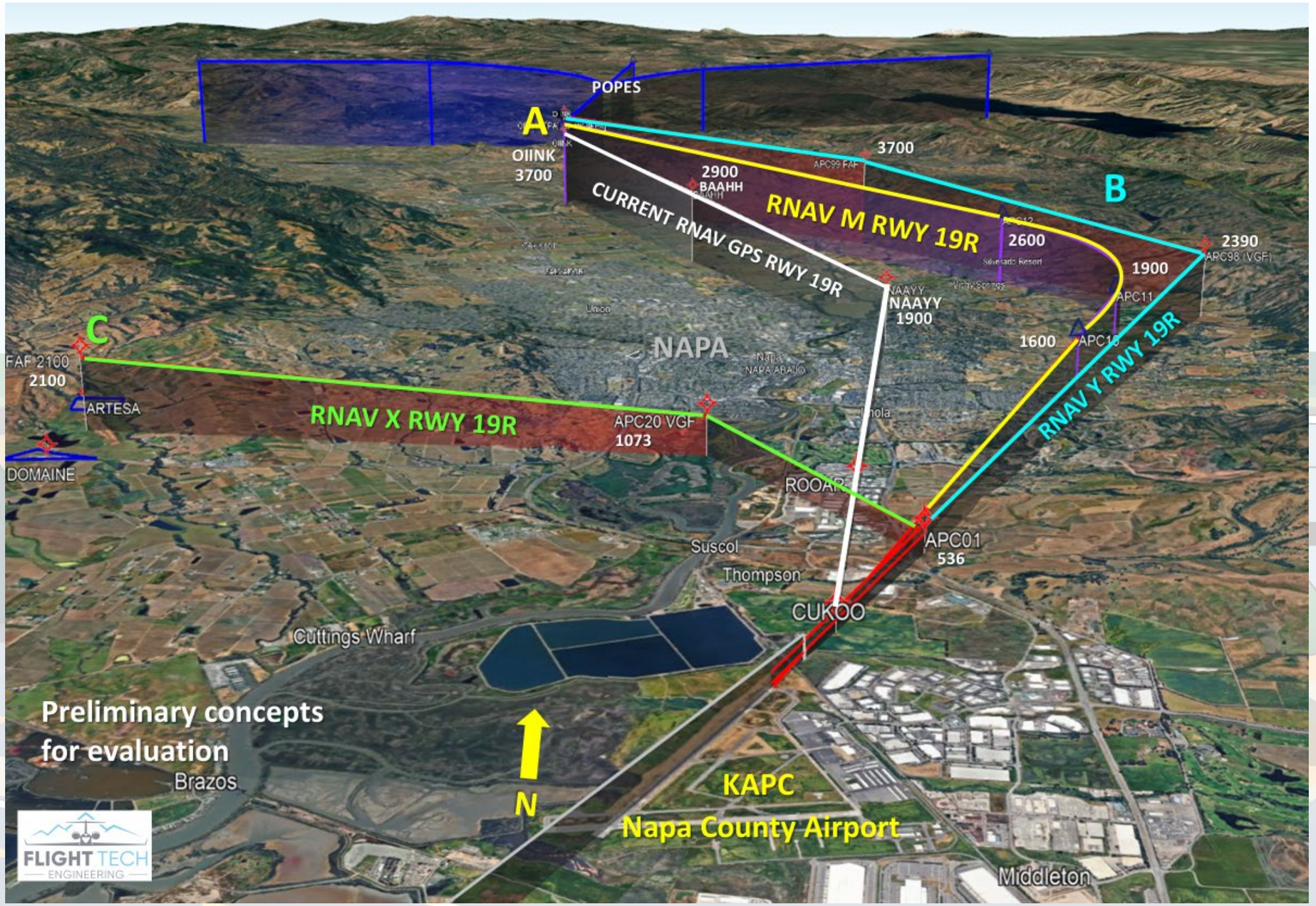
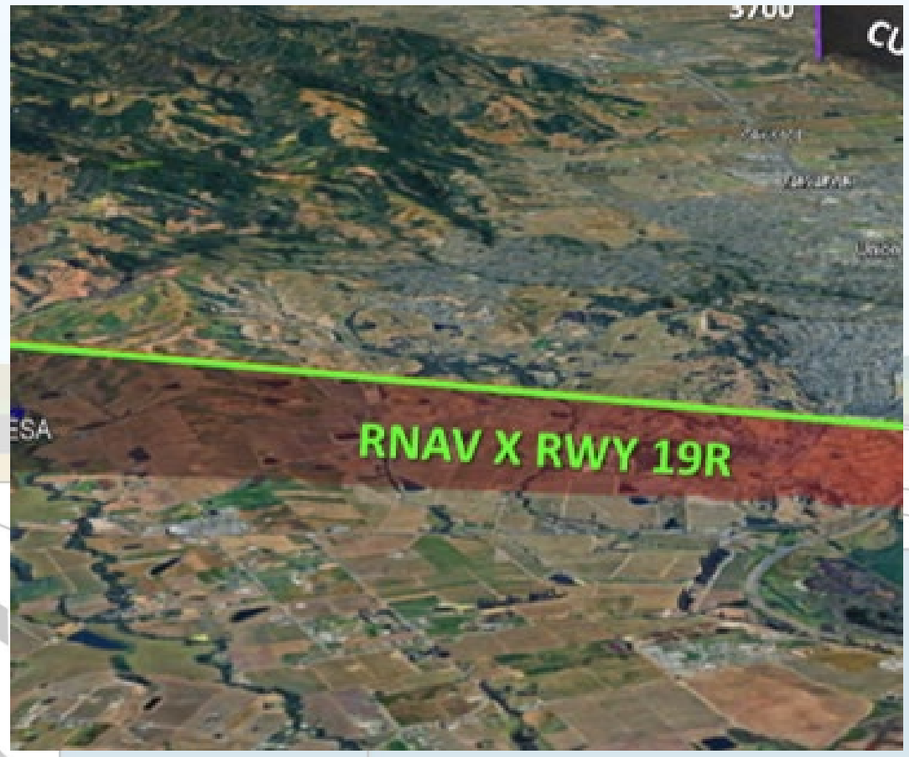
Current Procedure vs. Supplemental Concept Approaches



