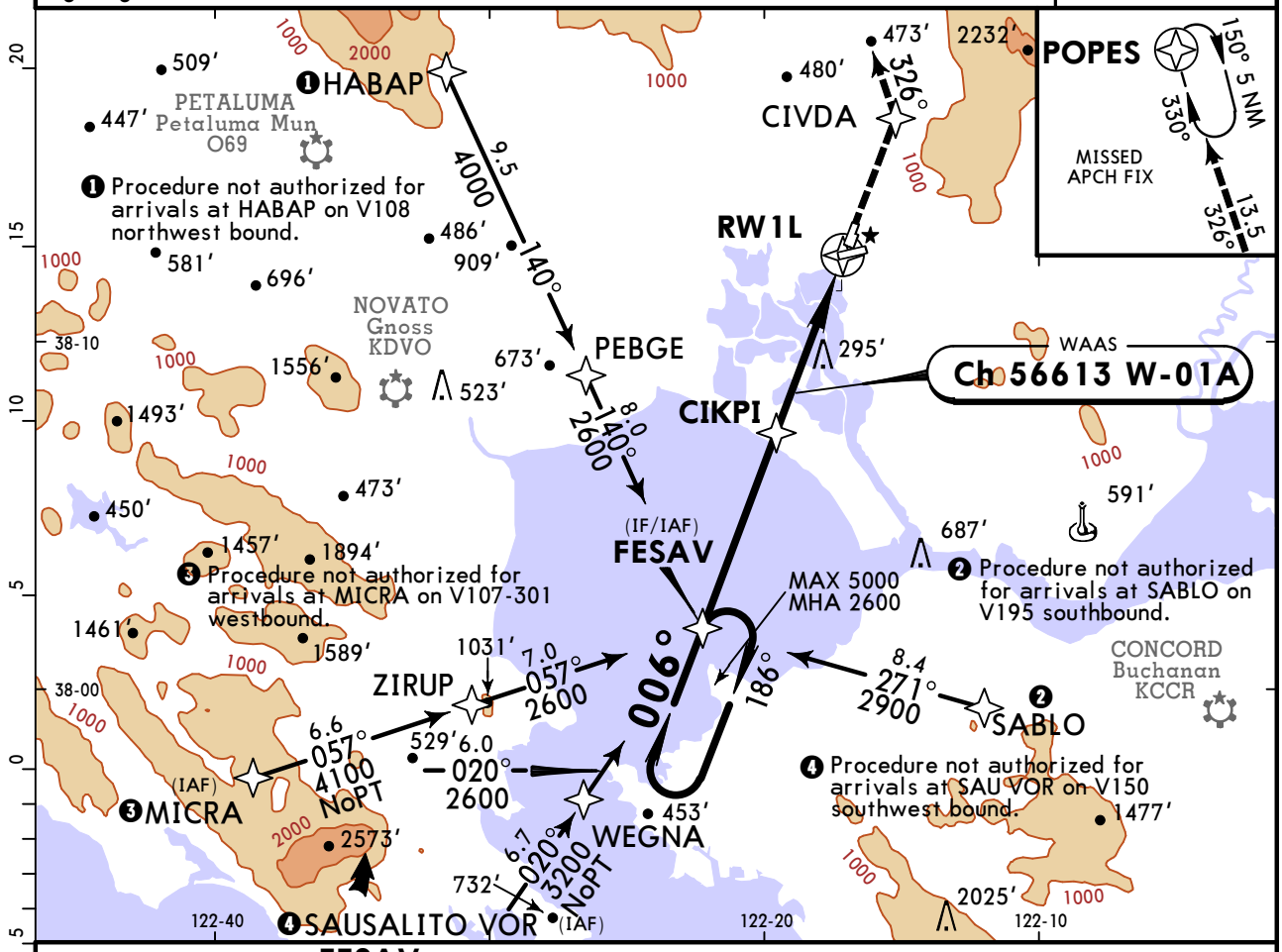
WAAS	Final Apch Crs	CIKPI	LNAV/VNAV DA(H)	Apt Elev 36′
Ch 56613 W-01A	006°	1800′ (1783′)	1051′ (1034′)	TDZE 17′

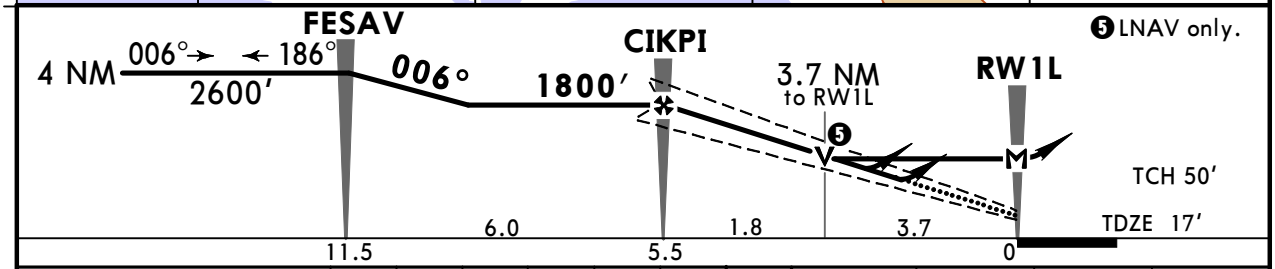
MISSED APCH: Climb to 5000′ direct CIVDA and on track 326° to POPES and hold, continue climb-in-hold to 5000′.

RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1.Circling Rwy 6 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C or above 54°C. 3. Pilot controlled lighting 118.7.

5000
MSA RW1L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW1L							

MALS
5000′
D
CIVDA

TERPS

STRAIGHT-IN LANDING RWY 1L

	LPV DA(H) 1252′ (1235′) ALS out	LNAV/VNAV DA(H) 1051′ (1034′) ALS out	LNAV MDA(H) 1260′ (1243′) ALS out
A	5	4	1 / 1½
B			1¼ / 1¾
C			3
D			

CIRCLE-TO-LAND

Cat	Max Kts	MDA(H)
C	90	1 1260′ (1224′) - 1¼
	120	1 1260′ (1224′) - 1½
	140	1 1280′ (1244′) -3
	165	2 1300′ (1264′) -3

1 Not authorized northeast of Rwys 19R and 24. 2 Not authorized east of Rwy 19L-1R.

TERPS AMEND 3 10 OCT 2019

CHANGES: Procedure.

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KAPC/APC
NAPA CO

JEPPESEN
30 AUG 24
Eff 5 Sep
12-4

NAPA, CALIF
RNAV (GPS) Rwy 19R

ATIS (ASOS when Twr Inop)	OAKLAND Center (R)	*NAPA Tower	*Ground
124.05	127.8	CTAF 118.7	121.7

BRIEFING STRIP™

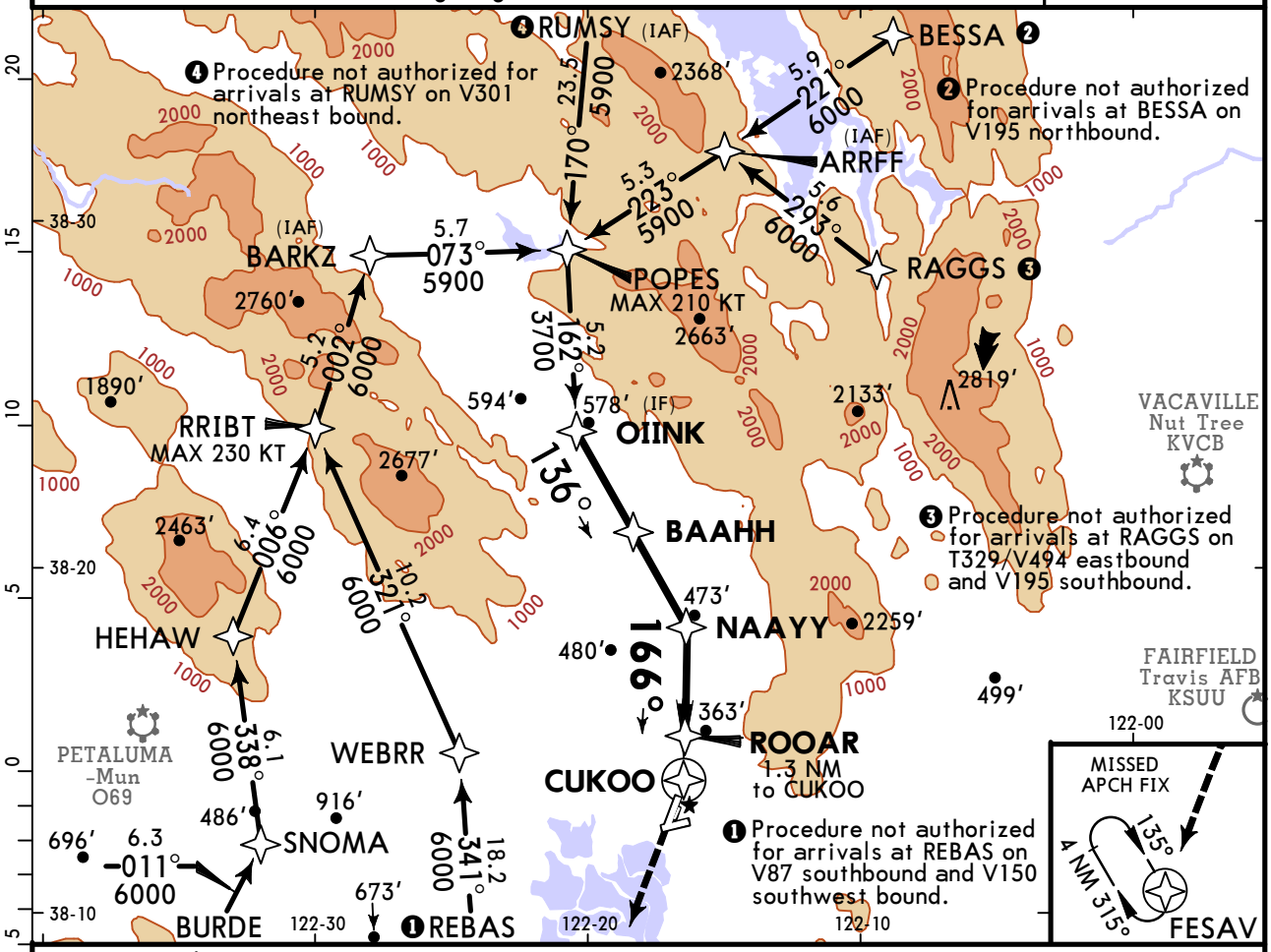
RNAV	Final Apch Crs	NAAYY	MDA(H)	Apt Elev 36′ TDZE 30′
	166°	1900′ (1870′)	680′ (650′)	

