

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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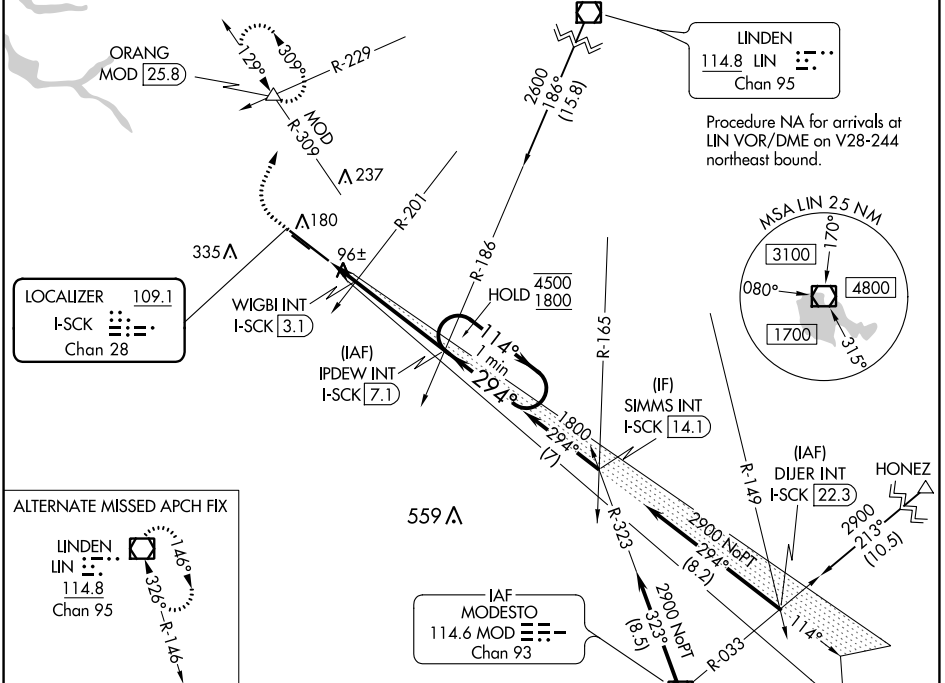
# ILS or LOC RWY 29R

STOCKTON METRO (SCK)

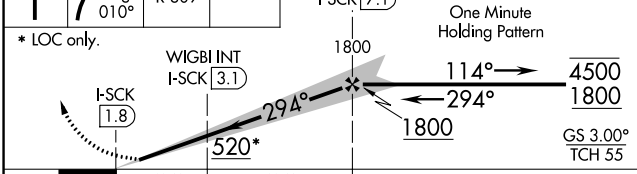
**⚠** For inop ALS, increase S-LOC 29R Cat C/D visibility to 1 3/8 SM.  
**⚠** #RVR 1800 authorized with use of FD or AP or HUD to DA.

**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.

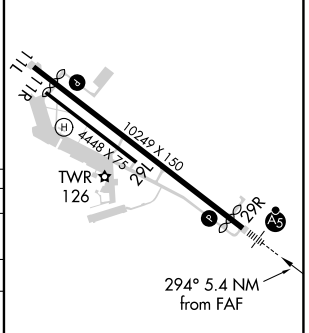
ATIS <b>118.25</b>	NORCAL APP CON (SE-NW) <b>123.85 278.3</b> (N-SE) <b>125.1 363.2</b>	STOCKTON TOWER * <b>120.3 (CTAF) 0 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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500	2000	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
	hdg 010°	MOD R-309	IPDEW INT I-SCK [7.1]



ELEV 33	TDZE 32
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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)	
<b>C</b> 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)	
<b>C</b> 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)

HRLR Hwy 111-29R <b>0</b>	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, 31 OCT 2024 to 28 NOV 2024

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