

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE

TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> STOCKTON METROPOLITAN	<u>AIRPORT ID</u> KSCK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 29R ILS RWY 29R SA CAT II	<u>ORIGINAL/AMENDMENT</u> 22	<u>CITY</u> STOCKTON	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 33	<u>TDZE</u> 32	<u>SUPERSEDED</u> ILS OR LOC RWY 29R	<u>ORIGINAL/AMENDMENT</u> 21A	<u>DATED</u> 05/25/2017	<u>MAG VAR</u> 14E
<u>FACILITY</u> I-SCK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 20 JUNE 2019	<u>REQUIRED EFFECTIVE DATE</u> 06/20/2019	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2010

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
LIN VOR/DME		IPDEW INT/I-SCK 7.13 DME					186.12	15.84	2600
HONEZ INT		DIJER INT/I-SCK 22.27 DME					213.24	10.49 (MOD R-033)	2900
MOD VOR/DME	IAF	SIMMS INT/I-SCK 14.10 DME	NOPT				323.00	8.48	2900
DIJER INT/I-SCK 22.27 DME	IAF	SIMMS INT/I-SCK 14.10 DME	NOPT				293.59	8.17 (I-SCK)	2900
SIMMS INT/I-SCK 14.10 DME	IF	IPDEW INT/I-SCK 7.13 DME					293.59	6.97 (I-SCK)	1800

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.38 NM AFTER IPDEW INT/I-SCK 7.13 DME OR AT I-SCK 1.76 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 010 AND MOD VOR/DME R-309 TO ORANG INT/MOD 25.84 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2900 DIRECT LIN VOR/DME AND HOLD.

QUALITY
10
CHECKED

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)			
2. HOLD SE IPDEW, RT, 293.59 INBOUND, 1800 FT. IN LIEU OF PT (IAF), MAX 4500.							
3. FAC:	293.59	FAF: IPDEW INT/I-SCK 7.13 DME	DIST FAF TO MAP: 5.38	DIST FAF TO THLD: 5.38			
4. MIN ALT: IPDEW INT/I-SCK 7.13 DME 1800, WIGBI INT/I-SCK 3.11 DME 520*							
5. DIST TO THLD FROM OM:		MM:	IM:	100 HAT: 858	150 HAT:	GS ANT: 1065	
6. MIN GS INCPT: 1800		GS ALT AT FAF : IPDEW INT/I-SCK 7.13 DME 1800			OM:	MM:	IM:
7. GP ANGLE: 3.00		34:1:	20:1:	TCH: 55.0			
8. MSA FROM: LIN VOR/DME 350-135 4800, 135-260 1700, 260-350 3100							

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 29R: CAT A, B, C, D RA 105, RVR 1200, HAT 100, DA 132 MSL.
SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LIN VOR/DME ON V28-244 NORTHEAST BOUND.
SA CAT II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 29R CAT C/D VISIBILITY TO 1 3/8 SM.
CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART IN PLANVIEW: LIN VOR/DME
CHART FAS OBST: 96 TREE 375234N/1211240W.
260 AAO 374958N/1210638W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE LIN VOR/DME, RT, 326.00 INBOUND.
HOLD NW, LT, 128.78 INBOUND



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 29R**	232	2400	200	232	2400	200	232	2400	200	232	2400	200			
S-LOC 29R	520	2400	488	520	2400	488	520	5000	488	520	5000	488			
CIRCLING	520	1	487	540	1	507	640	1 3/4	607	640	2	607			
WIGBI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)															
S-LOC 29R	360	2400	328	360	2400	328	360	2600	328	360	2600	328			
CIRCLING	500	1	467	540	1	507	640	1 3/4	607	640	2	607			

CHANGES - REASONS

1. CHANGED FAF FROM CUSEX INT/I-SCK 7.30 DME TO IPDEW INT/I-SCK 7.13 DME - NEW TCH AND GS ANGLE; ALIGN WITH RNAV.
2. CHANGED LIN VOR/DME TO CUSEX INT/I-SCK 7.30 DME COURSE/DISTANCE FROM 185.54/15.89 TO 186.12/15.84 AND CHANGED SIMMS INT/I-SCK 14.10 DME TO CUSEX INT/I-SCK 7.30 DME DISTANCE FROM 6.80 TO 6.97 - NEW FAF.
3. CHANGED LOC MAP FROM "5.54 NM AFTER CUSEX INT/I-SCK 7.30 DME OR AT I-SCK 1.76 DME" TO "5.38 NM AFTER CUSEX INT/I-SCK 7.13 DME OR AT I-SCK 1.76 DME" - NEW FAF.
4. MOVED THE HIL FROM CUSEX TO IPDEW - NEW FAF.
5. ADDED HIL MAX ALTITUDE 4500 - IAW 8260.19H 8-6-7.B.(2)
6. CHANGED DIST FAF TO MAP AND THLD BOTH FROM 5.54 TO 5.38 - MOVED FAF NW 1006 FT.
7. CHANGED ALL REFERENCES OF WIGBI FROM "WIGBI INT/I-SCK 3.16 DME" TO "WIGBI INT/I-SCK 3.11" - MOVED SDF NW 250 FT FOR OPTIMUM DESCENT.
8. ADDED DIST TO THLD FROM 100 HAT: 858 - ADDED SA CAT II.
9. CHANGED DIST TO THLD FROM GS ANT FROM 1233 TO 1065 - NEW AIRPORT AND NAVAID DATA.
10. CHANGED GS ANGLE AND TCH FROM 2.90/61.3 TO 3.00/55 - NEW NAVAID DATA.
11. DELETED VPD AND "*LOC ONLY" NOTE - VPD IS LESS THAN 0.5NM AFTER STEPDOWN.
12. UPDATED THE FAS OBST MSL FROM 91 TO 96 - NEW OBSTACLE DATA.
13. ADDED "260 AAO 374958N/1210638W" TO ADDITIONAL FLIGHT DATA - 7:1 OBSTACLE.
14. ADDED SA CAT II ILS MINIMA AND ASSOCIATED NOTES - ATC REQUEST/RAPT CONSENSUS.
15. ADDED PROFILE NOTE "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - NEW NAVAID AND AIRPORT DATA; VGSI TCH EXCEEDS MAXIMUM ALLOWABLE PROCEDURAL TCH VALUE OF 60 FT.
16. ADDED PLANVIEW NOTE "PROCEDURE NA FOR ARRIVALS AT LIN VOR/DME ON V28-244 NORTHEAST BOUND" - AIRWAY V28-244 EXCEED MAXIMUM ALIGNMENT OF 120 DEGREES.
17. ADDED CHART NOTE "***RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" - IAW 8400.13D CHAPTER 2.
18. DELETED S-ILS ALTERNATE MINS "# CAT C, D 700-2 - PA ALTERNATE MINIMUMS ARE TO BE BASED ON THE WITHOUT APPROACH LIGHTS MINIMUMS BASED ON 8260.3D TABLE 3-3-1; IAW 8260.3D 3-4-1.A.(2).

04/24/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/12/19.
1. CHANGED S-ILS 29R CAT D VIS FROM 2200 TO 2400.



COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZOA ARTCC, NORCAL TRACON, SCK ATCT

FLIGHT CHECKED BY

PENDING

Digitally signed by

DONALD H LANIER

Apr 24, 2019

OFFICE

FICO

DATE

DEVELOPED BY

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