MISSED APCH: Climb to 700′ then climbing RIGHT turn to 3000′ direct FESAV and hold.

RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. Rwy 19R helicopter visibility reduction below 3/4 SM not authorized. 2. VGSI and descent angles not coincident (VGSI angle 3.25°/TCH 52′). 3. Final approach course offset 20.0°. 4. Pilot controlled lighting 118.7.

5100
MSA CUKOO



34:1 is not clear.

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at CUKOO						

PAPI-L | 700′ | 3000′ RT | D | FESAV

TERPS STRAIGHT-IN LANDING RWY **19R**

LNAV

MDA(H) **680′ (650′)**

A	1
B	
C	1⅞
D	

1 2 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (644′)-1
120	
140	1280′ (1244′)-3
165	1300′ (1264′)-3

1 Circling CATS A/B/C not authorized east of Rwy 19R and northwest of Rwy 24.
2 Circling CAT D not authorized east of Rwy 19L-1R.

TERPS ORIG 5 SEP 2024

CHANGES: New procedure.

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KAPC/APC
NAPA CO

JEPPESEN
2 AUG 24 (13-1)

NAPA, ~~CALIF~~
VOR Rwy 6

ATIS (ASOS when Twr inop)	OAKLAND Center (R)	*NAPA Tower	*Ground
124.05	127.8	CTAF 118.7	121.7

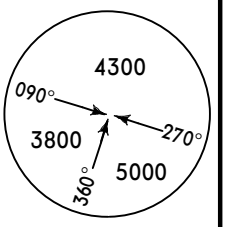
BRIEFING STRIP ™

VOR SGD	Final Apch Crs	VOR	MDA(H)	Apt Elev 36′
112.1	050°	1600′(1579′)	1080′(1059′)	TDZE 21′

