ILS RWY 29R (SA CAT II)

STOCKTON METRO (SCK)

LOC/DME I-SCK	APP CRS	Rwy Idg	8650
109.1	294°	TDZE	32
Chan 28		Apt Elev	33

T A Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR (A5)

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	NORCAL APP CON	STOCKTON TOWER ★	GND CON	UNICOM
118.25	(SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	120.3 (CTAF) (L) 239.0	121.9	122.95

LINDEN 114.8 LIN Chan 95

Procedure NA for arrivals at LIN VOR/DME on V28-244 northeast bound.

ORANG MOD 25.8

R-229 129° 309° MOD R-309 2600 186° (15.8)

237 180 335 96±

LOCALIZER 109.1 I-SCK Chan 28

R-186 R-165 R-149

HOLD 4500 1800 114° 1 min 294°

(IAF) IPDEW INT I-SCK 7.1

1800 294° (7)

(IF) SIMMS INT I-SCK 14.1

MSA LIN 25 NM 170° 3100 080° 4800 1700 315°

(IAF) DIJER INT I-SCK 22.3

HONEZ 2900 213° (10.5)

2900 NoPT 294° (8.2)

R-323 2900 NoPT 323° (8.5) R-033 114°

559

IAF MODESTO 114.6 MOD Chan 93

ALTERNATE MISSED APCH FIX

LINDEN LIN 114.8 Chan 95 146° 326° R-146

ELEV 33 D TDZE 32

11L 11R 10249 X 150 4448 X 75 29 TWR 126 29R A5

500	2000	MOD	ORANG
	hdg 010°	R-309	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

IPDEW INT I-SCK 7.1

One Minute Holding Pattern

1800 114° 4500 1800 294° 294° 1800

GS 3.00° TCH 55

1065' 5.4 NM

CATEGORY	A	B	C	D
S-ILS 29R	RA 105/12 100 DA 132			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 11L-29R (L)

SW-2, 12 JUN 2025 to 10 JUL 2025
SW-2, 12 JUN 2025 to 10 JUL 2025