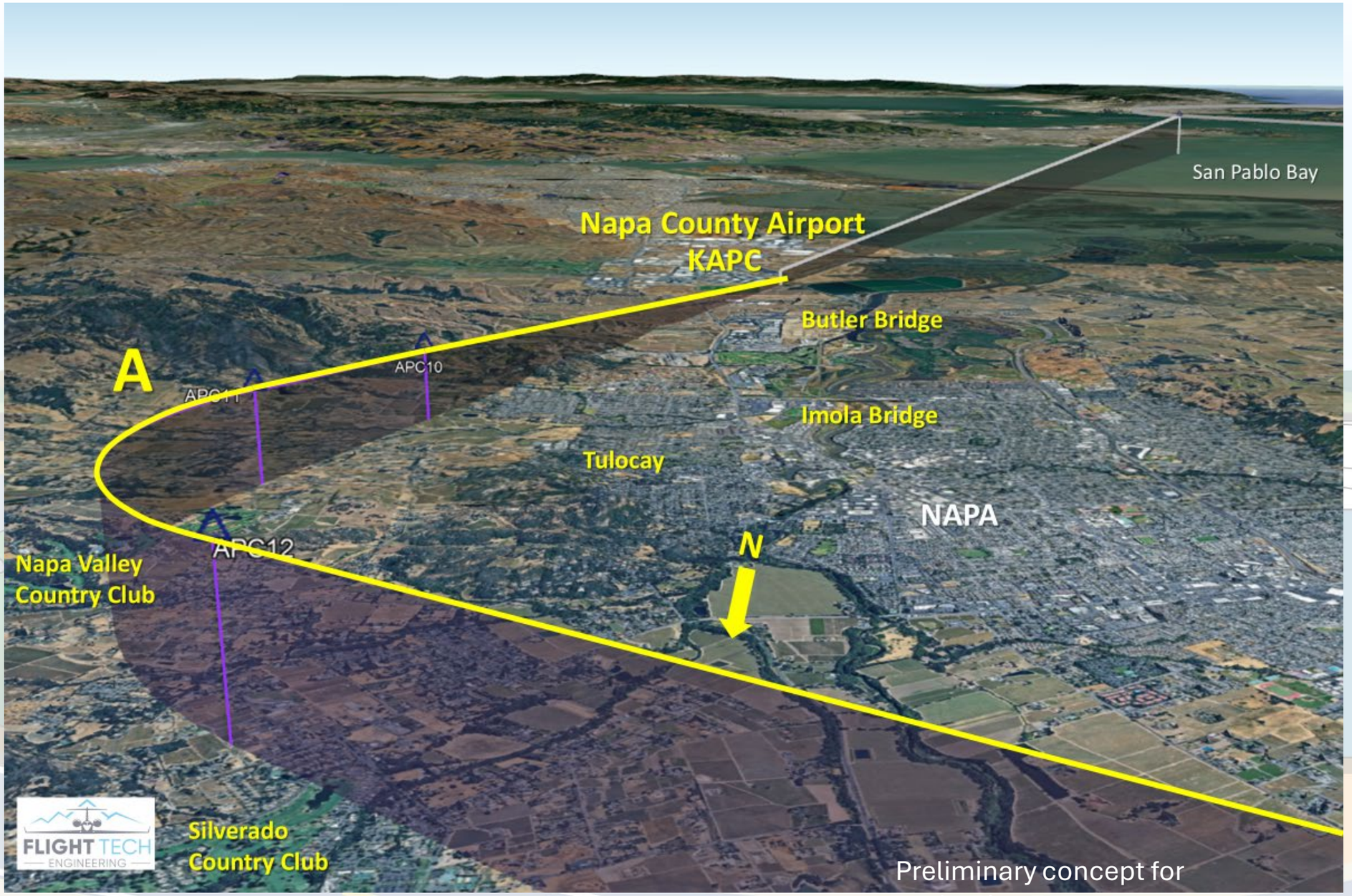
Air vs Ground

The solid line is in the air



The bottom of the shaded area shows the