


LOC/DME I-VKG <b>111.5</b> Chan 52	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev <b>6148</b> <b>705</b> <b>705</b>
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# ILS or LOC RWY 14

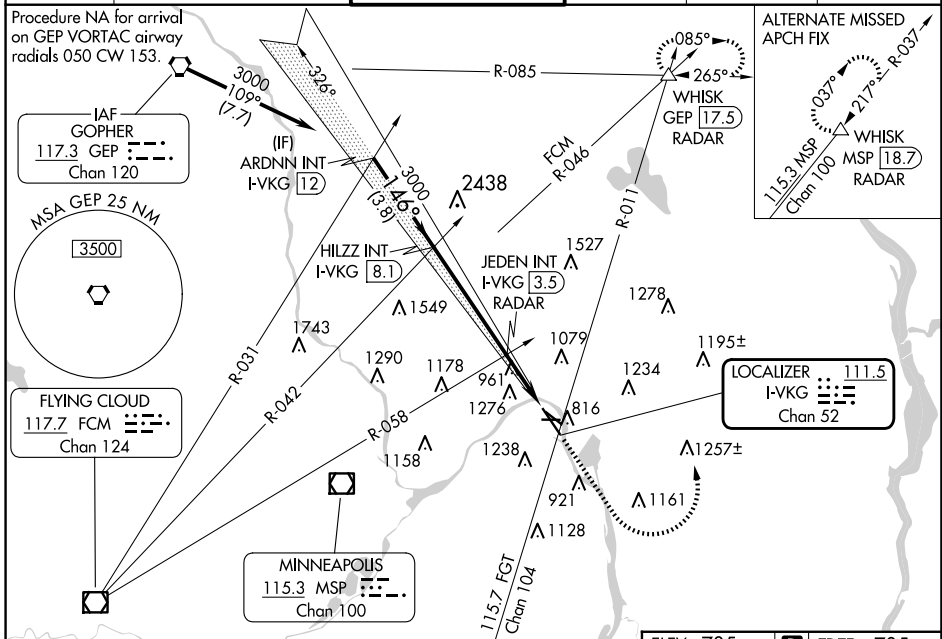
ST PAUL DOWNTOWN HOLMAN FLD (STP)

**⚠** 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.

**MALS** 

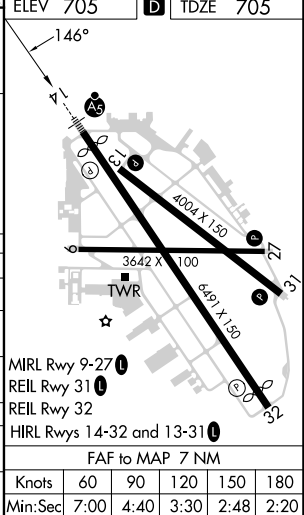
**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 on heading 355° and on FCM VOR/DME R-046 to WHISK INT/GEOP 17.5 DME/RADAR and hold.

ATIS <b>118.35</b>	MINNEAPOLIS APP CON <b>121.2 335.65</b>	ST. PAUL TOWER ★ <b>119.1 (CTAF) 257.8</b>	GND CON <b>121.675</b>	CLNC DEL <b>121.675</b>	UNICOM <b>122.95</b>
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

ARDNN INT I-VKG 12	HILZZ INT I-VKG 8.1	JEDEN INT I-VKG 3.5	WHISK	
3000	3000	*1520	*LOC only.	
GS 3.00° TCH 53	146°	3000	hdg 355°	
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)
<b>C</b> CIRCLING	1580-1¼	875 (900-1¼)	1580-2½	875 (900-2½)
JEDEN FIX MINIMUMS				
S-LOC 14	1360/40	655 (700-¾)	1360-1⅓	655 (700-1⅓)
<b>C</b> CIRCLING	1580-1¼	875 (900-1¼)	1580-2½	875 (900-2½)



NC-1, 23 JAN 2025 to 20 FEB 2025

NC-1, 23 JAN 2025 to 20 FEB 2025