

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KIC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 11	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> KING CITY	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 374	<u>TDZE</u> 373	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 15E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1985
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
RANCK	IAF	KWSKY		TF	FB	1.00	204.81	16.51	4900
FEARS	IAF	KWSKY		TF	FB	1.00	126.87	4.00	4900
KWSKY	IF	CURFE		TF	FB	1.00	121.21	5.98	3000
CURFE	FAF	FEDUN/2.41 NM FROM RW11		TF	FB	0.30	115.48	4.52	
FEDUN/2.41 NM FROM RW11		RW11	MAP	TF	FO	0.30	115.48	2.41	
RW11	MAP	1100 MSL		CA			115.48		1100
1100 MSL		KILTS		DF	FO	1.00			3900

MISSED APPROACH

MAP:

LP: RW11
LNAV: RW11

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3900 DIRECT KILTS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT KWSKY
- FAC: 115.48 FAF: CURFE DIST FAF TO MAP: 6.93 DIST FAF TO THLD: 6.93
- MIN ALT: KWSKY 4900, CURFE 3000, FEDUN/2.41 NM FROM RW11 1320
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT:
- MIN GP INCPT: GP ALT AT FAF: OM: MM: IM:
- GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH:
- MSA FROM: RW11 7100



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 11 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: CHART NOTE: USE MRY ALTIMETER SETTING; WHEN NOT RECEIVED, USE SNS ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET

ADDITIONAL FLIGHT DATA:

CHART: MRY ASOS
CURFE TO RW11: 3.50/55
HOLD SE, RT, 303.40 INBOUND.
CHART FAS OBST: 480 BUILDING (06-088295) 361341N/1210741W, 405 POLE (06-031622) 361354N/1210743W.
WAAS CHANNEL # 53544
REFERENCE PATH ID: W11A
LTP HAE: 79.1 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LP MDA	780	1	407	780	1	407	780	1 1/8	407		NA				
LNAV MDA	860	1	487	860	1	487	860	1 3/8	487		NA				

CHANGES - REASONS

07/30/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/08/2022.
1. NOTES: CHANGE CHART NOTE FROM USE KING CITY ALTIMETER SETTING, WHEN NOT RECEIVED, USE SALINAS MUNI ALTIMETER SETTING AND INCREASE ALL MDA 140 FT. INCREASE VISIBILITY LP CAT C 1/4 SM, AND LNAV CAT C 3/8 SM TO USE MRY ALTIMETER SETTING; WHEN NOT RECEIVED, USE SNS ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET.
2. ADDITIONAL FLIGHT DATA: CHANGE CHART FROM MEE MEML HOSPITAL AWOS TO MRY ASOS.
3. MINIMUMS: LP CHANGED FROM MDA/HAT 660/287 ALL CATS TO 780/407 ALL CATS AND CAT C VIS CHANGED FROM 1 TO 1 1/8.
4. MINIMUMS: LNAV CHANGED FROM MDA/HAT 740/367 ALL CATS TO 860/487 ALL CATS AND VIS CHANGED CAT C 1 TO 1 3/8.
5. CHANGED MAPS TO REFLECT CURRENT OBSTRUCTIONS.

10/29/2024: THIS IS A CORRECTED COPY OF THE FORM DEVELOPED ON 09/08/2022.
1. PROFILE LINE 3: UPDATED "DIST FAF TO MAP" FROM 6.02 TO 6.93 AND "DIST FAF TO THLD" FROM 6.02 TO 6.93.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZOA, AIRPORT MANAGER, NCT.

