

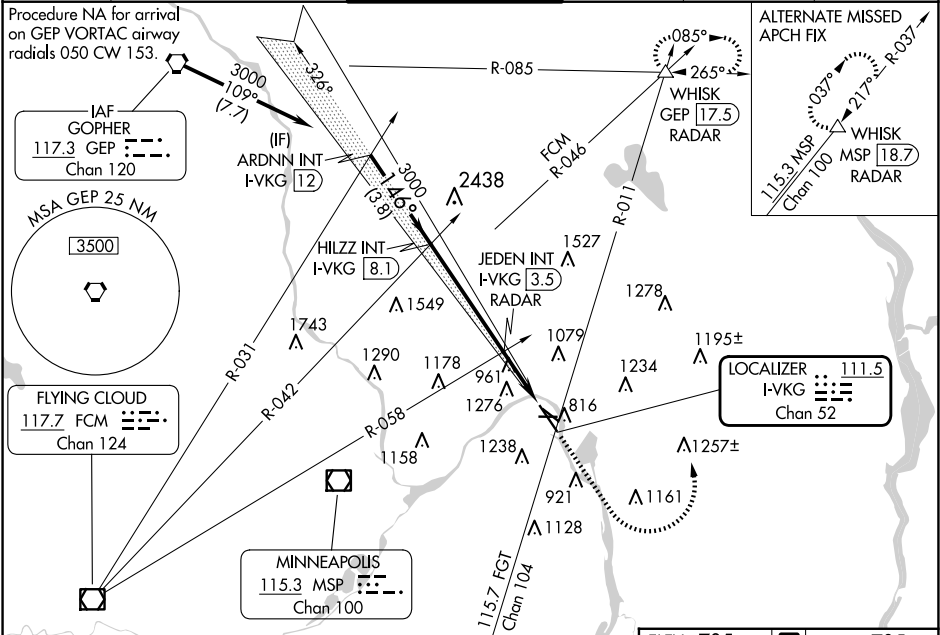
LOC/DME I-VKG 111.5 Chan 52	APP CRS 146°	Rwy Idg 6148 TDZE 705 Apt Elev 705
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ILS or LOC RWY 14
ST PAUL DOWNTOWN HOLMAN FLD (STP)

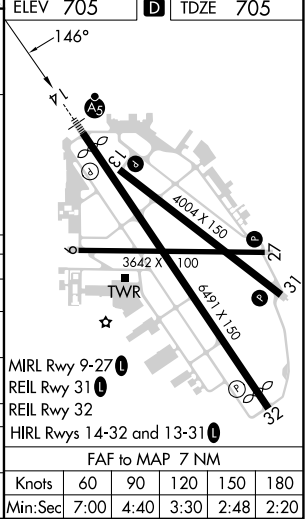
⚠ Inop table does not apply to S-ILS 14. Rwy 14 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 14 Cat A visibility to RVR 5500, Cat B visibility to RVR 6000, and Cat C/D visibility to 2½ SM.

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
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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	*LOC only.
3000	3000	*1520	I-VKG [3]
GS 3.00° TCH 53	146°	3000	I-VKG [1.1]
3.8 NM	4.6 NM	0.5 NM	1.9 NM
CATEGORY	A	B	C
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)	1360-1⅓ 655 (700-1⅓)	
CIRCLING	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)



NC-1, 30 OCT 2025 to 27 NOV 2025

NC-1, 30 OCT 2025 to 27 NOV 2025