ground point under the aircraft

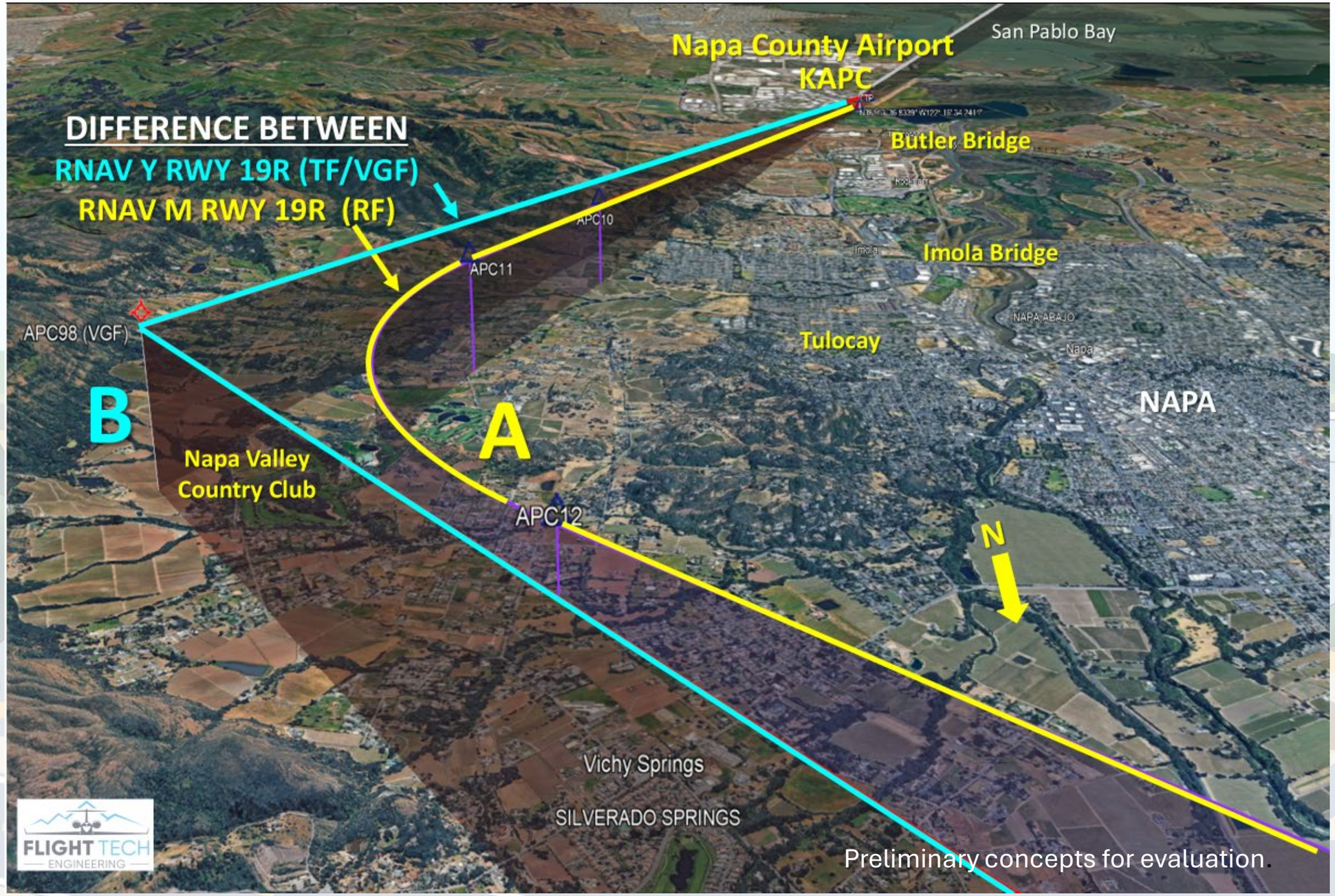
Concept: A



Preliminary concept for evaluation.

