

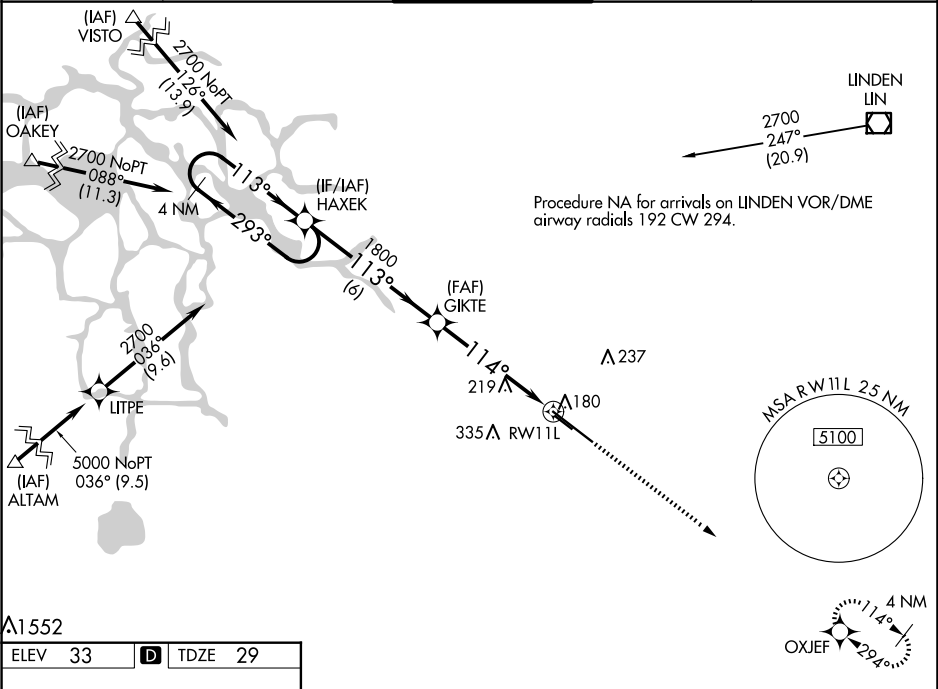
WAAS CH <b>72910</b> <b>W11A</b>	APP CRS <b>114°</b>	Rwy Idg TDZE <b>29</b> Apt Elev <b>33</b>
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RNAV (GPS) RWY 11L

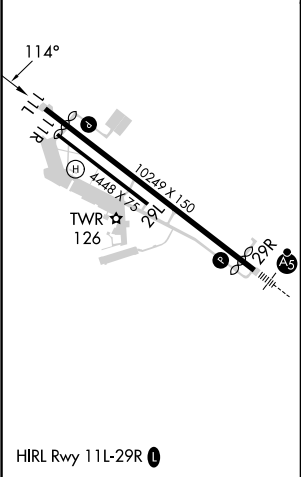
STOCKTON METRO (SCK)

<div><div>▼</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</div></div>	MISSED APPROACH: Climb to 2000 direct OXJEF 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</b> (CTAF) <b>0 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 33	<b>D</b>	TDZE 29
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).				
4 NM Holding Pattern HAXEK				
GP 3.00° TCH 50				
2700 ← 293° 113° → 1800				
1800 → 113° 114° → 1200				
6 NM 4.2 NM 1.2 NM				
CATEGORY	A	B	C	D
LPV DA	229-3/4 200 (200-3/4)			
LNAV/VNAV DA	471-1 1/2 442 (500-1 1/2)			
LNAV MDA	480-1 451 (500-1)		480-1 3/8 451 (500-1 3/8)	
<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)