

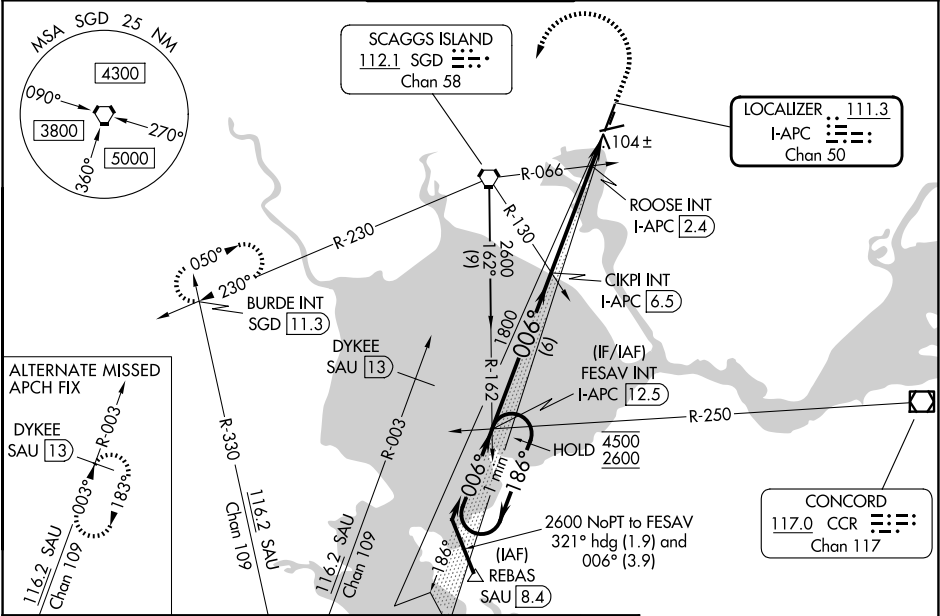
LOC/DME I-APC	APP CRS	Rwy Ldg	5930
111.3	006°	TDZE	17
Chan 50		Apt Elev	36

ILS or LOC Z RWY 1L
NAPA COUNTY (APC)

Autopilot coupled approach NA below 530. Inop table does not apply to S-ILS 1L. Circling Cats A/B/C NA northeast of Rwy 19R and 24. Circling Cat D NA east of Rwy 19L-1R. Circling Rwy 6 NA at night.

MALS
MISSED APPROACH: Climb to 500 then climbing left turn to 3200 direct SGD VORTAC and on SGD VORTAC R-230 to BURDE INT/SGD 11.3 DME and hold, continue climb-in-hold to 3200.

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER★ 118.7 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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FESAV INT I-APC [12.5]		500		3200		SGD		SGD		BURDE INT		ELEV 36	TDZE 17
One Minute Holding Pattern												MIRL Rwy 6-24 and 1L-19R ①	
4500 ←186°												REIL Rwy 6 ①	
2600 →006°													
GS 3.00°													
TCH 50													
		6 NM		4.1 NM		1.4 NM							
CATEGORY	A	B	C	D									
S-ILS 1L	217-¾ 200 (200-¾)												
S-LOC 1L	500-¾ 483 (500-¾)		500-1½ 483 (500-1½)										
CIRCLING	600-1	680-1	1280-3	1300-3									
	564 (600-1)	644 (700-1)	1244 (1300-3)	1264 (1300-3)									
ROOSE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)													
S-LOC 1L	360-¾ 343 (400-¾)												
CIRCLING	600-1	680-1	1280-3	1300-3									
	564 (600-1)	644 (700-1)	1244 (1300-3)	1264 (1300-3)									
FAF to MAP 5.5 NM													
Knots		60	90	120	150	180							
Min:Sec		5:30	3:40	2:45	2:12	1:50							

The diagram illustrates the final approach segment for Runway 6. It shows a series of altitude steps: 4500 ft at the start, 2600 ft at the 186° turn, 1800 ft at the 006° turn, and 500 ft at the 186° turn. The segment is divided into three parts: 6 NM, 4.1 NM, and 1.4 NM. The diagram also shows the FAF (Final Approach Fix) and MAP (Map) points, and the distance from the FAF to the MAP is 5.5 NM. The diagram includes a star symbol indicating the runway threshold.