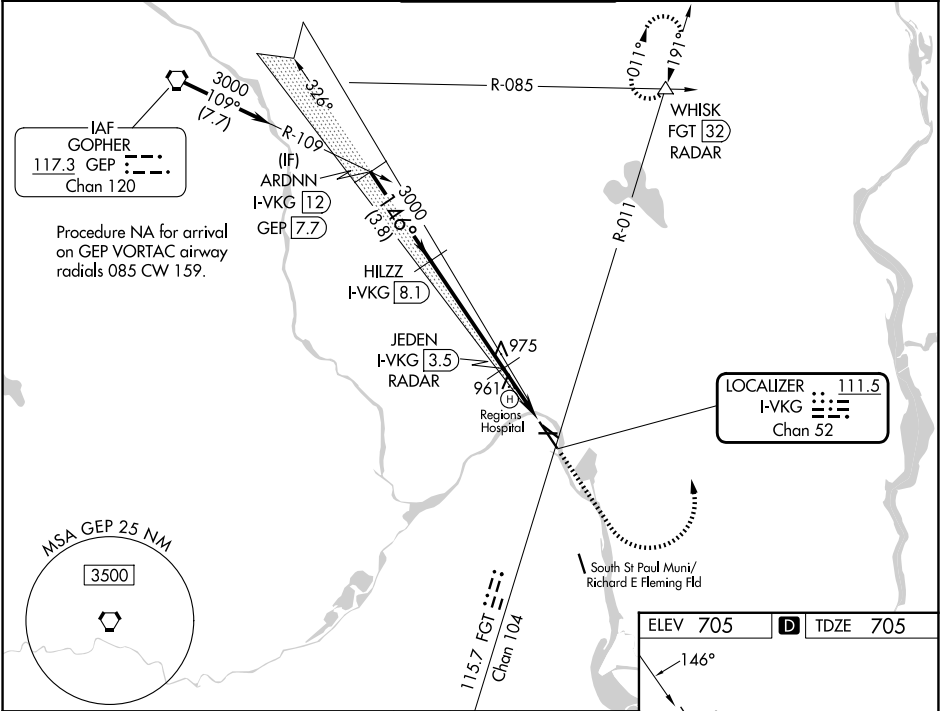


LOC/DME I-VKG 111.5 Chan 52	APP CRS 146°	Rwy Ldg 6148 TDZE 705 Apt Elev 705	ILS or LOC RWY 14 ST PAUL DOWNTOWN HOLMAN FLD (STP)	
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DME required.	MALSR	MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 355° and on FGT VORTAC R-011 to WHISK INT/ FGT 32 DME/RADAR and hold.
Rwy 14 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 14. For inop ALS, increase S-LOC 14 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1 3⁄8 SM. -30°C		

ATIS 118.35	MINNEAPOLIS APP CON 121.2 335.65	ST. PAUL TOWER ★ 119.1(CTAF) 257.8	GND CON 121.675	UNICOM 122.95
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 50).		1700	4000	FGT	WHISK
ARDNN I-VKG 12 GEP 7.7		HILZZ I-VKG 8.1	JEDEN I-VKG 3.5 RADAR	FGT R-011	△
3000 146° 3000		3000	1540	I-VKG 2.5	I-VKG 1.1
GS 3.00° TCH 53		3.8 NM	4.6 NM	1 NM	1.5 NM
CATEGORY	A	B	C	D	
S-ILS 14	955/40 250 (300-3⁄4)				
S-LOC 14	1220/40	515 (600-3⁄4)	1220/55	515 (600-1)	
CIRCLING	1580-1 1⁄4	875 (900-1 1⁄4)	1580-2 1⁄2	1600-3	
			875 (900-2 1⁄2)	895 (900-3)	

ELEV 705

D

TDZE 705

146°

A6

3642 X 100

TWR

6491 X 150

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MIRL Rwy 9-27

REIL Rwy 31

REIL Rwy 32

HIRL Rws 14-32 and 13-31