

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 01/25/2024	APWS Task ID: A6451238518D405FAA60525EEEE35795	APWS Project ID: 51625D1ED5064C3CA579D9D08BFF7CFA
Procedure: STAR VNYRD ONE (RNAV), ORIG NAPA, CA KAPC		Enroute: YES	Specialist: Dugan, Joshua		Agreement Number:
Airport ID: KAPC			Airport City: NAPA		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ORIGINAL</div> <div>1 (EA) WAIVER: VARYING ALTITUDE ASSIGNMENTS PER ATC.</div> <div>CONTACT JOHN BORDY 405-954-0980 AJV-33</div> <div><div>5/13/24: THIS IS A CORRECTED OF THE FORM APPROVED ON 10/3/23. REMOVED CA35 FROM AIRPORTS SERVED, ADDED TO ADDITIONAL FLIGHT DATA.</div><div>J ZEDER 05/13/2024</div><div>QUALITY 16 CHECKED</div></div> <div><div>05/24/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/032023. ADDITIONAL FLIGHT DATA: REMOVED "AIPORT SERVED CA35 SAN RAFAEL CA", ADDED "CHART PRIVATE AIRPORT SERVED CA35".</div><div>J ZEDER 05/24/2024</div><div>QUALITY 16 CHECKED</div></div> <div><div>Digitally signed by ERIC N SUSKI May 24, 2024</div><div>09/25/2023</div><div>QUALITY 38 CHECKED</div><div>QUALITY 14 CHECKED</div></div>					

FIPC DME/DME FORM						
PROCEDURE: STAR VNYRD ONE (RNAV), ORIG NAPA, CA KAPC			AIRPORT NAME: NAPA COUNTY		AIRPORT ID: KAPC	SPECIAL CONTROL NO: SG-11-044-23
FAC ID: VNYRD1		CITY: NAPA			ST: CA	ORIG CHART DATE: 03/21/2024
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: A6451238518D405FAA60525EEEE35795		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; border-bottom: 1px solid black; width: 100%;"> YES NO </div> CPV COMPLETE?	
PROCEDURE RESULTS						
INSPECTION DATE: 04/08/2024	CREW #: VN235	N #: N72	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: thomas e molokie @ 04/08/2024 18:18			PRINTED NAME: MOLOKIE, THOMAS EDWARD			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Napa County, Napa CA, VNYRD ONE Arrival. Procedue satisfctoy for GNSS operations, DME/DME awaiting AFS/WAJR approval. This completes the check from 03/06/2024 N72. All MEAs below 15,000' MSL flown satisfactory IAW TI 8200.52A Ch 13 para 13-10. MOCAs verified SAT.						
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: mark a-ctr tellier @ 04/17/2024 16:59			PRINTED NAME: Mark A Tellier		
SPECIALIST REMARKS: All modeled DME's and ESV's were recorded by Flight Inspection and suitable for DME/DME/IRU operations.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM						
PROCEDURE: STAR VNYRD ONE (RNAV), ORIG NAPA, CA KAPC			AIRPORT NAME: NAPA COUNTY		AIRPORT ID: KAPC	SPECIAL CONTROL NO: SG-11-044-23
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PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
PROCEDURE RESULTS						
INSPECTION DATE: 04/08/2024	CREW #: VN235	N #: N72	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
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SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

NAPA, CALIFORNIA
NAPA COUNTY AIRPORT (KAPC)
VNYRD (RNAV) ARRIVAL

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Do not publish or code any altitudes on the procedure. Per 8260.3E, para 2-2-7e, Common route and runway transitions: Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Two new Standard Terminal Arrival Routes (STARs) will serve KAPC and multiple "Wine Country" (WNCO) satellite airports (CA35/KAPC/KDVO/KHES/KSTS/O69). ATC will control the descent of aircraft based on the destination and the associated procedures and traffic flows (SIDs, STARs, Airways, and Airports). Oakland Center (ZOA) will assign the appropriate STAR to WNCO arrivals (depending on Bay Area arrival configurations), followed by transfer of control to Northern California TRACON (NCT), followed by transfer of control back to ZOA in the vicinity of OAK/SFO VORs, with approach services to each WNCO airport handled by ZOA.

Altitude assignment on the Common Route portion of each STAR will vary according to landing airport and traffic volume. There is a need to cross KIMZY AT FL190 (RUSME and YOSEM transitions) and cross MISON AT FL200 (RGOOD transition) to ensure separation from other NCT arrival flows. The crossing restrictions are dictated by Letter of Agreement (LOA) to increase efficiency by reducing transmissions and tasks. Due to the dynamic nature of traffic flows, attempting to incorporate altitudes lower than FL190 results in significantly increased verbiage, as ZOA is then required to revise every arrival's altitude ("Descend via except maintain [altitude]"). ZOA and NCT jointly endeavor to avoid interfacility descend via modifications, which historically have led to confusion by flight crews, operational losses, TCAS alerts and other safety events, increased ATC workload, and decreased efficiency.

