

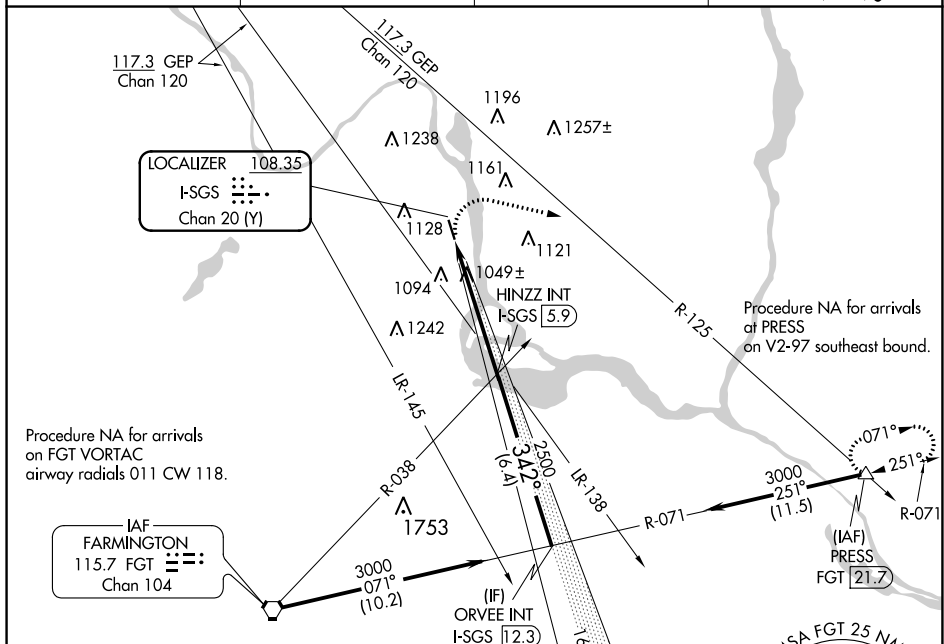
LOC/DME FSGS 108.35 Chan 20 (Y)	APP CRS 342°	Rwy Idg 4002 TDZE 820 Apt Elev 821
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LOC RWY 34
SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

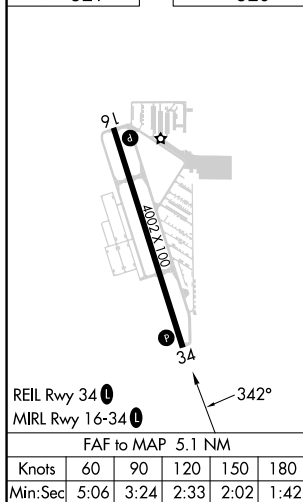
T Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local
A NA altimeter setting not received, use Minneapolis-St Paul Int/
 Wold-Chamberlain altimeter setting and increase all MDA
 40 feet. Increase Circling Cat C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 on heading 100° and on GEP VORTAC R-125 to PRESS INT/21.7 DME and hold.

AWOS-3 119.425	MINNEAPOLIS APP CON 121.2 335.65	CLNC DEL 118.2	UNICOM 122.7 (CTAF) L
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ELEV 821		TDZE 820
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3000 hdg 100°	GEP R-125	PRESS △				
CATEGORY	A	B	C	D		
S-34	1300-1	480 (500-1)	1300-1 ³ / ₈	480 (500-1 ³ / ₈)		
CIRCLING	1400-1 579 (600-1)	1540-1 719 (800-1)	1540-2 719 (800-2)	1620-2 ¹ / ₂ 799 (800-2 ¹ / ₂)		

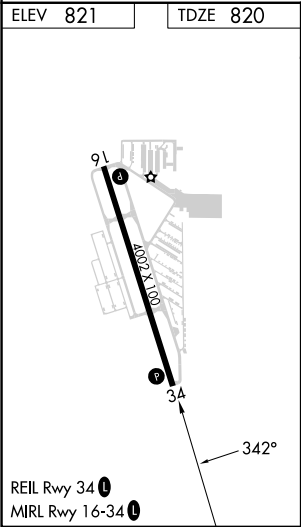
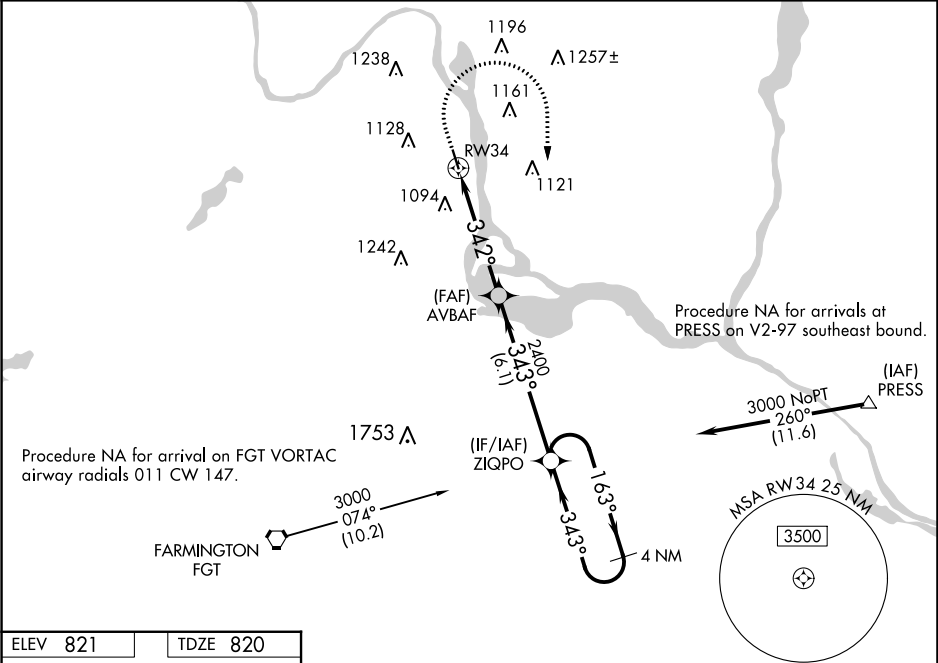
LOC RWY 34

WAAS CH 99636 W34A	APP CRS 342°	Rwy Idg TDZE Apt Elev	4002 820 821
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RNAV (GPS) RWY 34

SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct ZIQPO and hold.	
For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA.			
AWOS-3 119.425	MINNEAPOLIS APP CON 121.2 335.65	CLNC DEL 118.2	UNICOM 122.7 (CTAF) 0



1400		3000	ZIQPO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern
1.4 NM to RW34		2400		163°		3000
RW34		342°		343°		GP 3.00 TCH 36
1.4		3.5 NM		6.1 NM		
CATEGORY	A	B	C	D		
LPV DA	1102-1		282 (300-1)			
LNAV/VNAV DA	1378-1½		558 (600-1½)			
LNAV MDA	1300-1	480 (500-1)	1300-1½	480 (500-1½)		
CIRCLING	1400-1 579 (600-1)	1540-1 719 (800-1)	1540-2 719 (800-2)	1620-2 ½ 799 (800-2 ½)		