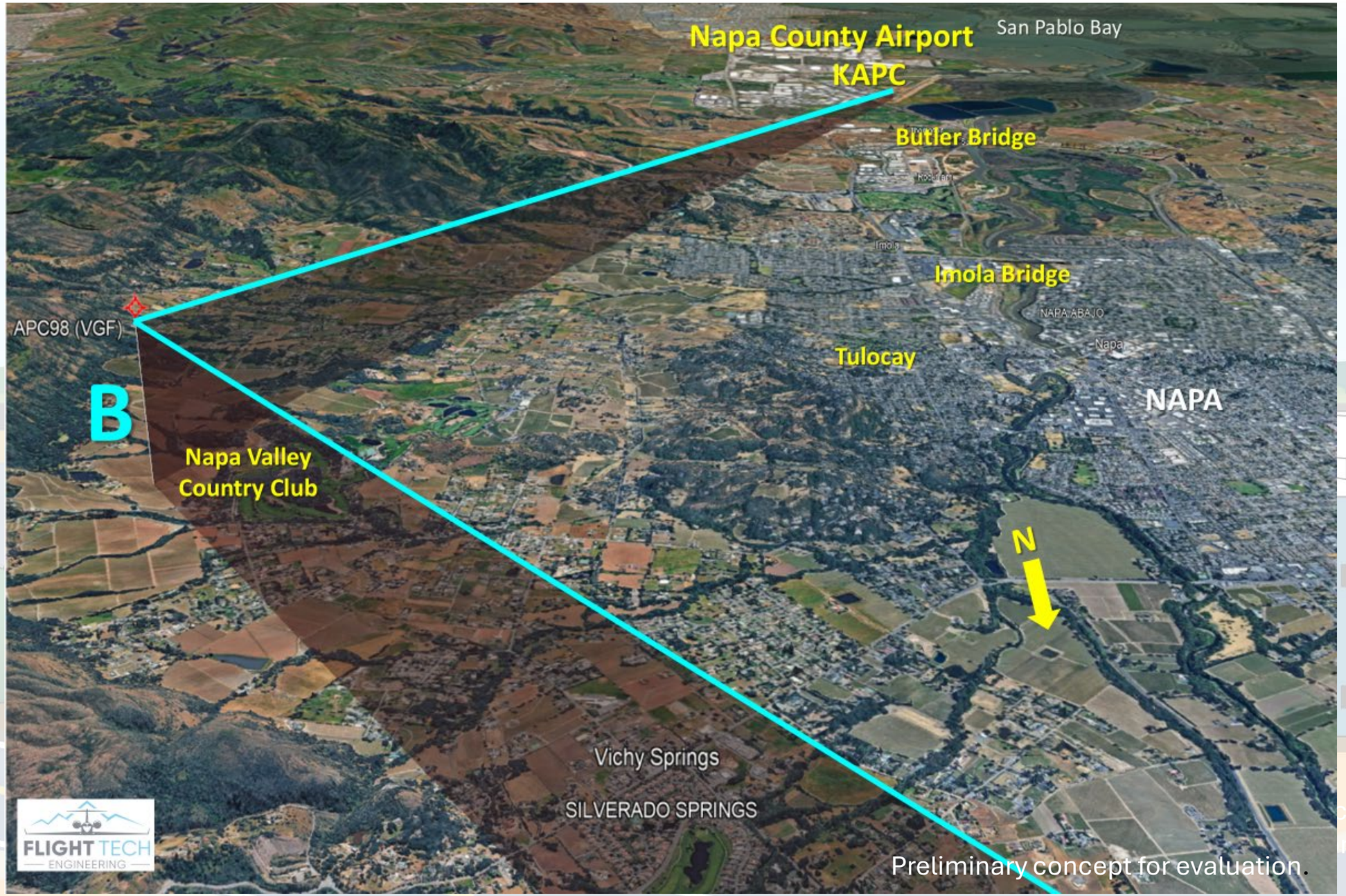
- **Good usability in marginal weather conditions**
- **Remains over agricultural land, freeways, industrial, and rural residential areas on the outskirts of Napa, as much as possible**
- **Has potential to become an instrument approach rather than a visual approach**
- **Requires special equipment and training (limited number of aircraft able to use)**

