

LOC I-PAU <u>109.9</u>	APP CRS 360°	Rwy Idg TDZE Apt Elev	6500 47 66
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ILS or LOC RWY 36
ST PAUL ISLAND(SNP)(PASN)

ADF and DME required for procedure entry. DME required.

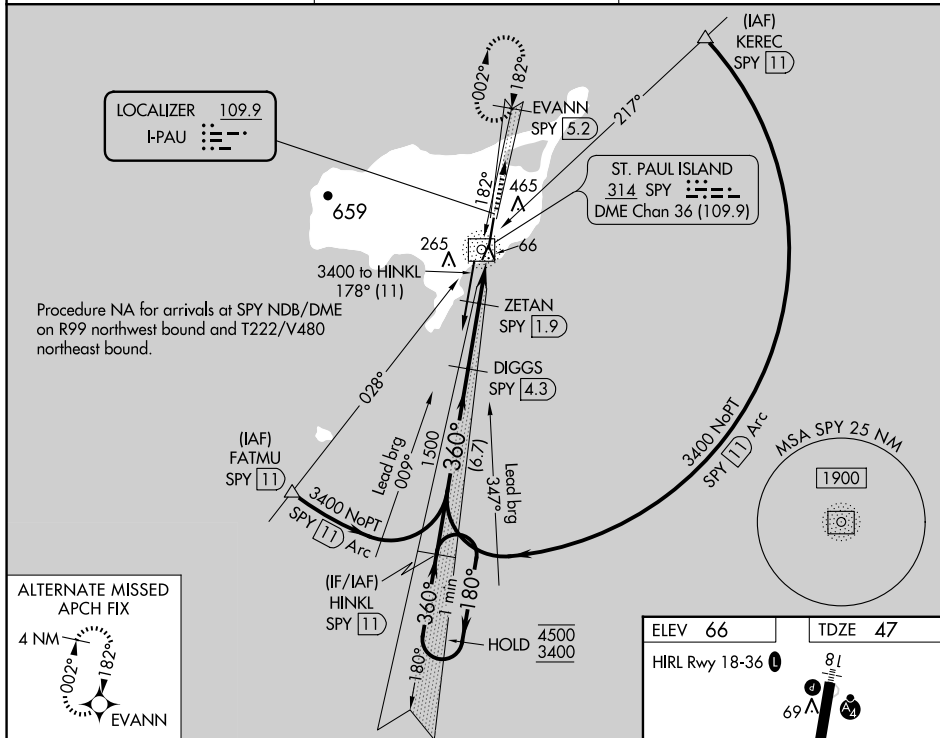
T Circling NA west of Rwy 18-36. Inop table does not apply to S-ILS.
A When local altimeter setting not received, procedure NA. DME from
SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

MALSF



MISSED APPROACH: Climb to 2700 on I-PAU north course (360°) to EVANN/SPY 5.2 DME and hold, continue climb-in-hold to 2700.

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3 0
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ALTERNATE MISSED
APCH FIX

One Minute Holding Pattern

HINKL SPY (11)

DIGGS SPY (4.3)

ZETAN SPY (1.9)

EVANN SPY (5.2)

2700

I-PAU N crs (360°)

*LOC only

4500 ← 180°

3400 → 360°

360°

1480

1500

*SPY (0.9)

*SPY (0.3)

*720

6.7 NM

2.4 NM

1 NM

1 NM

CATEGORY	A	B	C	D
S-ILS 36		247- ³ / ₄	200 (200- ³ / ₄)	
S-LOC 36		380- ³ / ₄	333 (400- ³ / ₄)	
C CIRCLING	800-1 734 (800-1)	800-2 734 (800-2)	800-2 1/4 734 (800-2 1/4)	

ELEV 66

TDZE 47

HIRL Rwy 18-36

Diagram illustrating the HIRL Rwy 18-36 approach. The runway is 6500 x 150 feet. The slope is 0.4% UP. The diagram shows the runway, approach lights, and various elevation markers (69, 81, 82, 36). A 360° 4.4 NM from FAF marker is indicated. The diagram also includes a table of speed and time data.

	FAF to MAP	4.4 NM			
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28