

LOC/DME I-CCR <b>108.5</b> Chan <b>22</b>	APP CRS <b>185°</b>	Rwy Ldg <b>4400</b> TDZE <b>22</b> Apt Elev <b>26</b>
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LDA RWY 19R  
BUCHANAN FLD (CCR)

DME required.

**T** Circling NA west of Rwy 1L-19R. Circling Rwy 1L, 1R, 19L, 32L, 32R  
**A** NA at night. Rwy 19R helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
 For inop ALS, increase S-19R Cats C/D visibility to 2 SM.  
 \*For inop ALS, increase S-19R Cats C/D visibility to  $1\frac{1}{8}$  SM.

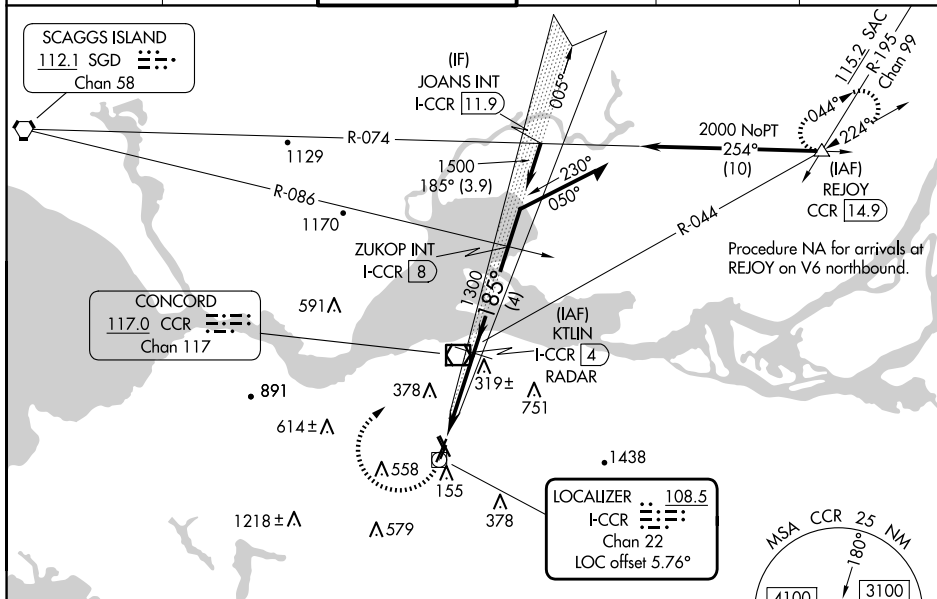
MALS



MISSED APPROACH: Climbing right turn to 3000  
direct CCR VOR/DME then on CCR VOR/DME  
R-044 to REJOY/CCR 14.9 DME and hold.

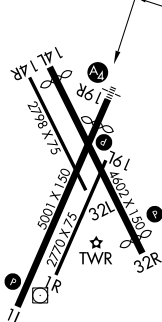
\*Missed approach requires minimum climb of 282 feet per NM to 1800.

ATIS <b>124.7</b>	TRAVIS APP CON <b>119.9 322.325</b>	CONCORD TOWER★ <b>119.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.025</b>	UNICOM <b>122.95</b>
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ELEV 26	<b>D</b>	TDZE 22
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HIRL Rwy 1L-19R  
REIL Rwy 1L and 32R  
MIRL Rwy 14L-32R

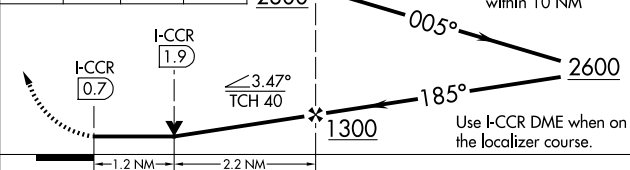



FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

 $\Lambda 748 \pm$ 

3000 	CCR  CCR R-044	REJOY 	KTUN I-CCR 4 RADAR 2800 VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22). Remain this 10 NM
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CATEGORY	A	B	C	D
S-19R *	440-3/4 418 (500-3/4)		440-1 418 (500-1)	
S-19R	780-3/4 758 (800-3/4)	780-1 758 (800-1)	780-17/8 758 (800-17/8)	
 CIRCLING	780-1 754 (800-1)	780-11/4 754 (800-11/4)	960-23/4 934 (1000-23/4)	1300-3 1274 (1300-3)