

WAAS CH <b>40313</b> <b>W01B</b>	APP CRS <b>006°</b>	Rwy Idg <b>5930</b> TDZE <b>17</b> Apt Elev <b>36</b>
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RNAV (GPS) Z RWY 1L  
NAPA COUNTY (APC)

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RNP APCH.

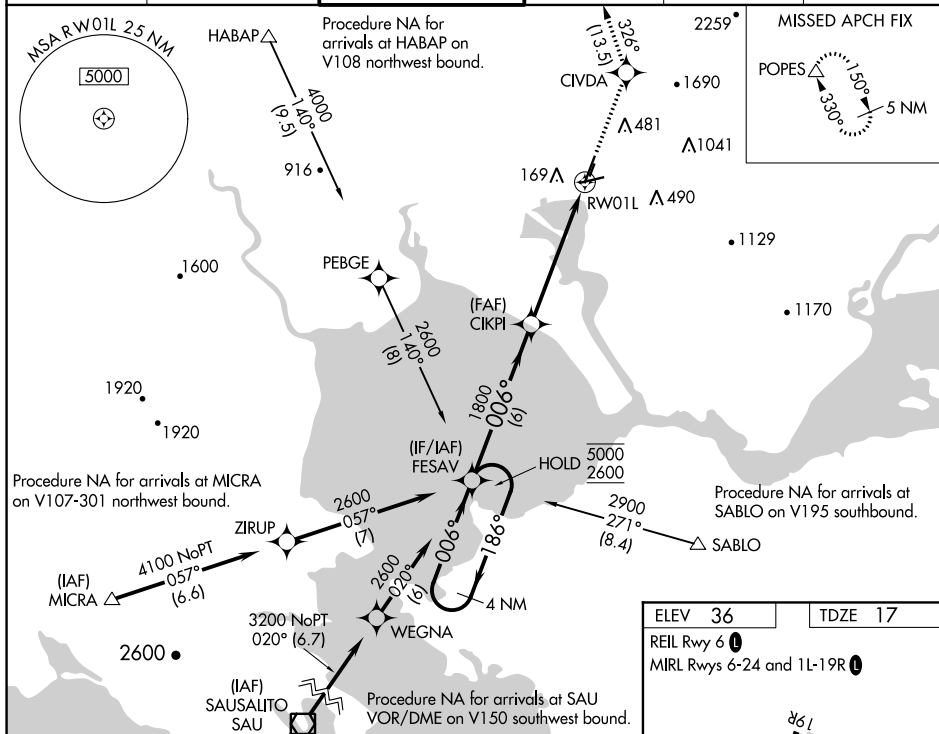
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Inop table does not apply to LPV minimums. For inop ALS, increase visibility LNAV/VNAV to ½ SM. Missed approach requires minimum climb of 420 feet per NM to 2200. If unable to meet climb gradient see RNAV (GPS) Y RWY 1L.

MALS



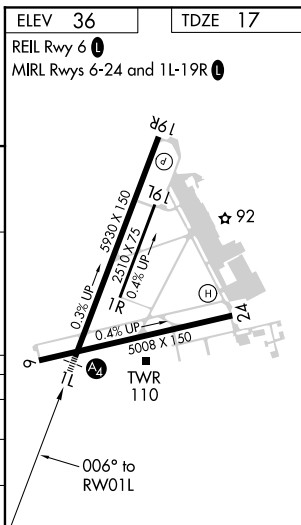
**MISSED APPROACH:** Climb to 5000 direct CIVDA and on track 326° to POPES and hold, continue climb-in-hold to 5000.

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 127.85	UNICOM 122.95
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The diagram illustrates the FESAV instrument approach procedure. It begins at an altitude of 5000 feet, where a holding pattern is established. The initial descent is at a heading of 186°, followed by a turn to 006°. The procedure continues along the 006° heading until reaching the 1800-foot altitude. At this point, there is a crossing point labeled CIKPI. The distance from the start of the descent to CIKPI is 6 NM. From CIKPI, the procedure continues on a new heading until reaching the RW01L runway threshold, which is 1.7 NM away. The total distance from the start of the descent to the runway threshold is 7.7 NM. A note indicates a 1.7 NM offset to RW01L. The final segment of the approach is a 1.7 NM straight-in descent to the runway.

CATEGORY	A	B	C	D
LPV DA		217- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
LNAV/VNAV DA		330- $\frac{3}{4}$	313 (300- $\frac{3}{4}$ )	
LNAV MDA	560- $\frac{3}{4}$	543 (600- $\frac{3}{4}$ )	560-1 $\frac{3}{8}$	543 (600-1 $\frac{3}{8}$ )



RNAV (GPS) Z RWY 1L

SW-2, 03 DEC 2020 to 31 DEC 2020

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