

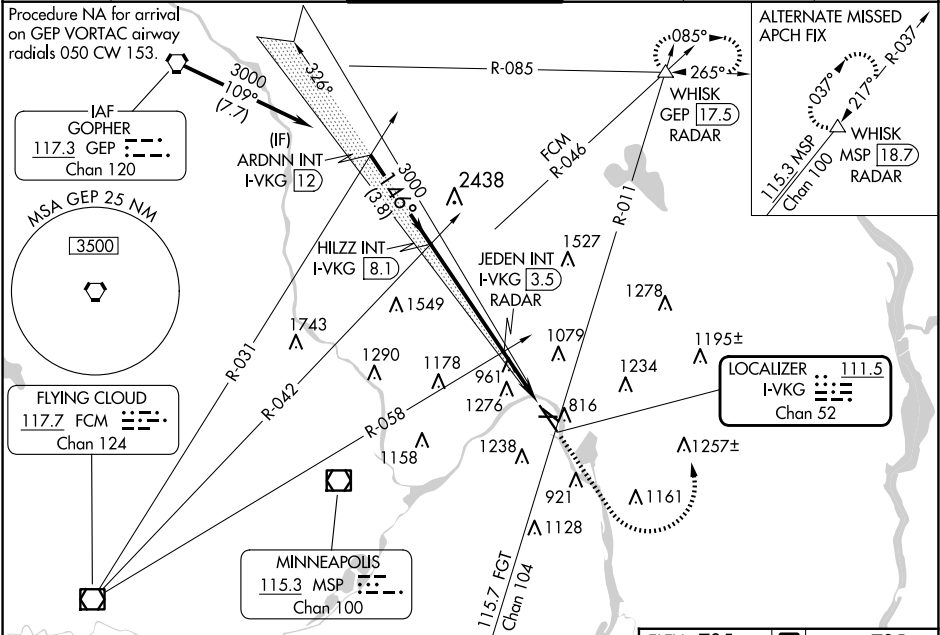
LOC/DME I-VKG 111.5 Chan 52	APP CRS 146°	Rwy Idg 6148 TDZE 705 Apt Elev 705
---	------------------------	---

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.

MALSR
AS
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 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
-----------------------	--	---	---------------------------	----------------------------	-------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).				1700 ↑		3000 hdg 355°		FCM R-046		WHISK △	
ARDNN INT I-VKG [12]		HILZZ INT I-VKG [8.1]		JEDEN INT I-VKG [3.5] RADAR		*I-VKG [3]		I-VKG [1.1]		*LOC only.	
3000 — 146° — 3000				3000 *1520							
GS 3.00° TCH 53				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)				1520-17 ⁸ / ₈ 815 (900-17 ⁸ / ₈)						
C CIRCLING	1580-1¼ 875 (900-1¼)				1580-2½ ¹ / ₂ 875 (900-2½ ¹ / ₂)				1580-2¾ ³ / ₄ 875 (900-2¾ ³ / ₄)		
JEDEN FIX MINIMUMS											
S-LOC 14	1360/40 655 (700-¾)				1360-13 ³ / ₈ 655 (700-13 ³ / ₈)						
C CIRCLING	1580-1¼ 875 (900-1¼)				1580-2½ ¹ / ₂ 875 (900-2½ ¹ / ₂)				1580-2¾ ³ / ₄ 875 (900-2¾ ³ / ₄)		