The STARs will rectify routing issues that have existed for many years. Notable increases in Part 121/135 operations to WNCO airports, paired with significant existing and increasing volume into Bay Area airports and the need to blend flows, have created intensive workload, complexity, and inefficiency issues. Existing remedies require time-consuming point-to-point routings, step-down descents in a busy enroute environment, and often, undesired early descents, to separate from existing traffic flows. The REBAS and VNYRD STARs will mitigate several of these issues provided they are not burdened with routine altitude revisions/exceptions.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

After passing KIMZY/MISON (FL190 or FL200 respectively), NCT will descend aircraft In Accordance With (IAW) Minimum IFR Altitudes (MIAs), Minimum Vectoring Altitudes (MVAs), and Minimum Enroute Altitudes (MEAs) to ensure deconfliction from their traffic flows (primarily Bay Area arrivals/departures) and IAW with LOA and Standard Operating Procedures (SOP) requirements. Once arrivals are properly sequenced, separated, and descended, NCT will handoff aircraft to ZOA. ZOA will vector and descend WNCO arrivals as traffic and conditions dictate, and dependent on the specific arrival airport/landing configuration.

The REBAS and VNYRD STARs will serve multiple airports within a sizable radius (the two busiest airports served, KSTS and KAPC, are 31 NM apart). As the altitudes assigned will vary, one specific terminus altitude would create new issues likely as vexatious as the existing ones. The STARs are designed to separate laterally from existing Bay Area SID/STAR flows and allow for ZOA to vector (at end of Common Route) based on the arrival airport and runway/approach in use. Application of the new procedures combined with the LOA/SOP requirements provides an equivalent level of safety.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios, differing aircraft performance characteristics, and airports of intended landing and creates pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZOA
NCT

