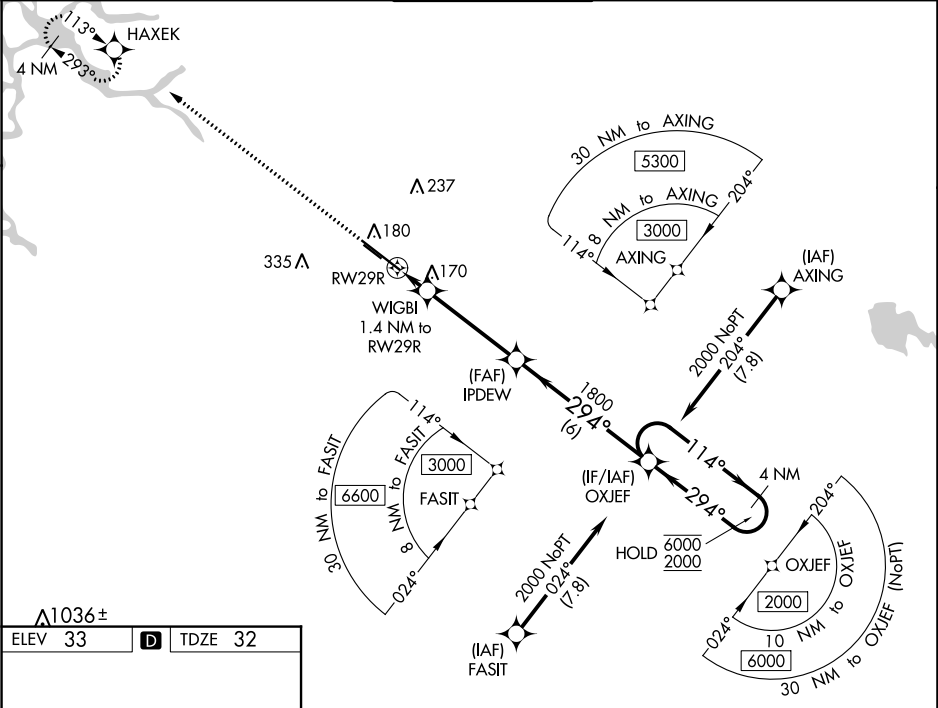


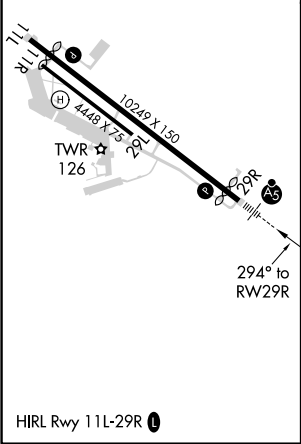
WAAS CH <b>87010</b> <b>W29A</b>	APP CRS <b>294°</b>	Rwy Idg <b>8650</b> TDZE <b>32</b> Apt Elev <b>33</b>
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RNAV (GPS) RWY 29R  
STOCKTON METRO (SCK)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.		MALSR 	MISSED APPROACH: Climb to 2700 direct HAXEK 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>



ELEV 33	<b>D</b>	TDZE 32
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2700	HAXEK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		OXJEF	4 NM Holding Pattern
*LNAV only		WIGBI 1.4 NM to RW29R	IPDEW 1800	294°	114° → 6000 ← 294° 2000
RW29R		520*	1800	294°	GP 3.00° TCH 55
1.4 NM		4.1 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA#	232/24		200 (200-½)		
LNAV/VNAV DA	320/24		288 (300-½)		
LNAV MDA	420/24 388 (400-½)		420/35 388 (400-¾)		
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	640-1¾ 607 (700-1¾)	640-2 607 (700-2)	