

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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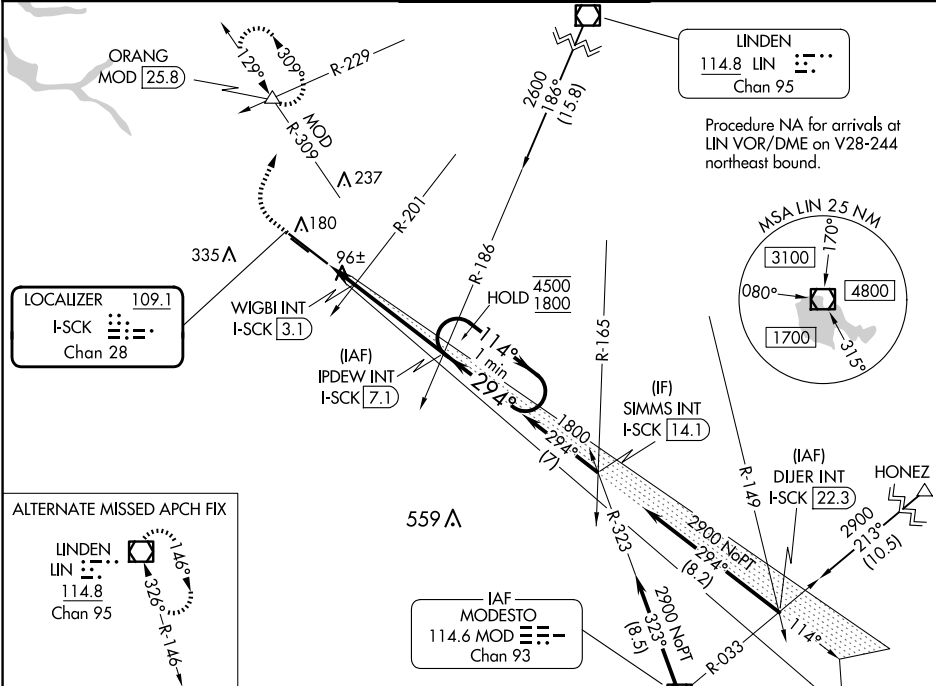
ILS or LOC RWY 29R  
STOCKTON METRO (SCK)

**⚠** 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.

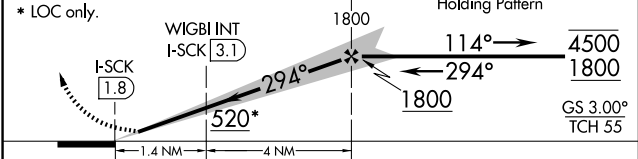
ATIS <b>118.25</b>	NORCAL APP CON (SE-NW) <b>123.85 278.3</b> (N-SE) <b>125.1 363.2</b>	STOCKTON TOWER ★ <b>120.3 (CTAF) 0 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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500 2000  
↑ hdg 010°  
MOD R-309  
ORANG △

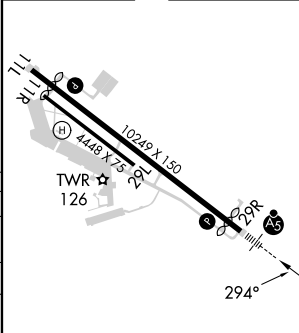
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).  
One Minute Holding Pattern

\* LOC only.



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	<b>D</b> TDZE 32
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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, 10 JUL 2025 to 07 AUG 2025

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