7. SUBMITTED BY:

DATE **OFFICE IDENTIFICATION** **TITLE**

10/03/2023 AJV-A33

SIGNATURE

Digitally signed by

JOHN BORDY

Oct 03, 2023

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

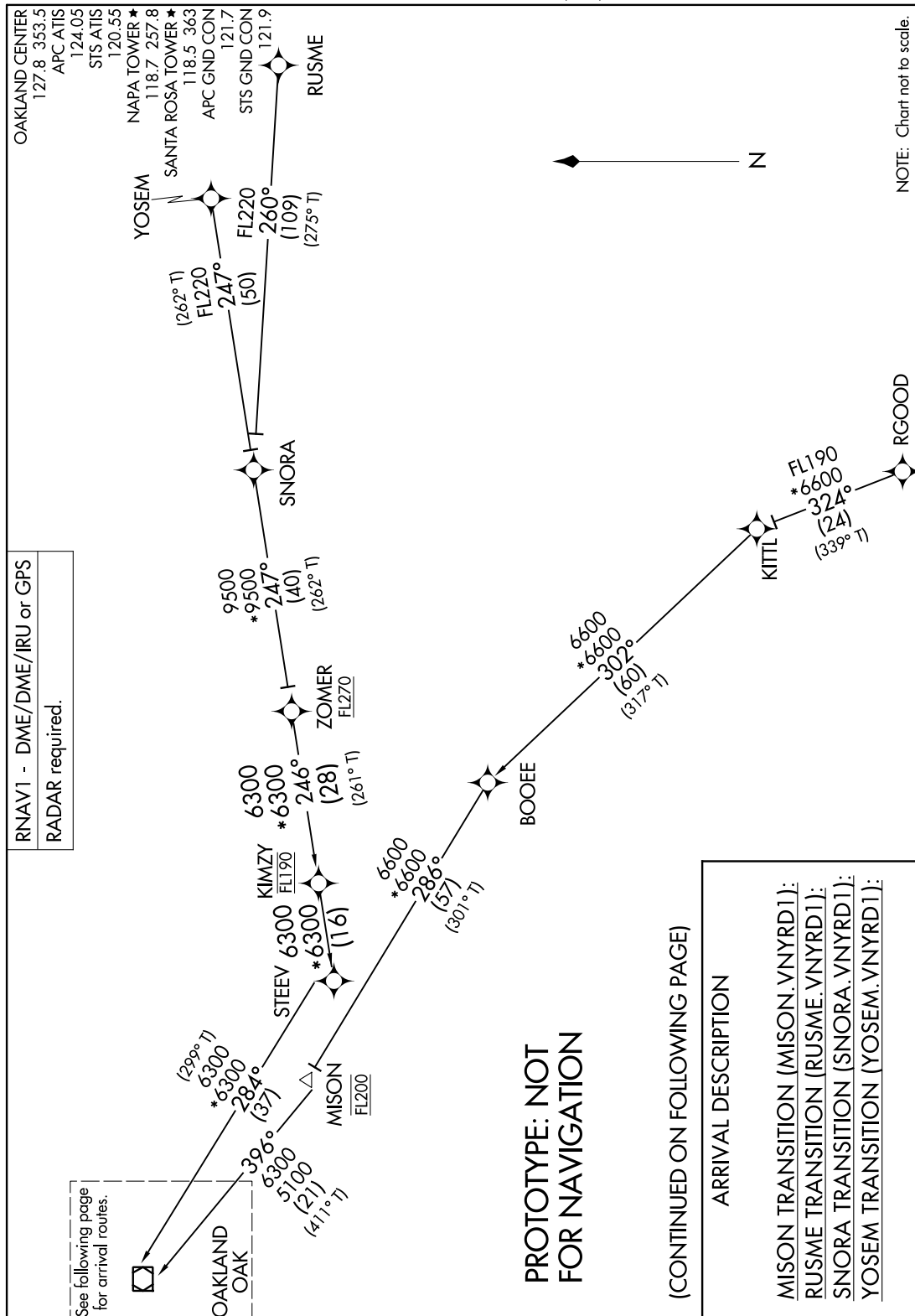
(OAK.VNYRD1) FIG

VNYRD ARRIVAL (RNAV) Transition Routes

AL-281 (FAA)

NAPA, CALIFORNIA (APC)

NAPA, CALIFORNIA



VNYRD ARRIVAL (RNAV) Transition Routes

(OAK.VNYRD1) FIG

NAPA, CALIFORNIA

