


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

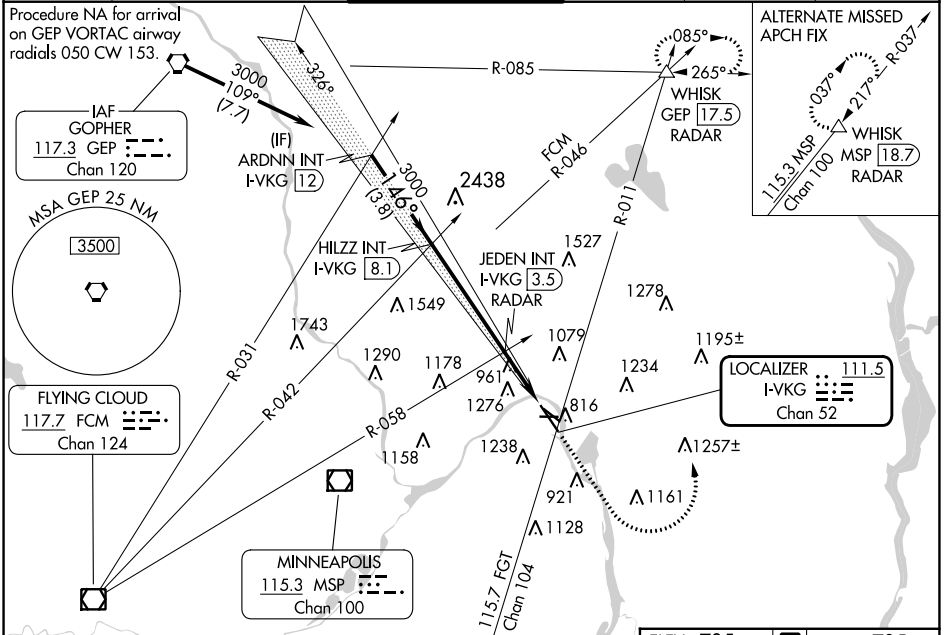
ST PAUL DOWNTOWN HOLMAN FLD (STP)

⚠ 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.

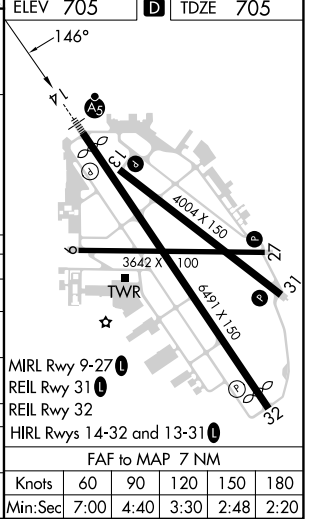
MALS 

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).	1700	3000	FCM	WHISK
ARDNN INT I-VKG 12	HILZZ INT I-VKG 8.1	JEDEN INT I-VKG 3.5 RADAR	*LOC only.	
GS 3.00° TCH 53	3000	3000	I-VKG 3	I-VKG 1.1
	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)
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)
CIRCLING	1580-1¼	875 (900-1¼)	1580-2½	875 (900-2½)



NC-1, 31 OCT 2024 to 28 NOV 2024

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