

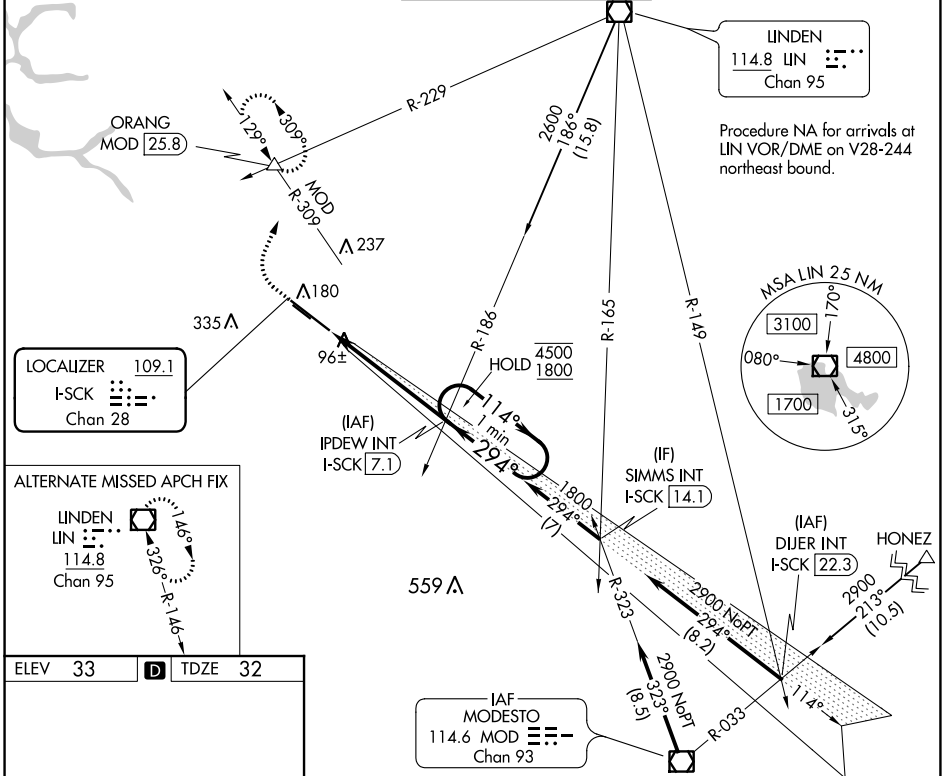
LOC/DME I-SCK <b>109.1</b> Chan 28	APP CRS <b>294°</b>	Rwy Idg TDZE Apt Elev	<b>8650</b> <b>32</b> <b>33</b>
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# ILS RWY 29R (SA CAT II)

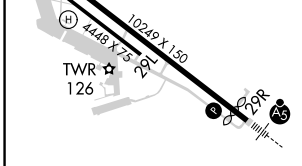
STOCKTON METRO (SCK)

<p><b>Reduced lighting:</b> requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.</p>	<p><b>MALS R</b></p>	<p><b>MISSED APPROACH:</b> 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.</p>
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ATIS <b>118.25</b>	NORCAL APP CON (SE-NW) <b>123.85 278.3</b> (N-SE) <b>125.1 363.2</b>	STOCKTON TOWER ★ <b>120.3 (CTAF) 0 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 33	<b>D</b>	TDZE 32
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500	2000	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
↑	hdg 010°	MOD R-309	One Minute Holding Pattern
<p>IPDEW INT I-SCK (7.1)</p>			<p>1800</p> <p>114° → 4500</p> <p>← 294° 1800</p> <p>← 1800</p> <p>GS 3.00° TCH 55</p>
<p>1065' 5.4 NM</p>			

CATEGORY	A	B	C	D
S-ILS 29R		RA 105/12	100 DA 132	

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 16 JUN 2022 to 14 JUL 2022

SW-2, 16 JUN 2022 to 14 JUL 2022