NAPA, CALIFORNIA (APC)

AUTOMATED AL-281 VNYRD ARRIVAL (RNAV)

SW-2
25 AUG 2023
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

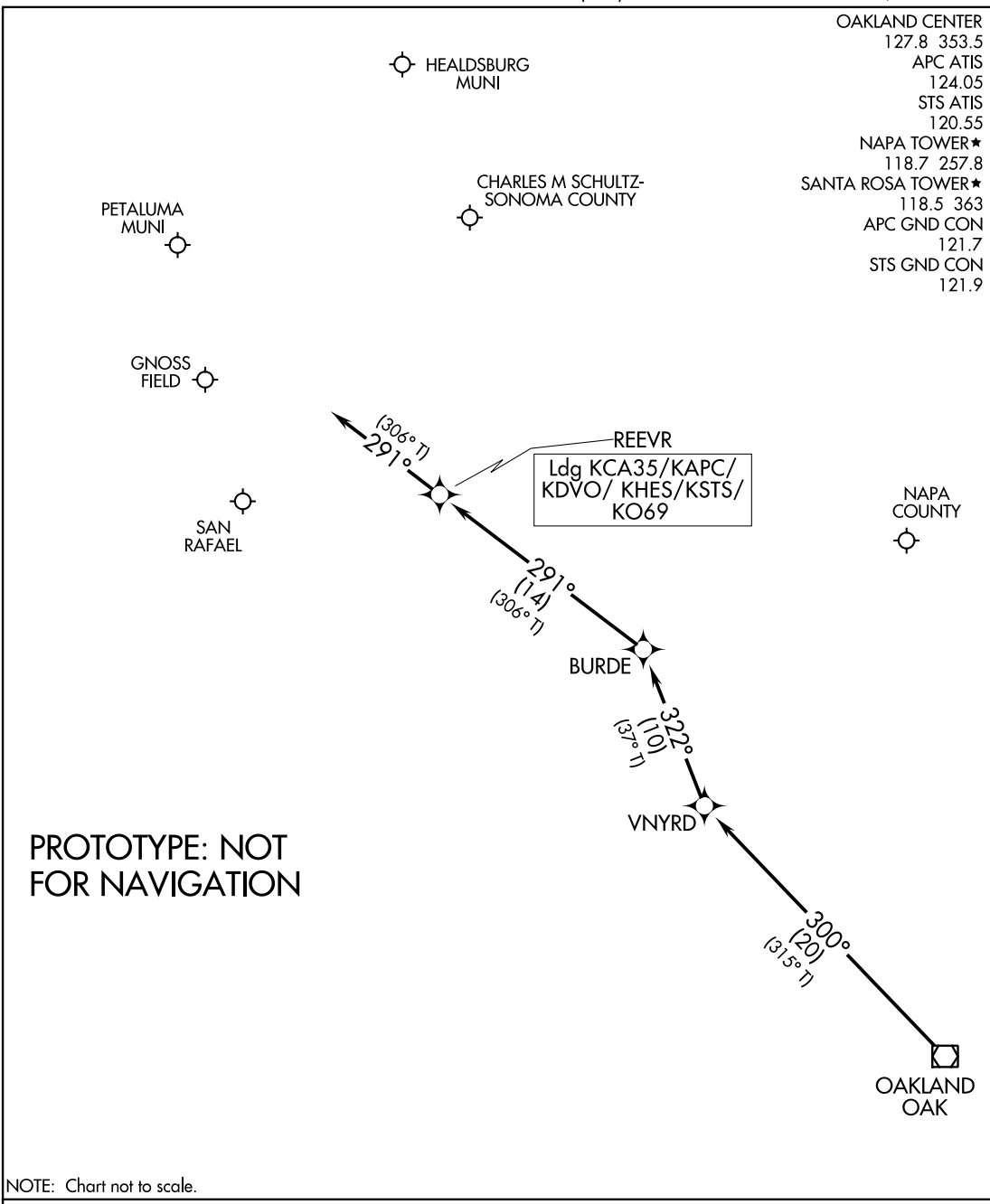
(OAK.VNYRD1) FIG

VNYRD ARRIVAL(RNAV) Arrival Routes

AL-281 (FAA)

NAPA, CALIFORNIA (APC)

NAPA, CALIFORNIA



ARRIVAL DESCRIPTION

Landing ALL AIRPORTS: From over OAK VOR/DME on track 300° to VNYRD, then on track 322° to BURDE, then on track 291° to REEVR.

