

LOC/DME I-VKG
111.5
Chan 52

APP CRS
146°

Rwy Idg
TDZE
Apt Elev
6148
705
705

ILS or LOC RWY 14

ST PAUL DOWNTOWN HOLMAN FLD (STP)

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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.

MALSR

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

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	UNICOM
118.35	121.2 335.65	119.1(CTAF) 257.8	121.675	121.675	122.95

Procedure NA for arrival on GEP VORTAC airway radials 050 CW 153.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).				ELEV 705	TDZE 705	
				*LOC only.		
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)		
CIRCLING	1580-1¼	875 (900-1¼)	1580-2½	875 (900-2½)	1580-2¾	875 (900-2¾)
JEDEN FIX MINIMUMS						
S-LOC 14	1360/40	655 (700-¾)	1360-1⅜	655 (700-1⅜)		
CIRCLING	1580-1¼	875 (900-1¼)	1580-2½	875 (900-2½)	1580-2¾	875 (900-2¾)
HRL Rwy 9-27					FAF to MAP 7 NM	
REIL Rwy 31						
REIL Rwy 32						
HRL Rwy 14-32 and 13-31						
					Knots	60 90 120 150 180
					Min:Sec	7:00 4:40 3:30 2:48 2:20

ST PAUL, MINNESOTA

Amtd 2 17AUG17

ST PAUL DOWNTOWN HOLMAN FLD (STP)

44°56'N-93°04'W

ILS or LOC RWY 14