

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

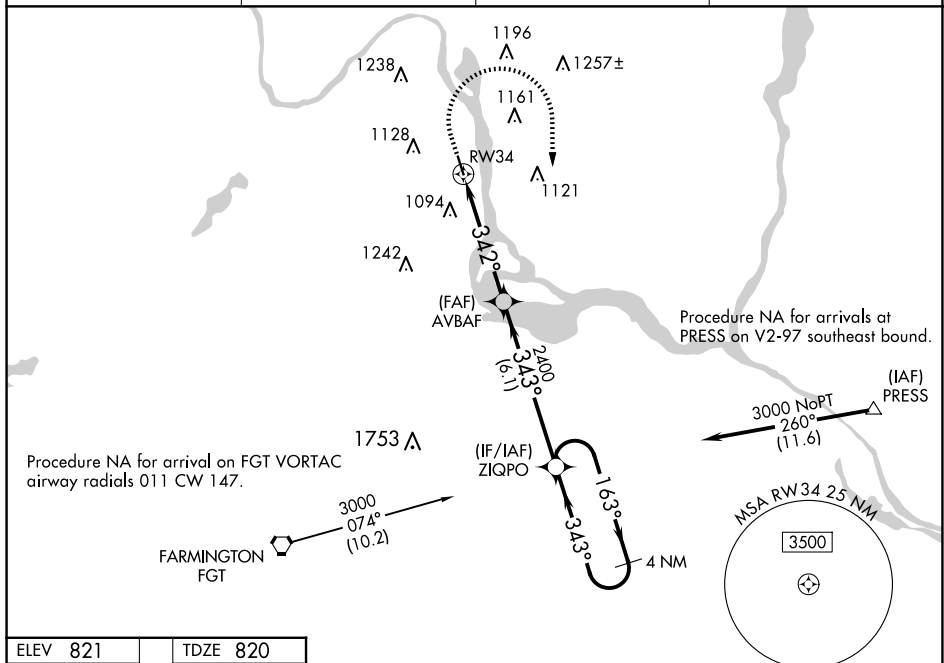
SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV-VNAV
A NA below -22°C or above 54°C. Rwy 34 helicopter
visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct ZIQPO and hold.

AWOS-3 119.425	MINNEAPOLIS APP CON 121.2 335.65	CLNC DEL 118.2	UNICOM 122.7 (CTAF) ①
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ELEV 821		TDZE 820
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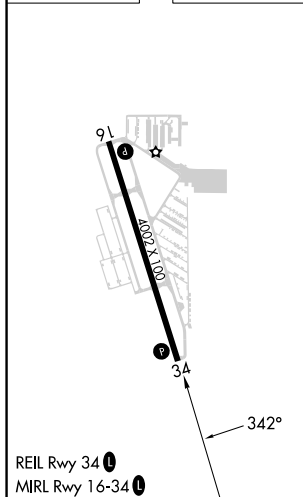


Diagram illustrating the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). The diagram shows a 4 NM Holding Pattern with a 163° heading and a 343° turn. The glidepath is 3.42° and 3.43° from the horizontal. The distance from the start of the glidepath to the 2400 MSL crossing is 1.4 NM. The distance from the 2400 MSL crossing to the 3000 MSL crossing is 3.5 NM. The distance from the 3000 MSL crossing to the 3600 MSL crossing is 6.1 NM. The diagram also shows the 1.4 NM distance from the start of the glidepath to the 2400 MSL crossing. The diagram is labeled with 'VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40)' and 'ZIQPO Holding Pattern'.

RNAV (GPS) RWY 34