FLIGHT CHECKED BY
KEVIN YI CHENG

Digitally signed by

ALLAN WILL

Oct 30, 2024

OFFICE

FIOG

DATE

10/02/2024

DEVELOPED BY
RICHARD CAMPBELL

Digitally signed by

ALLAN WILL

Oct 30, 2024

OFFICE

AJV-A423

DATE

07/30/2024

APPROVED BY
ALLAN WILL

Digitally signed by

ALLAN WILL

Oct 30, 2024

OFFICE

AJV-A423

DATE

11/21/2024

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD
OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA
0
0
KKIC
RW11
0
0
W11A
361357.1775N
1210737.4925W
+00791
361259.1695N
1210613.8195W
00055.0
F
03.50
106.75
1384
40.0
00.0

CRC REMAINDER
E32CA1B9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K2
+01127
+01127

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> KIC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 11	<u>AMDT NO.</u> ORIG	<u>CITY</u> KING CITY	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 374	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
RANCK

TO
KWSKY

RNP
1.00

DISTANCE
16.51

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (06-002014)	362751.00N/1211756.00W	1766	500	125	5E	1000				AT2668 SA-834 PR300	4900
TERRAIN	362657.00N/1211148.00W	3198 (3200)								AS1500	4700

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INITIAL

FROM
FEARS

TO
KWSKY

RNP
1.00

DISTANCE
4.00

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	362133.00N/1212112.00W	962	215	8	4B	1000				PR360 AT2501	4900
TERRAIN	362133.00N/1212112.00W	761 (800)								AS1500	2300

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



INTERMEDIATE

FROM

KWSKY

TO

CURFE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.98										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	362133.00N/1212112.00W	962	215	88	4E	500				PR250 DG1200 AC88	3000
TERRAIN	362115.00N/1212051.00W	738 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP

FROM

CURFE

TO

FEDUN/2.41 NM TO RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.52										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (06-160762)	361628.23N/1211129.72W	757	500	125	5E	250				AC125 RA132 XL47	1320

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP STEPDOWN

FROM

FEDUN/2.41 NM FROM RW11

TO

RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.41		RW11		407						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
POLE (06-031622)	361354.35N/1210742.72W	405	20	3	1A	250				RA112	780

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CURFE

TO

FEDUN/2.41 NM FROM RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.52										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (06-160762)	361628.23N/1211129.72W	757	500	125	5E	250				AC125 RA132 XL47	1320

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

FEDUN/2.41 NM FROM RW11

TO

RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.41		RW11		487						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
BUILDING (06-088295)	361340.83N/1210740.88W	480	20	3	1A	250				RA112	860

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LP

FROM

RW11

TO

KILTS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							560				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3900
AAO	360048.00N/1204851.00W	1664	164	98	4E	1000					2700
TERRAIN	360324.00N/1205127.00W	1407 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW11

TO

KILTS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											640
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3900
AAO	360048.00N/1204851.00W	1664	164	98	4E	1000					2700
TERRAIN	360324.00N/1205127.00W	1407 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

RW11

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	360845.00N/1212509.00W	235	15.1	6044	215	8	4B	1000			7100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

KKIC CTAF, OAK FSS, OAK ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	MRY	24	MRY	41.37	Y	112
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	SNS	24	SNS	35.18	Y	123

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME KKIC 374 KMRY 257 RA = 111.7
RASS PRESSURE PATTERNS THE SAME KKIC 374 KSNS 74 RA = 122.9

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW11 - MIRL	BSC-F		
RW29 - REIL, MIRL, PAPI-2L	BSC-F		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.50	369.6	55.0				

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	R11
20:1	
378 FENCE (06-192983) 361400.03N/1210738.02W (7.38)	378 FENCE (06-192576) 361400.23N/1210738.29W (5.89)
372 TERRAIN (06-192668) 361357.18N/1210741.21W (0.82)	376 TREE (06-105439) 361357.68N/1210742.13W (0.31)
FINAL TYPE	R11
34:1	
376 TREE (06-192832) 361359.88N/1210739.98W (2.5)	376 TERRAIN (06-133486) 361400.53N/1210739.44W (2.24)

PENETRATIONS REMARKS:



AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KIC	RNAV (GPS) RWY 11	ORIG	KING CITY	CA	374	RNAV

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1 SURFACE.

PART D: AIRSPACE

DOCKET #21-AWP-28

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	1.61
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	130.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	4.74
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	130.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD COORDINATES (IF STR-IN)	361357.18N/1210737.49W
ARP COORDINATES	361342.80N/1210716.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 0.37 NM
FAF COORDINATES	361827.64N/1211408.39W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD CAMPBELL	AJV-A423	07/30/2024	AERONAUTICAL INFORMATION SPECIALIST