Concept A compared to Concept B



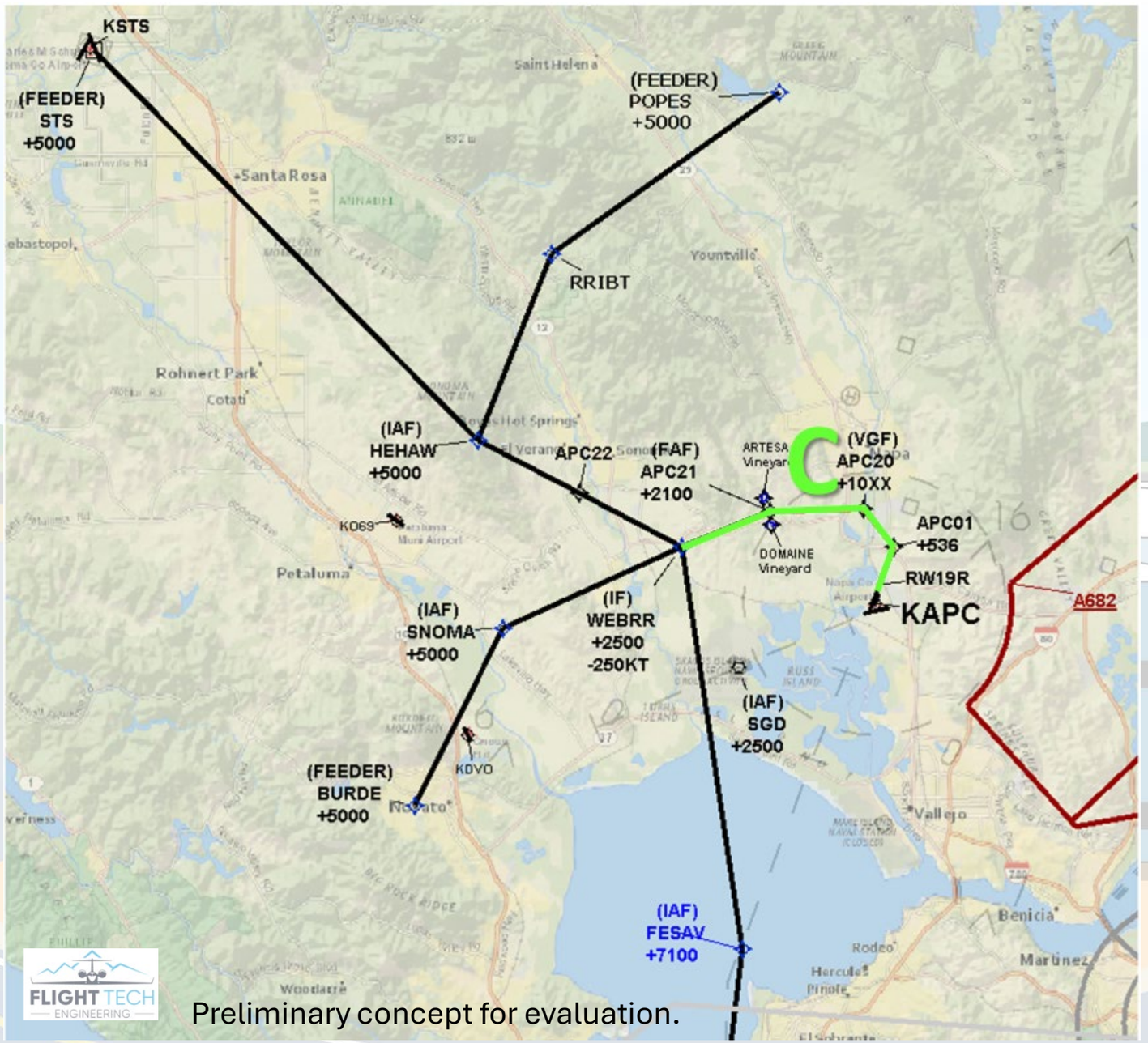
Preliminary concepts for evaluation.