Expect RADAR vectors to final approach course.

VNYRD ARRIVAL(RNAV) Arrival Routes

(OAK.VNYRD1) FIG

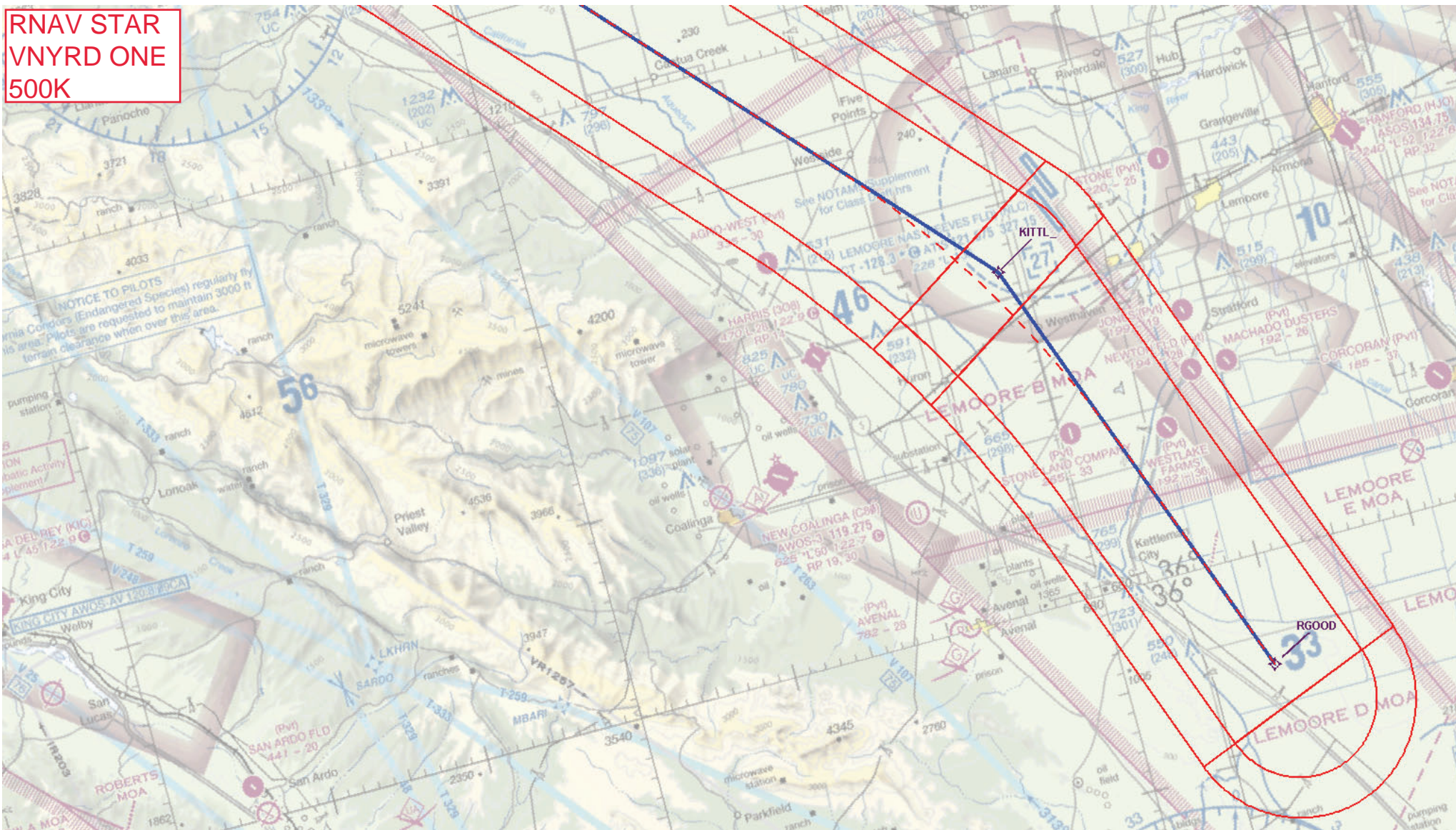
NAPA, CALIFORNIA

