

LOC/DME FSGS 108.35 Chan 20(Y)	APP CRS 342°	Rwy Ldg 4002 TDZE 820 Apt Elev 821
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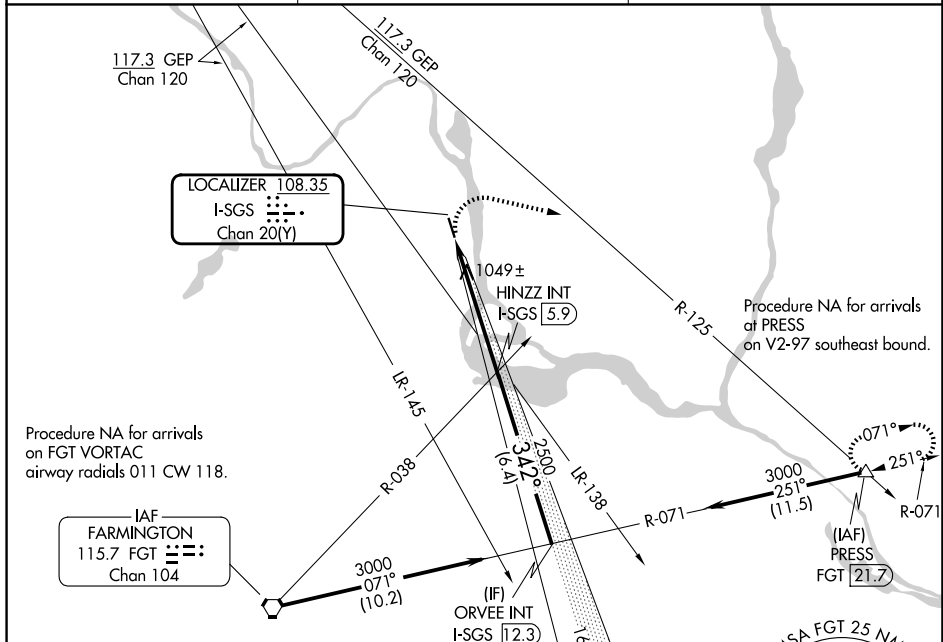
LOC RWY 34

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	UNICOM 122.7 (CTAF) 0
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ELEV 821
TDZE 820

4002 x 100

91 ☆

34

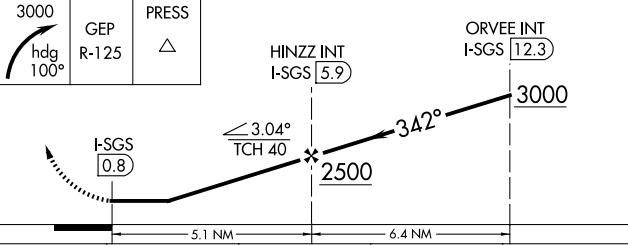
342°

REIL Rwy 34 I

MIRL Rwy 16-34 I

FAF to MAP 5.1 NM

	Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42	

3000 hdg 100°	GEP R-125	PRESS △	 The diagram shows a flight path starting from a thick black line on the left. A dashed curved arrow points to a segment labeled 'I-SGS 0.8'. This segment is horizontal. A vertical dashed line labeled 'HINZZ INT I-SGS 5.9' intersects it. From this intersection, a segment goes up and to the right, labeled '3.04° TCH 40'. This segment ends at a point labeled '2500'. From '2500', another segment goes up and to the right, labeled '342°', ending at a point labeled '3000'. A vertical dashed line labeled 'ORVEE INT I-SGS 12.3' is to the right of '3000'. Horizontal distance markers at the bottom show '5.1 NM' from the start to the vertical line at 2500, and '6.4 NM' from the vertical line at 2500 to the vertical line at 3000.			
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)		

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