

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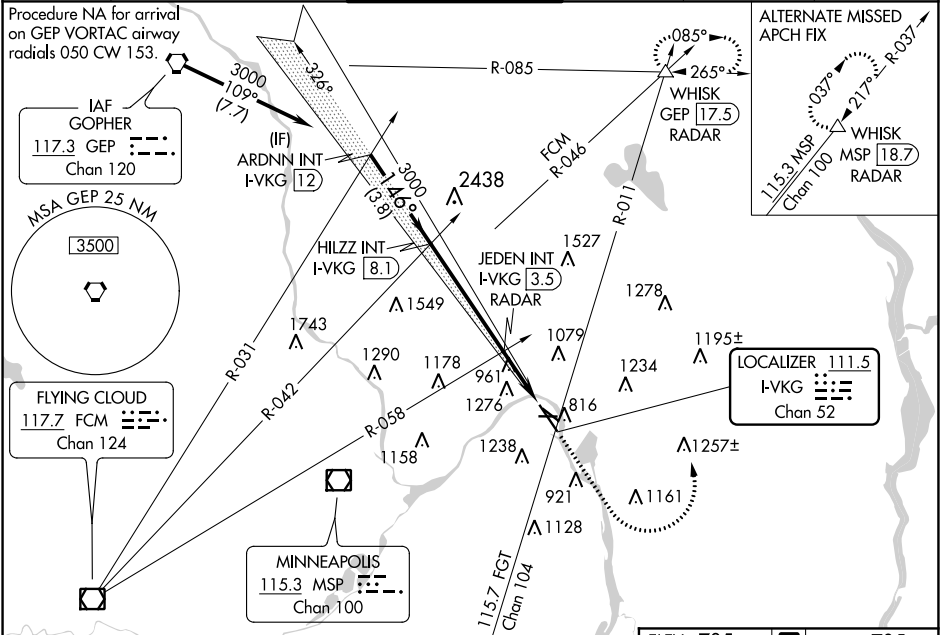
ILS or LOC RWY 14
ST PAUL DOWNTOWN HOLMAN FIELD (STP)

⚠ 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

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			
GS 3.00° TCH 53			
3000 146° 3000			
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)

ELEV 705	TDZE 705
146° 7 NM from FAF	
4000 X 150	
3642 X 100	
4491 X 150	
TWR	
MIRL Rwy 9-27	
REIL Rwy 31	
REIL Rwy 32	
HIRL Rlys 14-32 and 13-31	
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, 31 DEC 2020 to 28 JAN 2021

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