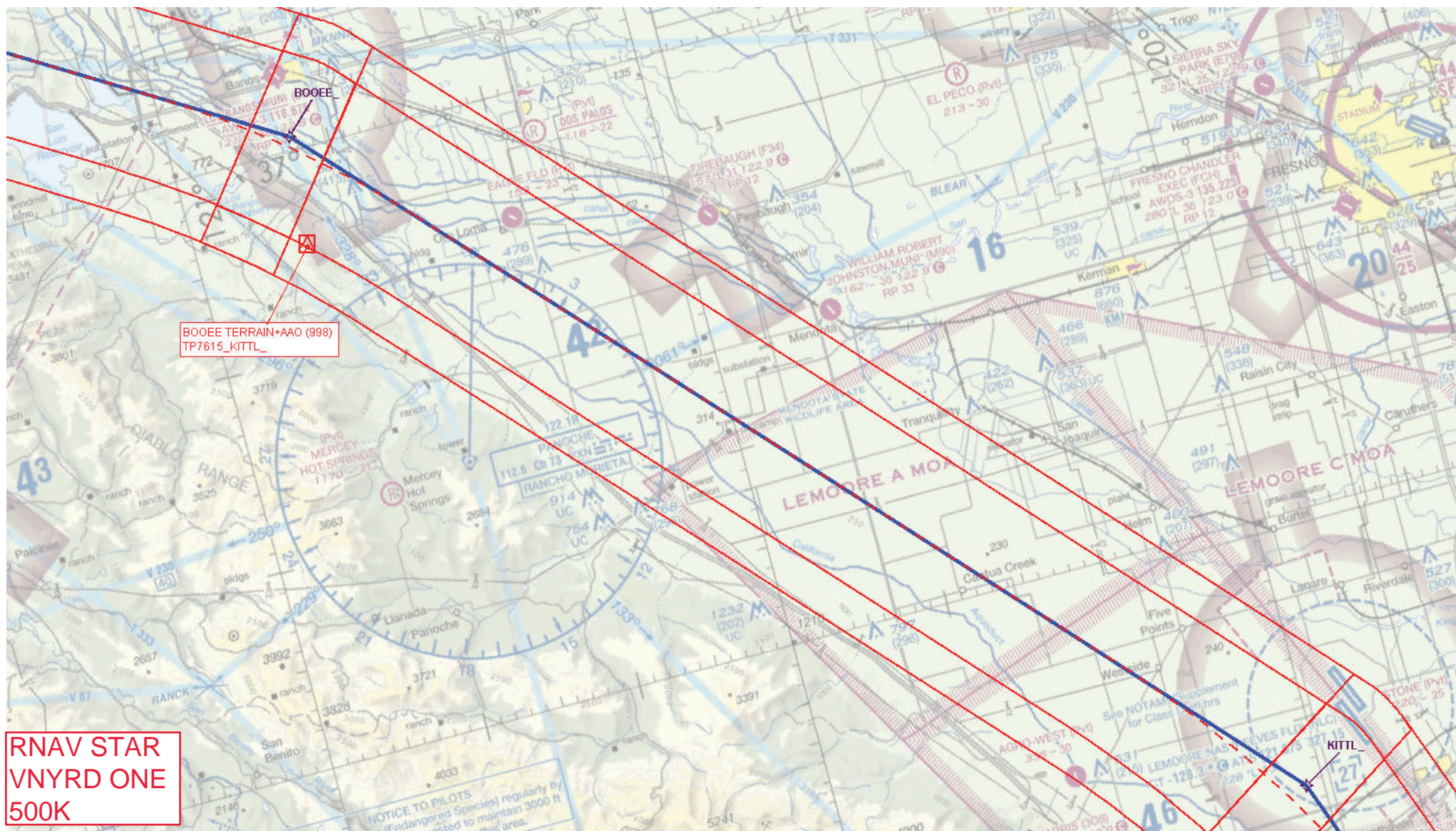
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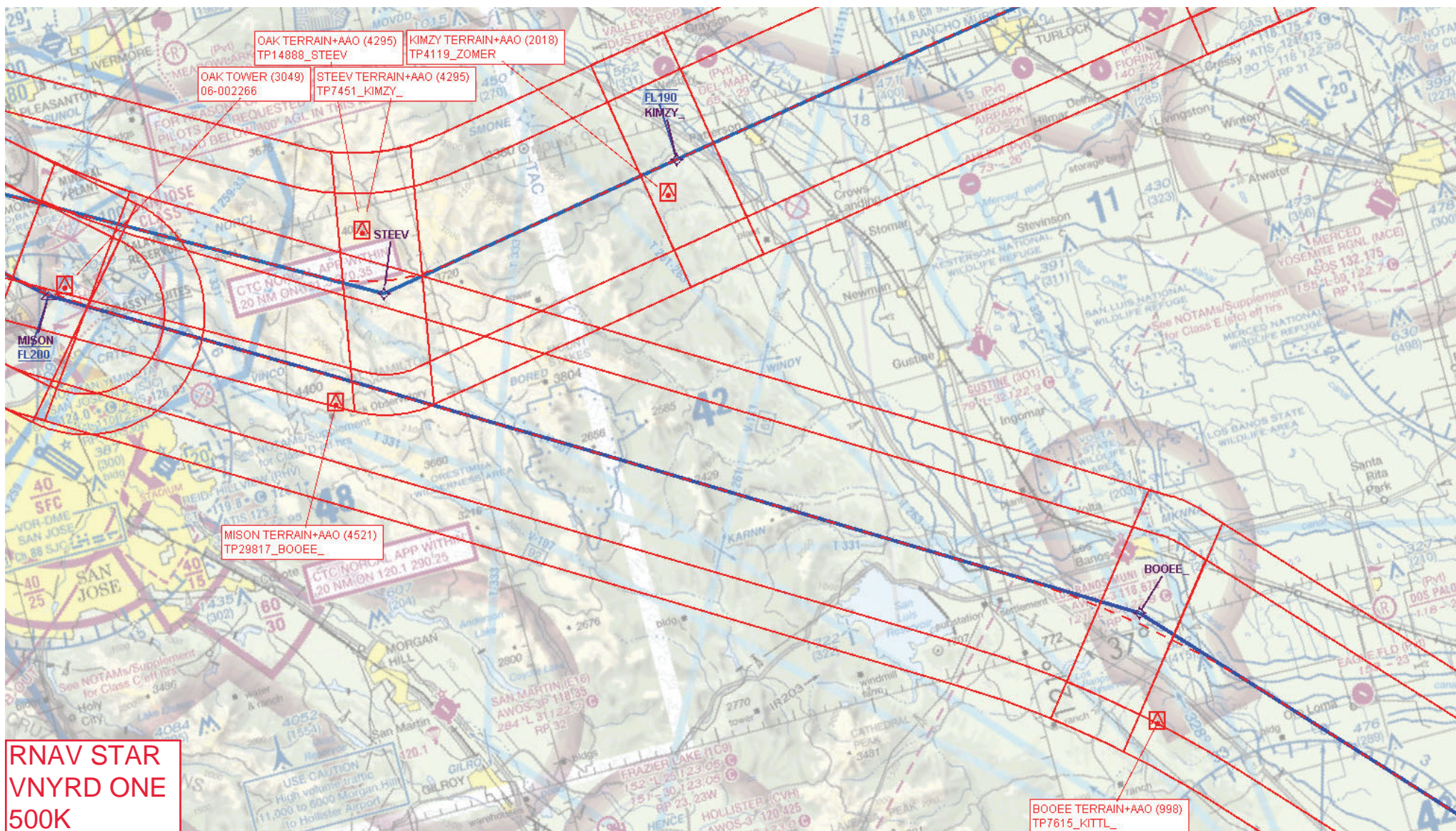
AUTOMATED AL-281 VNYRD ARRIVAL (RNAV) (CONT.)

