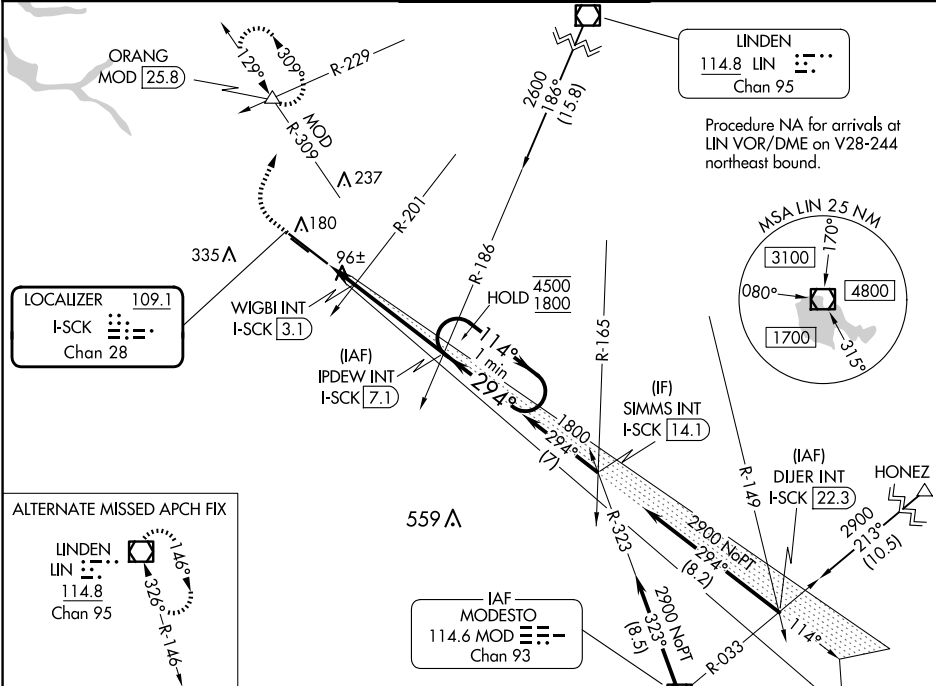




LOC/DME I-SCK 109.1 Chan 28	APP CRS 294°	Rwy Idg TDZE Apt Elev 8650 32 33
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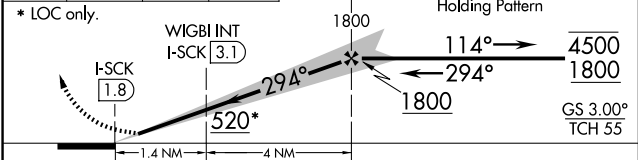
ILS or LOC RWY 29R
STOCKTON METRO (SCK)

⚠ 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.	MALSR 	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.
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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
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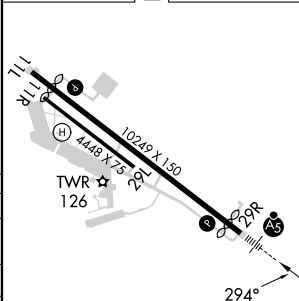


500	2000	MOD R-309	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
				



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)		
C 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)		
C 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	D TDZE 32
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FAF to MAP 5.4 NM				
Knots	60	90	120	150
Min:Sec	5:24	3:36	2:42	2:10