

LOC/DME I-VKG 111.5 Chan 52	APP CRS 146°	Rwy Idg 6148 TDZE 705 Apt Elev 705
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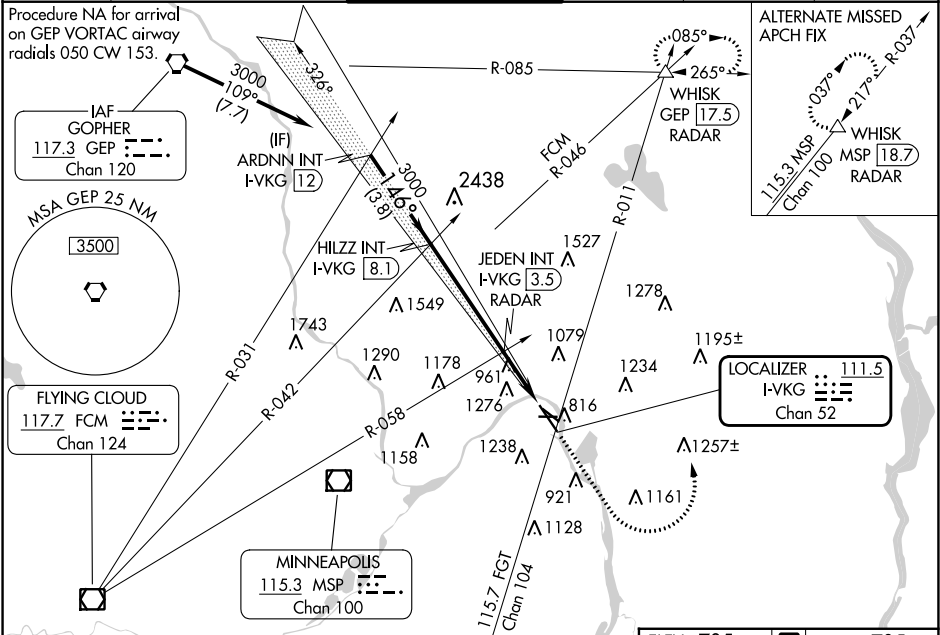
ILS or LOC RWY 14
ST PAUL DOWNTOWN HOLMAN FLD (STP)

⚠ Inop table does not apply to S-ILS 14. Rwy 14 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 14 Cat A visibility to RVR 5500, Cat B visibility to RVR 6000, and Cat C/D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on heading 355° and on FCM VOR/DME R-046 to WHISK INT/GEF 17.5 DME/RADAR and hold.

ATIS 118.35	MINNEAPOLIS APP CON 121.2 335.65	ST. PAUL TOWER ★ 119.1(CTAF) 257.8	GND CON 121.675	CLNC DEL 121.675	UNICOM 122.95
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).				ELEV 705		D		TDZE 705			
ARDNN INT I-VKG [12]				HILZZ INT I-VKG [8.1]		JEDEN INT I-VKG [3.5]		FCM R-046		WHISK △	
3000				3000		3000		hdg 355°		*LOC only.	
GS 3.00° TCH 53				3000		*I-VKG 3		I-VKG 1.1		I-VKG 1.1	
3.8 NM				4.6 NM		0.5 NM		1.9 NM			
CATEGORY				A		B		C		D	
S-ILS 14				955/40		250 (300-¾)					
S-LOC 14				1520/40		815 (900-¾)		1520-1⅞		815 (900-1⅞)	
CIRCLING				1580-1¼		875 (900-1¼)		1580-2½		875 (900-2½)	
JEDEN FIX MINIMUMS											
S-LOC 14				1360/40		655 (700-¾)		1360-1⅔		655 (700-1⅞)	
CIRCLING				1580-1¼		875 (900-1¼)		1580-2½		875 (900-2½)	
MIRL Rwy 9-27											
REIL Rwy 31											
REIL Rwy 32											
HIRL Rwy 14-32 and 13-31											
FAF to MAP 7 NM											
Knots				60		90		120		150	
Min:Sec				7:00		4:40		3:30		2:48	