SW-2
25 AUG 2023
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

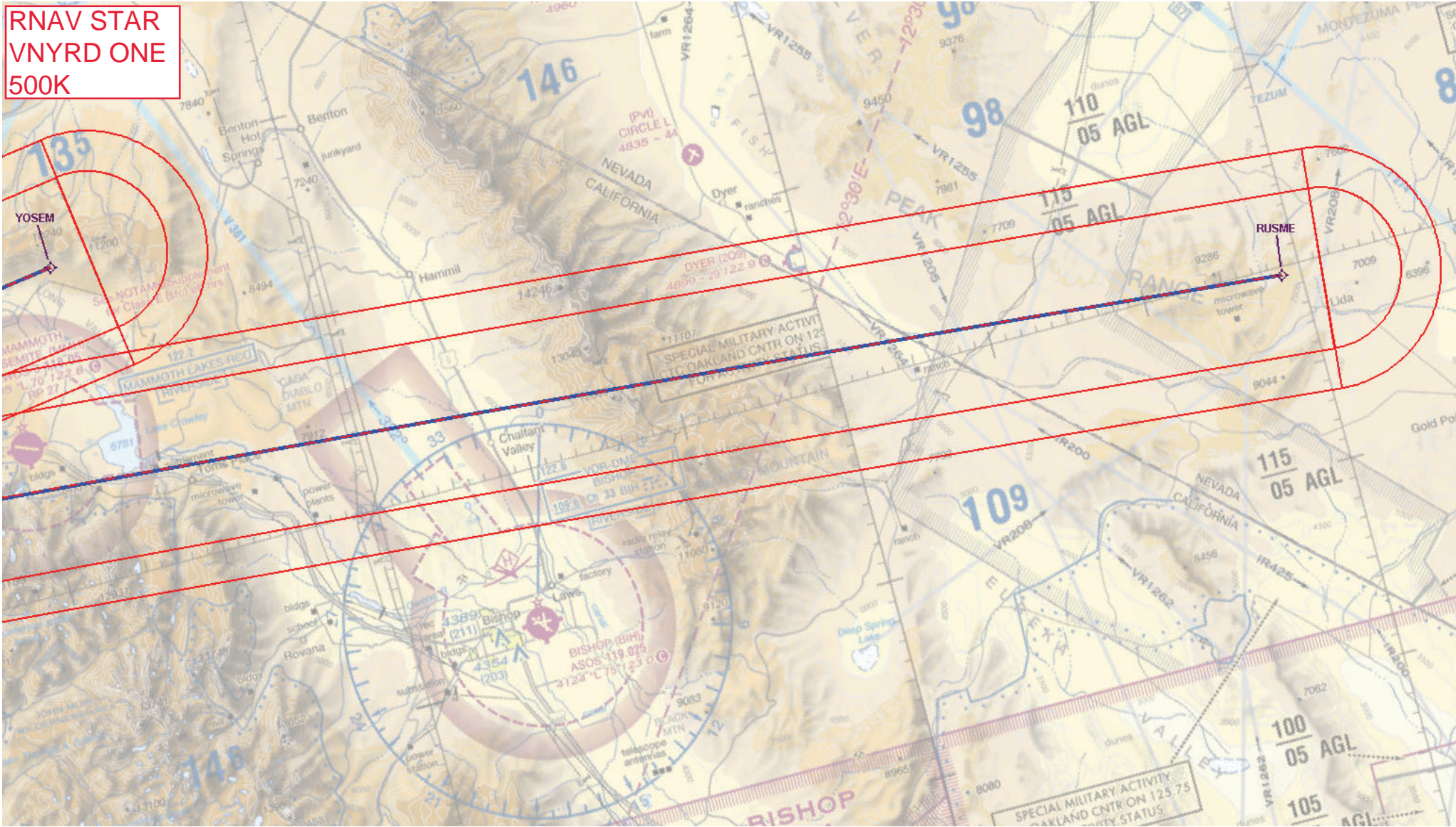
RNAV STAR
VNYRD ONE
500K



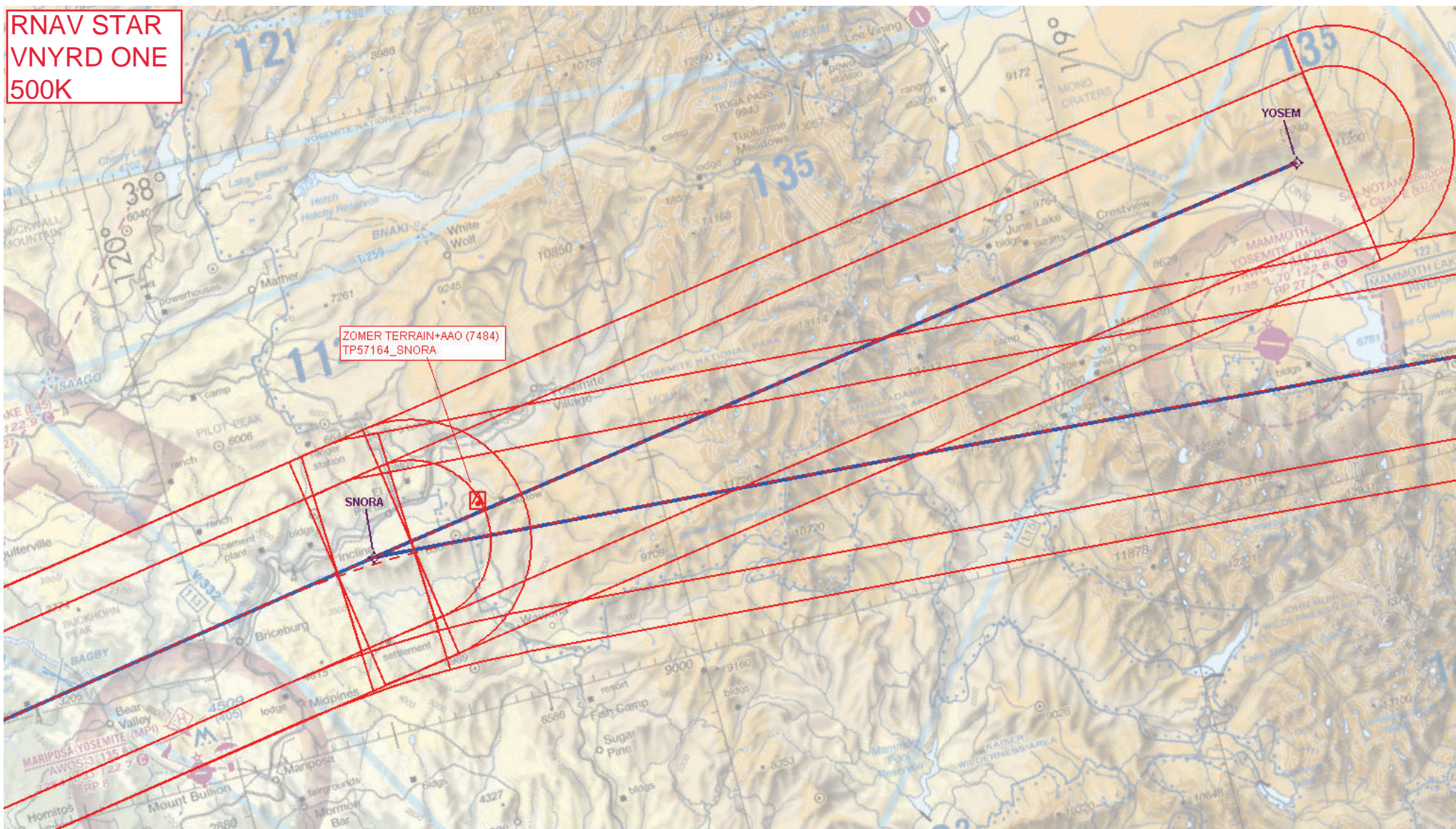




RNAV STAR
VNYRD ONE
