

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: DA LOC: 7.04 NM AFTER HILZZ INT/I-VKG 8.11 DME OR AT I-VKG 1.07 DME CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 355 AND ON FCM VOR/DME R-046 TO WHISK INT/GEF 17.46 DME/RADAR AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 350 AND ON MSP (SEE FORM 8260-10) ADDITIONAL FLIGHT DATA: HOLD E, RT, 265.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE WHISK/MSP 18.70 DME/RADAR, RT, 216.55 INBOUND. CHART FAS OBST: 961 TOWER 445745N/0930538W CHART VDP AT 2.96 DME* DISTANCE VDP TO THLD 1.89 NM. *LOC ONLY. CHART CIRCLING ICON.					
GEP VORTAC (IAF)		ARDNN INT/I-VKG 11.95 DME		109.44 / 7.68				3000							
ARDNN INT/I-VKG 11.95 DME		HILZZ INT/I-VKG 8.11 DME		146.03 / 3.84 (I-VKG)				3000							
(IF)															
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT ARDNN INT/I-VKG 11.95 DME 3. FAC: <u>146.03</u> FAF: <u>HILZZ INT/I-VKG 8.11 DME</u> DIST FAF TO MAP: <u>7.04</u> THLD: <u>7.04</u> 4. MIN. ALT: <u>ARDNN 3000, HILZZ 3000, JEDEN INT/I-VKG 3.47 DME/RADAR 1520*</u> 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: <u>996</u> 6. MIN GS INCPT: <u>3000</u> GS ALT AT: <u>HILZZ 3000</u> OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>52.8</u> 8. MSA FROM: <u>GEP VORTAC 3500</u>										MAG VAR: 0E		EPOCH YEAR: 2020			
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		ILS: #		LOC: @			
CATEGORY =====>		A		B		C		D		E					
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 14	955	4000	250	955	4000	250	955	4000	250	955	4000	250			
S-LOC 14	1520	4000	815	1520	4000	815	1520	1 7/8	815	1520	1 7/8	815			
CIRCLING	1580	1 1/4	875	1580	1 1/4	875	1580	2 1/2	875	1580	2 3/4	875			
JEDEN FIX MINIMUMS															
S-LOC 14	1360	4000	655	1360	4000	655	1360	1 3/8	655	1360	1 3/8	655			
CIRCLING	1580	1 1/4	875	1580	1 1/4	875	1580	2 1/2	875	1580	2 3/4	875			
NOTES: CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 14. CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GEP VORTAC AIRWAY RADIALS 050 CW 153. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)															
CITY AND STATE		ELEVATION: 705 TDZE: 705		FACILITY IDENTIFIER: I-VKG		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:					
ST PAUL, MN		AIRPORT NAME:		ST PAUL DOWNTOWN HOLMAN FLD		ILS OR LOC RWY 14, AMDT 2				AMDT: 1A					
										DATED		04/04/2010			



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MISSED APPROACH INSTRUCTIONS, (CONT.):

VOR/DME R-037 TO WHISK/MSP 18.70 DME/RADAR AND HOLD. (DME OR RADAR REQUIRED).

NOTES, (CONT.):

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A VISIBILITY TO RVR 5500, CAT B VISIBILITY TO RVR 6000, AND CAT C/D VISIBILITY TO 2 1/2 SM.

QUALITY
24
CHECKED

CITY AND STATE

ST PAUL, MN

ELEVATION: 705**TDZE: 705**

AIRPORT NAME:

ST PAUL DOWNTOWN HOLMAN FLD

FACILITY
IDENTIFIER:

I-VKG

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC RWY 14, AMDT 2

SUP:

AMDT: **1A**DATED: **04/04/2010**

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
COORDINATED WITH: <div style="display: flex; justify-content: space-around;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input type="checkbox"/></div> <div>NBAA <input type="checkbox"/></div> <div>OTHER (specify) <input type="checkbox"/> _____</div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:
CHANGES: CHANGES CONT. 13. ADDED VDP TO ADDITIONAL FLIGHT DATA SECTION. 14. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA SECTION. 15. CHANGED MAG VAR FROM 3E TO READ 0E AND EPOCH YEAR FROM 1985 TO READ 2020 IN ADDITIONAL FLIGHT DATA SECTION. 16. CHANGED FAC FROM 143.04 TO READ 146.03 ON LINE 3. 17. CHANGED DIST FAF TO MAP/THLD FROM 6.91 TO READ 7.04 ON LINE 3. 18. REMOVED 1360 FROM LINE 4. 19. CHANGED GS ANT FROM 1010 TO READ 996 ON LINE 5. 20. CHANGED TCH FROM 53.0 TO READ 52.8 ON LINE 7. 21. CHANGED S-LOC 14 CAT C VIS FROM 2 TO 1 7/8 AND CAT D VIS FROM 2 1/4 TO 1 7/8 IN MINIMUMS SECTION. 22. CHANGED CIRCLING CAT A VIS FROM 1 TO 1 1/4 IN MINIMUMS SECTION. 23. CHANGED JEDEN FIX MINIMUMS CAT C VIS FROM 6000 TO READ 1 3/8 AND CAT D VIS FROM 1 1/2 TO READ 1 3/8 IN MINIMUMS SECTION. 24. CHANGED CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA TO READ CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED IN NOTES SECTION. (SEE FORM 8260-10)		
REASONS: REASONS CONT. 20. AIRNAV2 DATA RECORD FOR I-VKG. 21-23,29. IAPA CALCULATION. 24. 8260.19G, PAGE 8-45, PARA 8-6-5I(3). 25. 8260.19G, PAGE 8-61, PARA 8-6-6N(1). 26,27. WMSCR BACKUP ALTIMETER SOURCE CLARIFICATION EMAIL DATED 2/14/2017. 28. AIRNAV2 DATABASE RECORD - CONTROL TOWER MONITORS PRIMARY FACILITY. 30-32. NEW INOP LIGHTING TABLE. 33. STANDARDIZED COORDINATION ORGANIZATIONS ON FORMS.		
06/20/2017: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/15/2017. 1. CHANGED ALL REFERENCES TO ARDNN/I-VKG 11.95 DME TO READ ARDNN INT/I-VKG 11.95 DME.		



