

SOUTH ST PAUL, MINNESOTA

AL-5190 (FAA)

26078

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

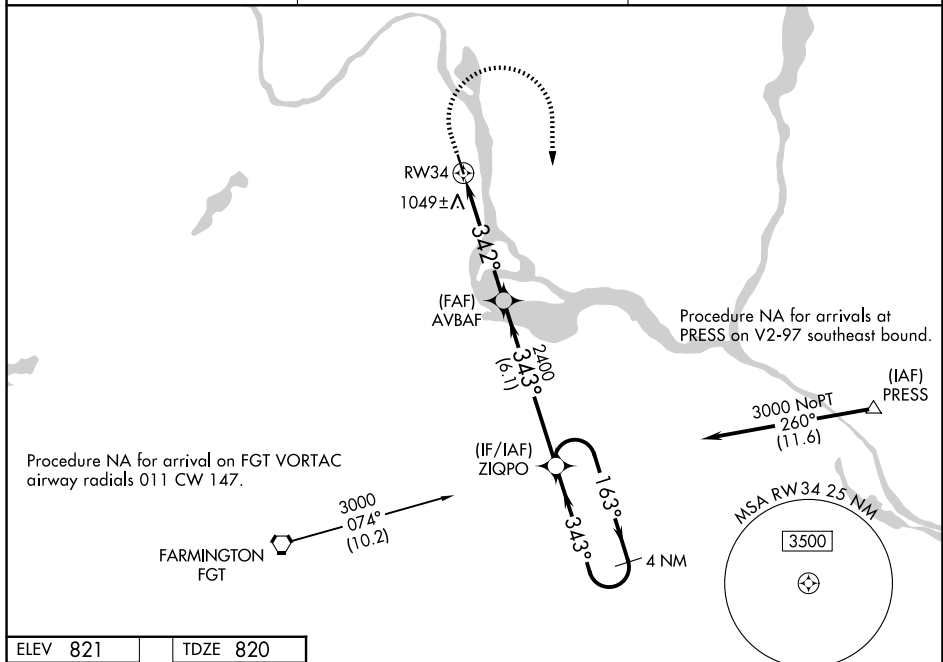
SOUTH ST PAUL MUNI/RICHARD E FLEMING FLD (SGS)

RNP APCH - GPS.

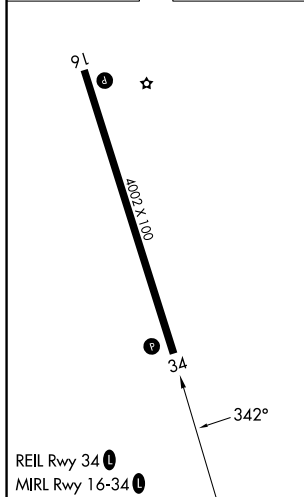
- T** For uncompensated Baro-VNAV systems, LNAV-VNAV
A NA below -22°C or above 54°C. Rwy 34 helicopter
visibility reduction below $\frac{3}{4}$ SM NA.

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	UNICOM 122.7 (CTAF) 0
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ELEV 821		TDZE 820
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The diagram illustrates the ZIQPO holding pattern, which is a 4 NM Holding Pattern. It shows the glidepath not coincident with the VGSi Angle 3.00/TCH 40. Key features include:

- 1400**: Initial altitude, indicated by an upward arrow.
- 3000**: Final altitude, indicated by a curved arrow.
- ZIQPO**: Holding pattern symbol (a four-pointed star).
- VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40)**: Note indicating the difference between the two glidepaths.
- AVBAF**: A point on the glidepath at 2400 feet.
- 1.4 NM to RW34**: Distance from the start of the holding pattern to the runway.
- 342°**: Angle of the initial descent.
- 343°**: Angle of the final climb.
- 163°**: Angle of the final climb to 3000 feet.
- 343°**: Angle of the final climb to 3000 feet.
- 2400**: Altitude at the AVBAF point.
- GP 3.00 TCH 36**: Gradient and threshold crossing height.
- 1.4, 3.5 NM, 6.1 NM**: Distances along the horizontal axis.

CATEGORY	A	B	C	D
LPV DA	1102-1		282 (300-1)	
LNAV/VNAV DA	1378-1 $\frac{5}{8}$		558 (600-1 $\frac{5}{8}$)	
LNAV MDA	1300-1 480 (500-1)		1300-1 $\frac{3}{8}$ 480 (500-1 $\frac{3}{8}$)	
CIRCLING	1400-1 579 (600-1)	1540-1 719 (800-1)	1540-2 719 (800-2)	1620-2 $\frac{1}{2}$ 799 (800-2 $\frac{1}{2}$)

SOUTH ST PAUL, MINNESOTA

Amdt 2A 10AUG23

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

44°51'N-93°02'W

RNAV (GPS) RWY 34

NC-1, 06 AUG 2026 to 03 SEP 2026