
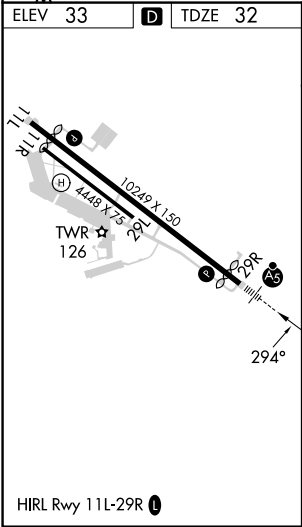
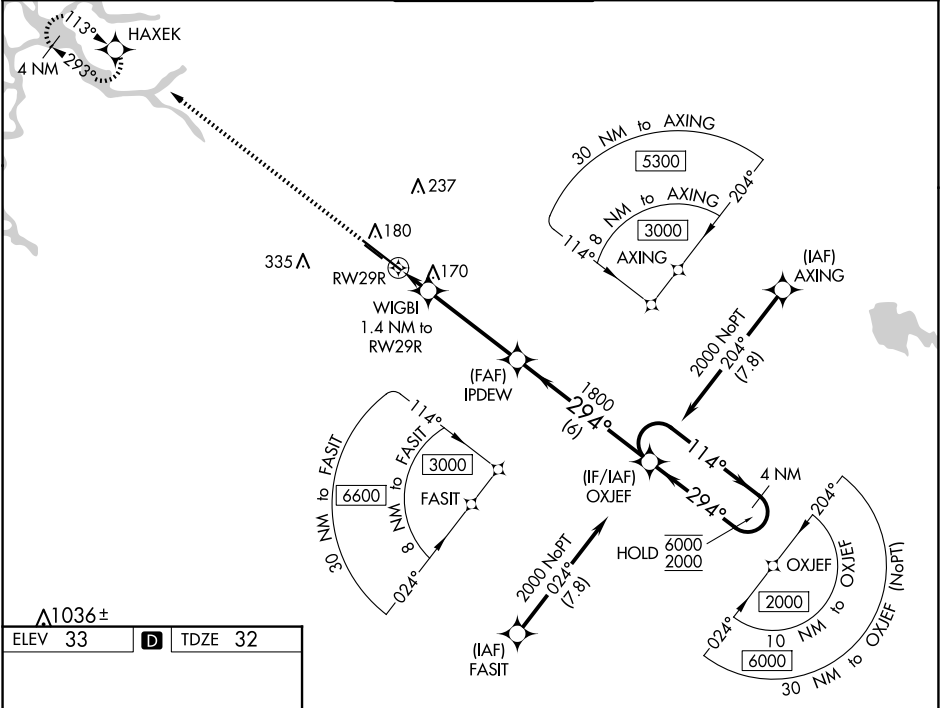


WAAS CH <b>87010</b> <b>W29A</b>	APP CRS <b>294°</b>	Rwy Idg <b>8650</b> TDZE <b>32</b> Apt Elev <b>33</b>
--	------------------------	---

RNAV (GPS) RWY 29R

STOCKTON METRO (SCK)

RNP APCH.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2700 direct HAXEK and hold.
<div><div>T</div></div>	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.			
ATIS 118.25	NORCAL APP CON (SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	STOCKTON TOWER ★ 120.3 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



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 RWY 29R	IPDEW 1800	294°	114°	6000 2000
RWY 29R	520*	1800	294°	1800	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)	