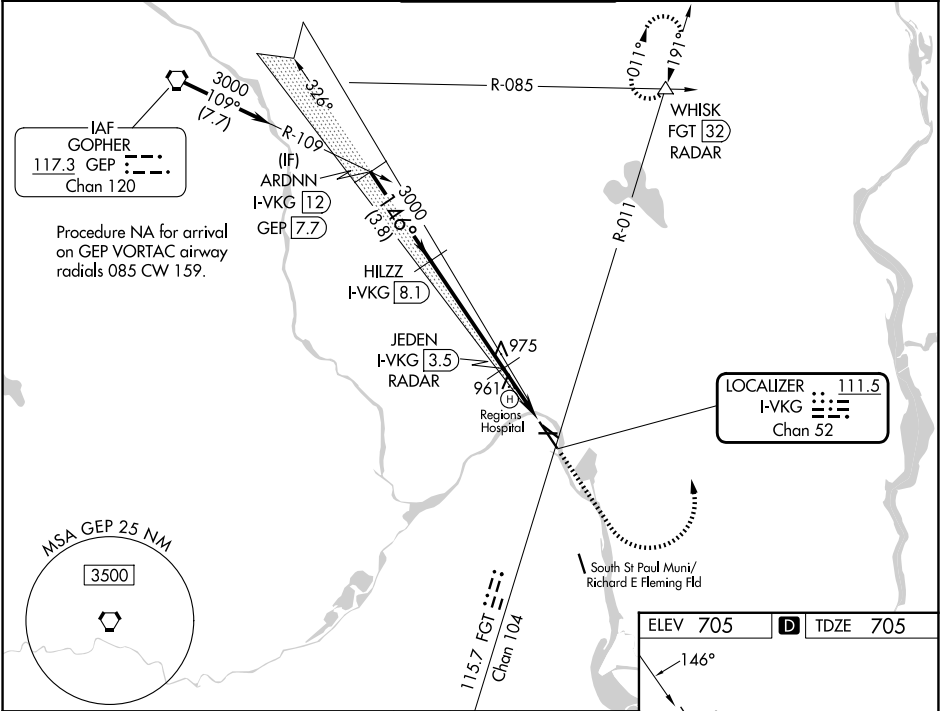


LOC/DME I-VKG 111.5 Chan 52	APP CRS 146°	Rwy Ldg 6148 TDZE 705 Apt Elev 705	ILS or LOC RWY 14 ST PAUL DOWNTOWN HOLMAN FLD (STP)
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DME required. Rwy 14 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 14. For inop ALS, increase S-LOC 14 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1 3/8 SM. -30°C	MALSR A5	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.
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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).					ELEV 705	D	TDZE 705		
ARDNN I-VKG [12] GEP [7.7]	HILZZ I-VKG [8.1]	JEDEN I-VKG [3.5] RADAR	I-VKG [2.5]	I-VKG [1.1]	146°	146°			
3000	3000	1540			3642 X 100	3642 X 100			
GS 3.00° TCH 53	3.8 NM	4.6 NM	1 NM	1.5 NM	TWR	TWR			
CATEGORY	A	B	C	D	MIRL Rwy 9-27 REIL Rwy 31 REIL Rwy 32 HIRL Rws 14-32 and 13-31				
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 1/2 875 (900-2 1/2)	1600-3 895 (900-3)					