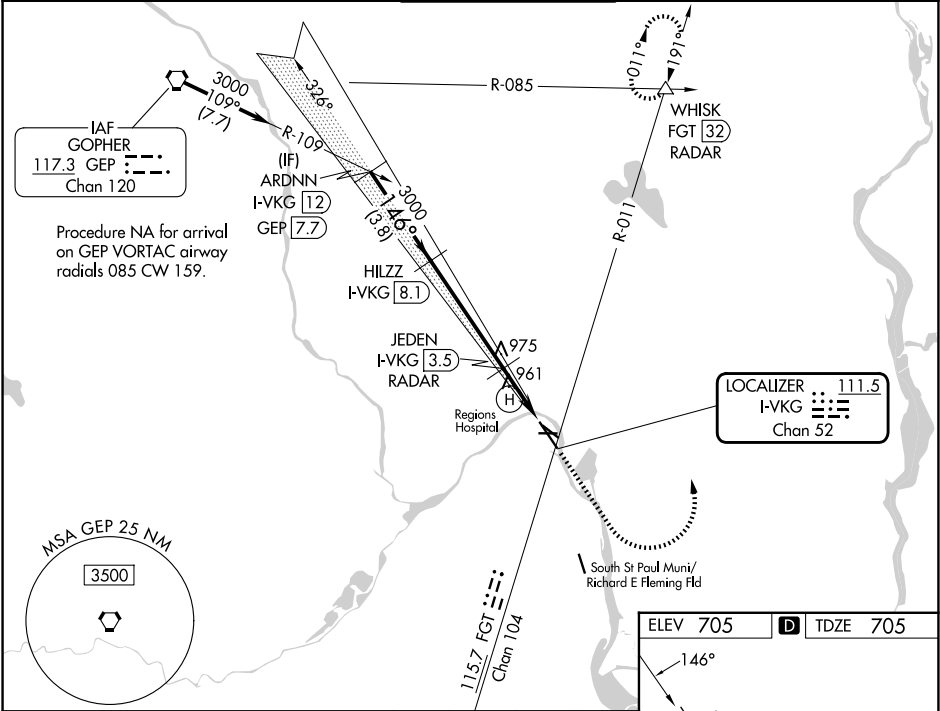


LOC/DME I-VKG 111.5 Chan 52	APP CRS 146°	Rwy Ldg TDZE Apt Elev	6148 705 705
---	------------------------	-----------------------------	---

ILS or LOC RWY 14
ST PAUL DOWNTOWN HOLMAN FLD (STP)

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.
--	-------------	--

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
-----------------------	--	---	---------------------------	-------------------------



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 50).				
ARDNN I-VKG 12 GEP 7.7	HILZZ I-VKG 8.1	JEDEN I-VKG 3.5 RADAR	FGT R-011	WHISK
3000	3000	1540	1700	4000
GS 3.00° TCH 53	146°	355°	hdg 355°	
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	875 (900-3)

ELEV 705	TDZE 705
----------	----------

Diagram of RWY 14 approach showing glide paths and altitudes:

- 146°
- 3000
- 1540
- 3642 X 100
- 6491 X 150
- TWR
- MIRL Rwy 9-27
- REIL Rwy 31
- REIL Rwy 32
- HIRL Rlys 14-32 and 13-31

NC-1, 01 OCT 2026 to 29 OCT 2026

NC-1, 01 OCT 2026 to 29 OCT 2026