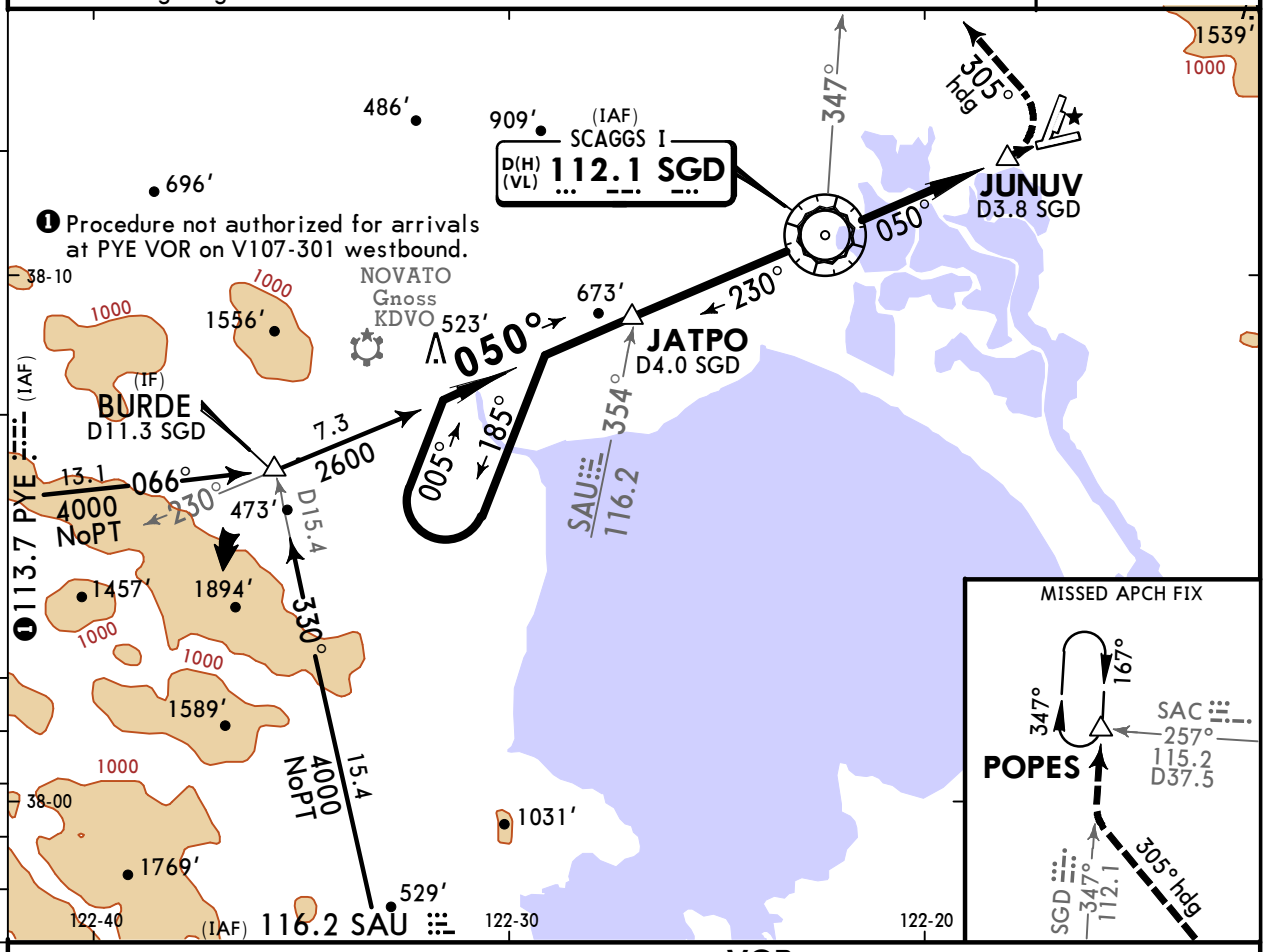
MISSED APCH: Climbing LEFT turn to 7000′ on heading 305° and outbound on SGD VOR R-347 to POPES INT and hold, continue climb-in-hold to 7000′.

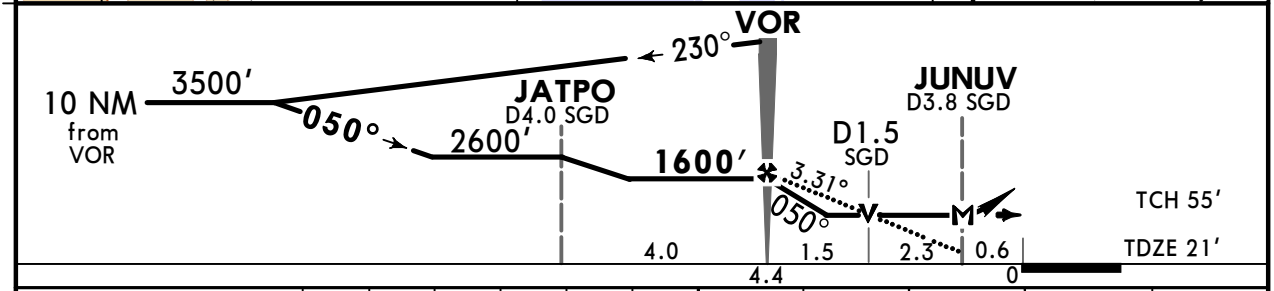
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Rwy 6 helicopter visibility reduction below 3/4 SM not authorized. 2. Pilot controlled lighting 118.7.



MSA SGD VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.31°	410	527	586	703	820	937
MAP at JUNUV/D3.8 SGD or VOR to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

REIL | 7000′ LT on 305° hdg and SGD 112.1 R-347 | POPES

TERPS STRAIGHT-IN LANDING RWY 6

MDA(H) 1080′(1059′)

A	1¼
B	1½
C	3
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1 1080′(1044′) -1¼
120	1 1080′(1044′) -1½
140	1 1280′(1244′) -3
165	2 1300′(1264′) -3

1 Not authorized east of Rwy 19R and northwest of Rwy 24. 2 Not authorized east of Rwy 19L-1R.

TERPS AMEND 15 24 MAR 2022

CHANGES: Missed approach depiction.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NAPA, CA (NAPA CO - KAPC)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAPC

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.