


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

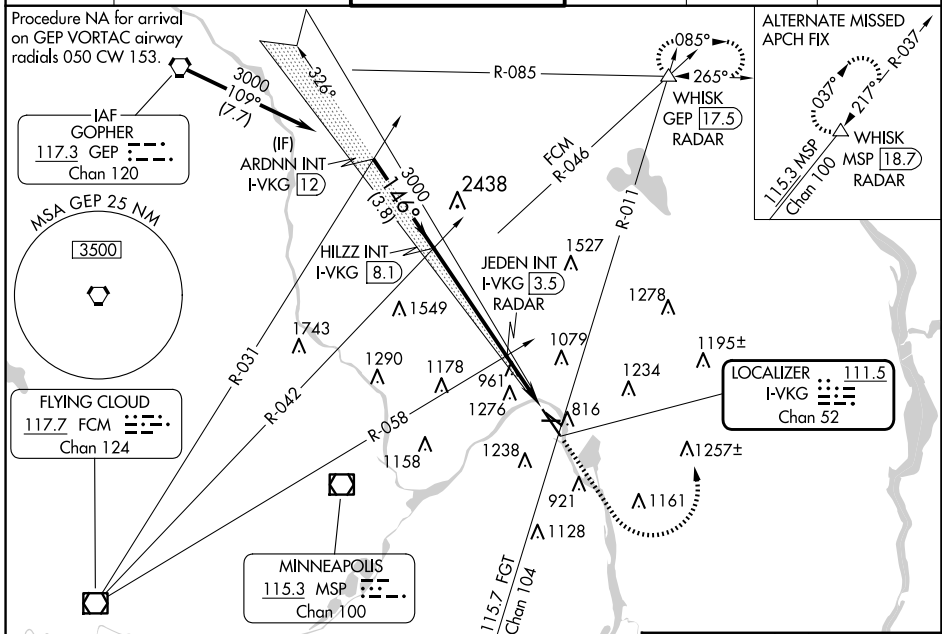
ST PAUL DOWNTOWN HOLMAN FLD (STP)

⚠ 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.

MALS R 

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 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).

ARDNN INT I-VKG [12] HILZZ INT I-VKG [8.1] JEDEN INT I-VKG [3.5] RADAR

3000 1700 3000 FCM WHISK

↑ hdg 355° R-046 △

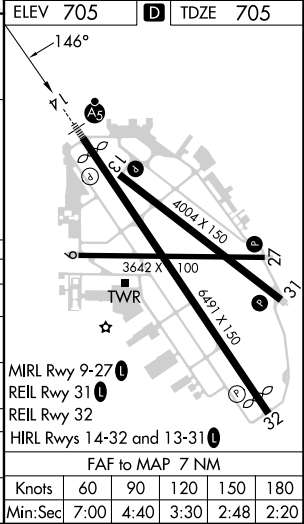
GS 3.00° TCH 53

3000 146° 3000

*1520 *1-VKG [3] I-VKG [1.1]

*LOC only.

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)
C 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)
C CIRCLING	1580-1¼	875 (900-1¼)	1580-2½	875 (900-2½)

MIRL Rwy 9-27	1
REIL Rwy 31	1
REIL Rwy 32	1
HIRL Rwy 14-32 and 13-31	1
FAF to MAP 7 NM	
Knots	60 90 120 150 180
Min:Sec	7:00 4:40 3:30 2:48 2:20

NC-1, 17 APR 2025 to 15 MAY 2025

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