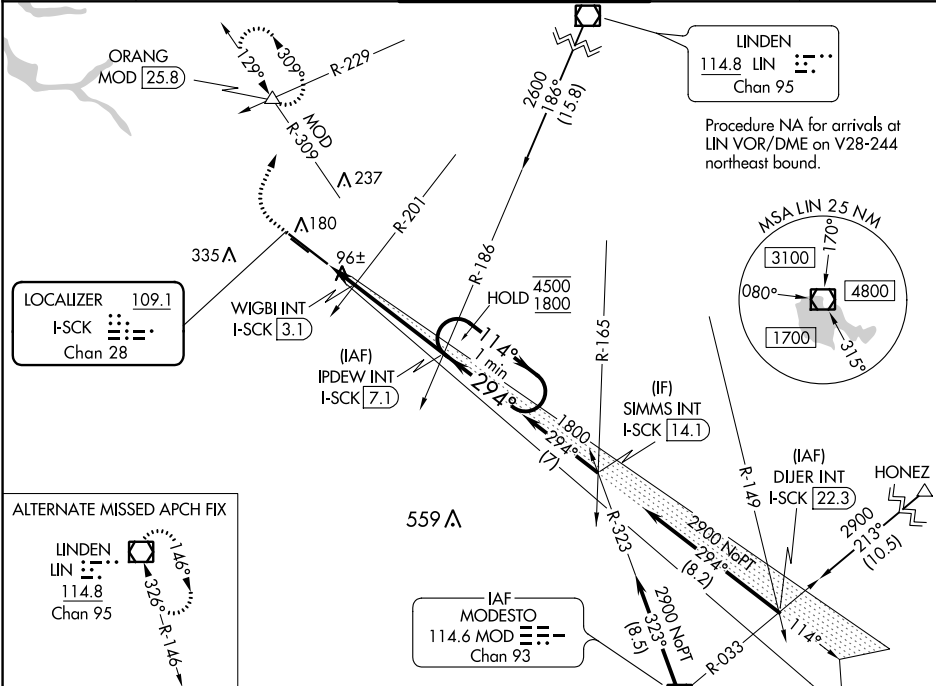


LOC/DME I-SCK <b>109.1</b> Chan <b>28</b>	APP CRS <b>294°</b>	Rwy Idg TDZE Apt Elev <b>8650</b> <b>32</b> <b>33</b>
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ILS or LOC RWY 29R  
STOCKTON METROPOLITAN (SCK)

<b>⚠</b> For inop ALS, increase S-LOC 29R Cat C/D visibility to 1 3/8 SM. <b>⚠</b> # RVR 1800 authorized with use of FD or AP or HUD to DA.	<b>MALSR</b> 	<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.
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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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500	2000	MOD R-309	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	IPDEW INT I-SCK (7.1)	One Minute Holding Pattern
		hdg 010°				
* LOC only.						
		WIGBI INT I-SCK (3.1)			1800	
		I-SCK (1.8)			520*	
					114°	4500
					294°	1800
					1800	
						GS 3.00° TCH 55
					1.4 NM	4 NM
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)			
	520-1	540-1	640-1 3/4	640-2		
	487 (500-1)	507 (600-1)	607 (700-1 3/4)	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)		
	500-1	540-1	640-1 3/4	640-2		
	467 (500-1)	507 (600-1)	607 (700-1 3/4)	607 (700-2)		

ELEV 33	TDZE 32
HRL Rwy 11L-29R	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48