

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

ILS RWY 29R (SA CAT II)

STOCKTON METRO (SCK)

Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

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

The diagram illustrates the ILS approach for Runway 29R. Key features include:

- Localizer (LOC):** 109.1, Chan 28. A 335° bearing is shown from the tower.
- Marker:** 335 A at 96± feet.
- Final Approach:** 114° heading, 294° bearing. Altitudes of 1800 and 4500 feet are marked. A 1-minute holding pattern is indicated.
- Intermediate Fix (IF):** SIMMS INT, I-SCK 14.1.
- Final Fix (FF):** HONEZ, I-SCK 22.3.
- Missed Approach:** Climb to 500, then heading 010° to ORANG INT/MOD 25.8 DME.
- Obstacles:** Various obstacles are shown with their MSL and AGL altitudes, including Linden (114.8, 1700), Modesto (114.6, 1800), and others.
- Procedure:** Procedure NA for arrivals at LIN VOR/DME on V28-244 northeast bound.

This diagram shows the HIRL runway 11L-29R. Key details include:

- Runway:** 11L-29R, 10249 x 150 feet.
- Tower:** TWR 126.
- Obstacles:** Various obstacles are shown with their MSL and AGL altitudes.

500	2000	MOD R-309	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
↑	hdg 010°		△	One Minute Holding Pattern
<p>The diagram shows a one-minute holding pattern with a 1800-foot altitude. The glidepath is 114° heading, 294° bearing, with altitudes of 1800 and 4500 feet. The ground speed is 3.00° TCH 55.</p>				
CATEGORY	A	B	C	D
S-ILS 29R	RA 105/12 100 DA 132			
SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

STOCKTON, CALIFORNIA

Amdt 22A 05DEC19

37°54'N-121°14'W

STOCKTON METRO (SCK)

ILS RWY 29R (SA CAT II)