Concept B



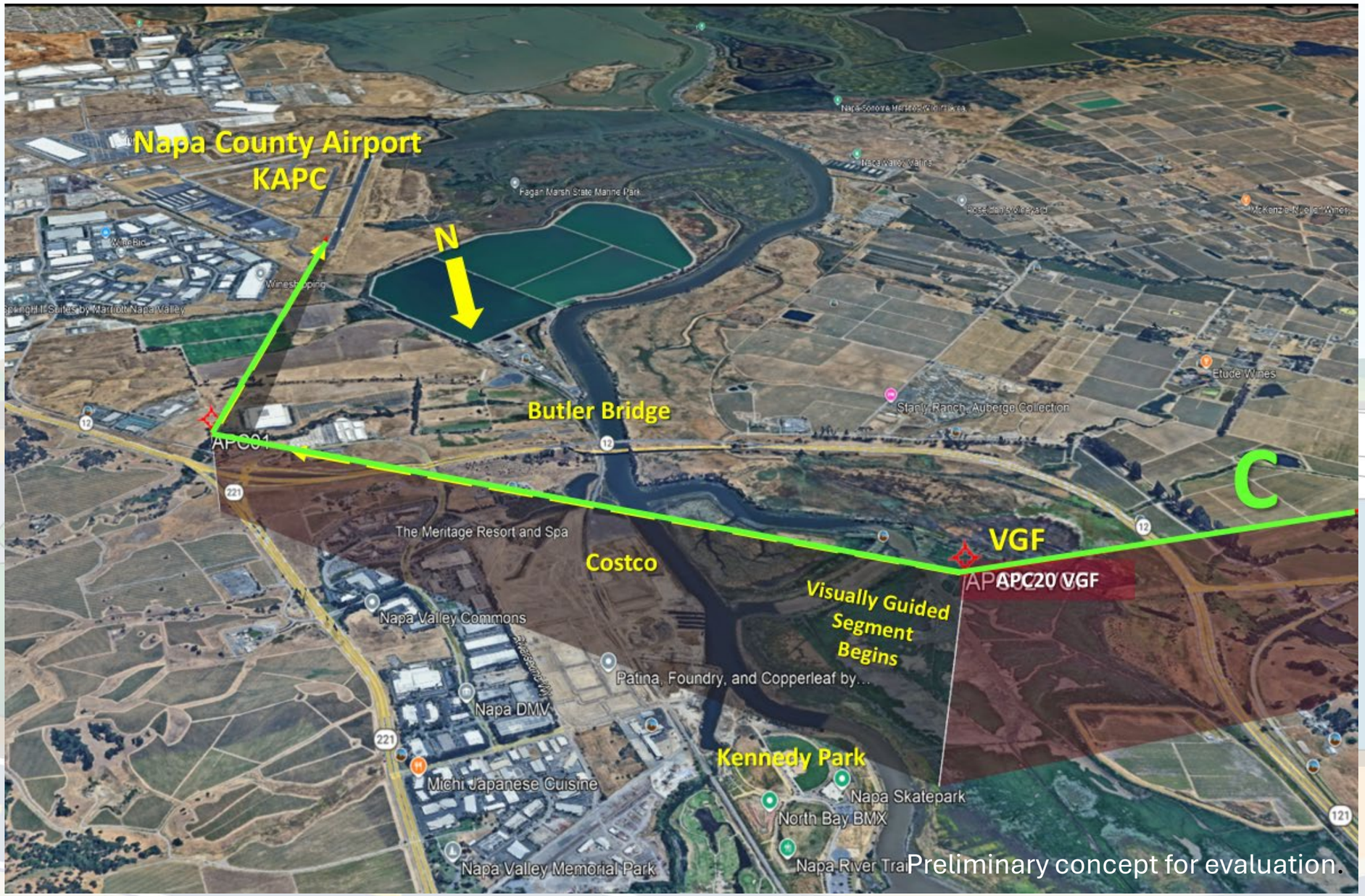
- **Provides a similar track to Concept A but is usable for more aircraft (e.g. all RNAV/GPS equipped aircraft)**
- **Remains over agricultural land, freeways, industrial, and rural residential areas on the outskirts of Napa, as much as possible**
- **Not as usable under marginal weather conditions**

Concept C



Preliminary concept for evaluation.

Concept C



- **Usable in marginal weather conditions**
- **Usable for all RNAV/GPS equipped aircraft**
- **Remains over agricultural land, freeways, industrial, commercial, and rural residential areas on the outskirts of Napa, as much as possible**
- **Many pilots are familiar with this approach because it is similar to the “circle to land” visual approach**