500K



RNAV STAR
VNYRD ONE
500K

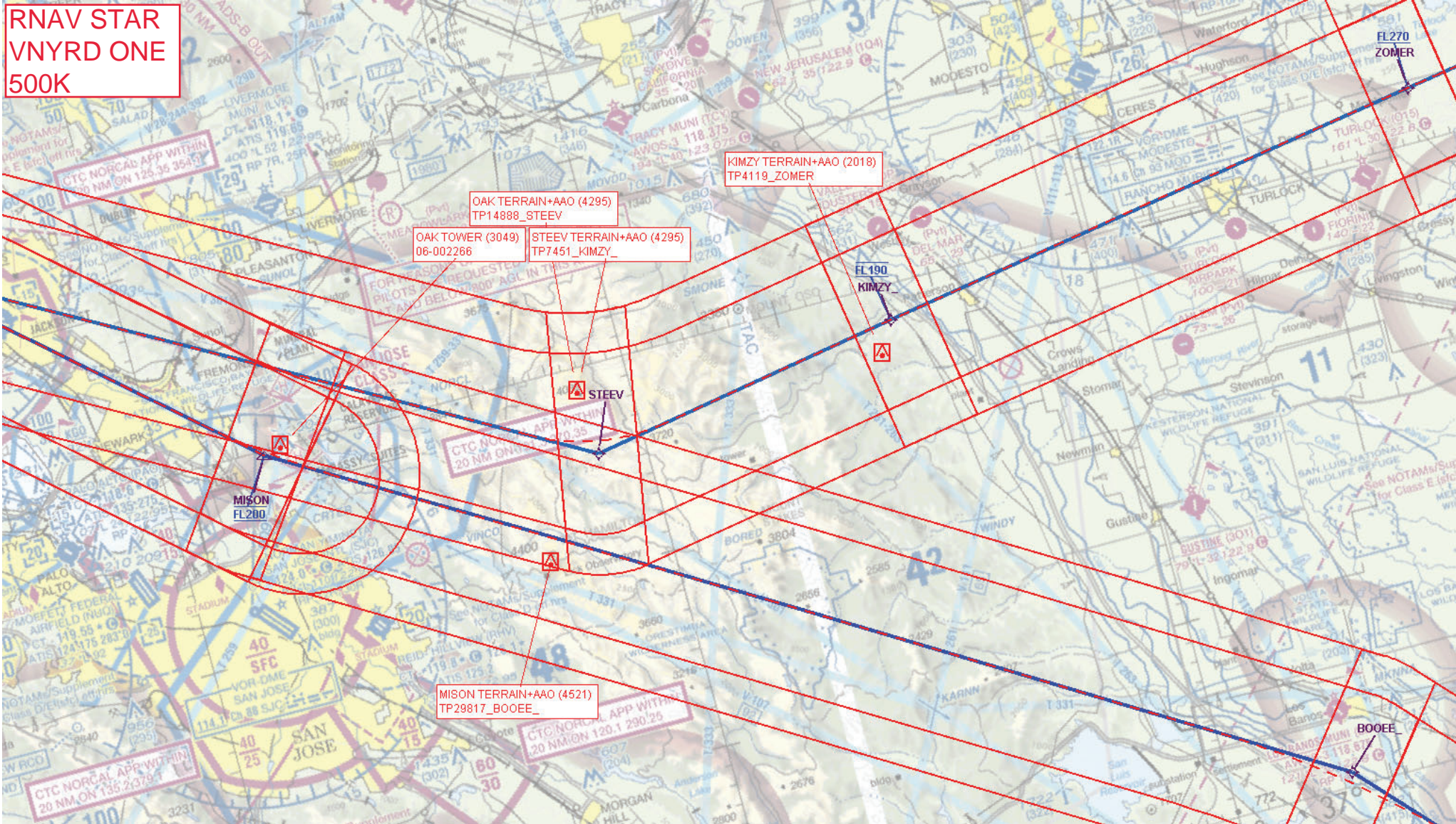


RNAV STAR
VNYRD ONE
500K



KIMZY TERRAIN+AAO (2018)
TP4119_ZOMER

RNAV STAR
VNYRD ONE
500K



RNAV STAR
VNYRD ONE
500K

