

ILS or LOC RWY 29R

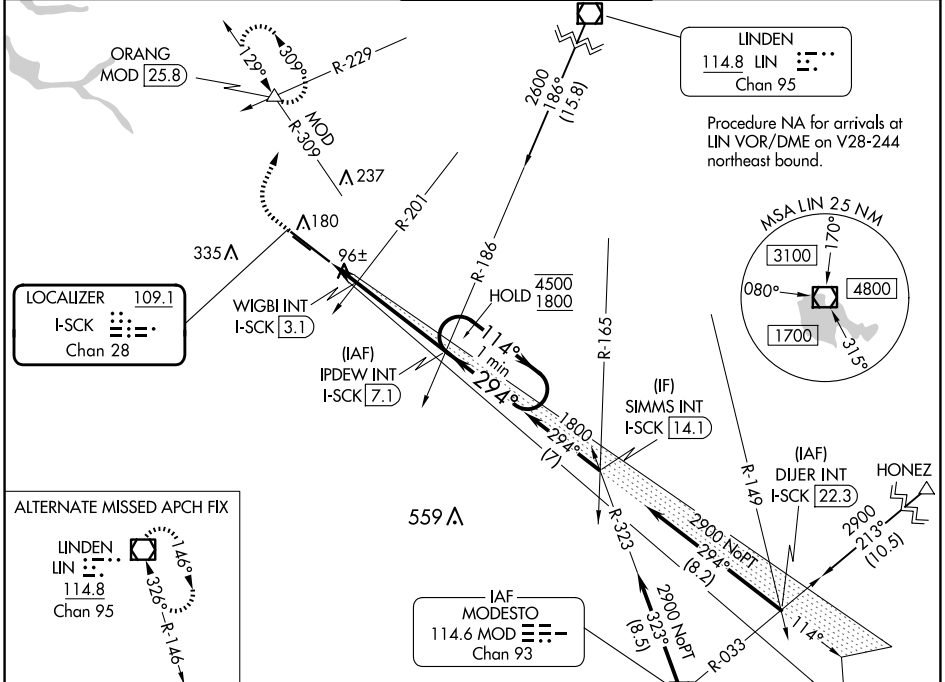
STOCKTON METRO (SCK)

LOC/DME I-SCK 109.1 Chan 28	APP CRS 294°	Rwy Idg TDZE Apt Elev	8650 32 33
--	------------------------	-----------------------------	---------------------------------------

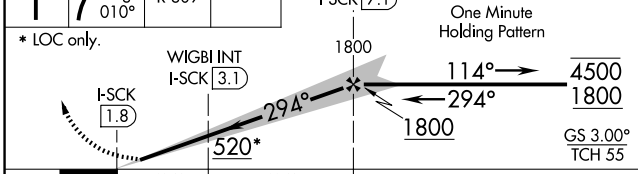
⚠ For inop ALS, increase S-LOC 29R Cat C/D visibility to 1 3/8 SM.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 010° and MOD VOR/DME R-309 to ORANG INT/MOD 25.8 DME and hold.

ATIS 118.25	NORCAL APP CON (SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	STOCKTON TOWER * 120.3 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------

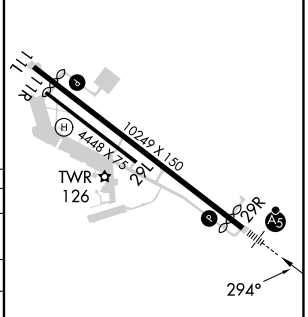


500	2000	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
		MOD R-309	IPDEW INT I-SCK [7.1]



500	2000	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	
		MOD R-309	IPDEW INT I-SCK [7.1]	One Minute Holding Pattern
* LOC only.				
	WIGBI INT I-SCK [3.1]	1800	114°	4500
	I-SCK [1.8]	520*	294°	1800
			1800	GS 3.00° TCH 55
			1.4 NM	4 NM
CATEGORY	A	B	C	D
S-ILS 29R #	232/24		200 (200-1/2)	
S-LOC 29R	520/24	488 (500-1/2)	520/50	488 (500-1)
CIRCLING	520-1 487 (500-1)	540-1 507 (600-1)	640-1 3/4 607 (700-1 3/4)	640-2 607 (700-2)
WIGBI FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 29R	360/24	328 (400-1/2)	360/26	328 (400-1/2)
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	640-1 3/4 607 (700-1 3/4)	640-2 607 (700-2)

ELEV 33	TDZE 32
---------	---------



HIRL Rwy 11L-29R	FAF to MAP 5.4 NM					
	Knots	60	90	120	150	180
	Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-2, 23 JAN 2025 to 20 FEB 2025

SW-2, 23 JAN 2025 to 20 FEB 2025