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
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CITY AND STATE ST PAUL, MN	ELEVATION: 705	TDZE: 705	FACILITY IDENTIFIER: I-VKG	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 14, AMDT 2	SUP:
	AIRPORT NAME:				AMDT: 1A
	ST PAUL DOWNTOWN HOLMAN FLD				DATED: 04/04/2010

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBA <div><input type="checkbox"/></div>		NBAA <div><input type="checkbox"/></div>	OTHER (specify) <div><input type="checkbox"/></div>		
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>25. CHANGED CHART PROFILE NOTE: VGS AND ILS GLIDEPATH NOT COINCIDENT TO READ CHART PROFILE NOTE: VGS AND ILS GLIDEPATH NOT COINCIDENT (VGS ANGLE {ANGLE}/TCH {FEET}) IN NOTES SECTION.</div> <div>26. MOVED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SOUTH ST. PAUL ALTIMETER SETTING FROM NOTES SECTION TO REMARKS SECTION OF 8260-9.</div> <div>27. MOVED #@ NA WHEN LOCAL WEATHER NOT AVAILABLE FROM NOTES SECTION TO REMARKS SECTION OF 8260-9.</div> <div>28. ADDED #@ NA WHEN CONTROL TOWER CLOSED TO NOTES SECTION.</div> <div>29. CHANGED @ CAT A 900-2 TO READ @ CAT A, B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4 IN NOTES SECTION.</div> <div>30. REMOVED CHART NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC-14 CAT AND B VISIBILITY TO RVR 5000 FROM NOTES SECTION.</div> <div>31. REMOVED JEDEN FIX MINIMUMS: INCREASE S-LOC-14 CAT A AND B VISIBILITY TO RVR 5000 FROM NOTES SECTION.</div> <div>32. ADDED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A VISIBILITY TO RVR 5500, CAT B VISIBILITY TO RVR 6000, AND CAT C/D VISIBILITY TO 2 1/2 SM TO NOTES SECTION.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					



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QUALITY
24
CHECKED

CITY AND STATE
ST PAUL, MN

ELEVATION: 705 TDZE: 705
AIRPORT NAME:
ST PAUL DOWNTOWN HOLMAN FLD

FACILITY
IDENTIFIER:
I-VKG

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS OR LOC RWY 14, AMDT 2

SUP:
AMDT: 1A
DATED: 04/04/2010

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <input type="checkbox"/>		AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>
					NBAA <input type="checkbox"/>
					OTHER (specify) _____
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 33. ADDED STP ATCT AND MSP APP CON TO COORDINATED WITH BLOCK. 34. CHANGED PRIMARY MISSED APPROACH INSTRUCTION CLEARANCE LIMIT FROM WHISK INT/GEP 17.46 DME TO READ WHISK/GEP 17.46 DME/RADAR IN MISSED APPROACH SECTION. 35. CHANGED ALTERNATE MISSED APPROACH CLEARANCE LIMIT FROM WHISK INT/GEP 17.46 DME TO READ WHISK/MSP 18.70 DME/RADAR IN ADDITIONAL FLIGHT DATA SECTION.					
REASONS:					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																					
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					THRESHOLD DISPLACED 343 FT..																
MSP APP CON STP TOWER							N W S		OTHER: ASOS			SOURCE:KSTP / KSGS					PRECIPITOUS TERRAIN EVALUATION COMPLETED.														
							F A A					DISTANCE: 0 / 4.80																			
							A / C					HOURS REMOTE OPERATION: 0/YES / 24/YES																			
SATISFACTORY ON:					LOCATION: KSTP					ADJUSTMENT: 0					ALTERNATE MINIMUMS NA WHEN LOCAL WEATHER NOT AVAILABLE.																
4. MONITOR STATUS					PRIMARY NAVAID: I-VKG																										
					MONITOR POINT: KSTP ATCT																										
					HRS OPTN:		CAT 1		24																						
5. APPROACH & RUNWAY LIGHTING							ALS																								
							(S) SALS																								
					X		MALSR 14 (PCL)																								
					X		HIRL 13, 14 (PCL), 31, 32 (PCL)																								
					X		MIRL 09, 27																								
					X		REIL 31, 32																								
							TDZ																								
							C/LINE																								
6. RUNWAY MARKINGS					BASIC BSC-G 09, 27																										
					ALL WEATHER PIR-G 14, 32																										
					INSTRUMENT NPI-G 13, 31																										
7. RUNWAY VISUAL RANGE					APPROACH 14, 32																										
					MIDFIELD																										
					ROLL OUT 14, 32																										
8. GLIDE PATH					GP ANGLE: 3.00					ELEV RWY THRESHOLD: 704.7																					
					DISTANCE FROM RWY: 996					ELEV GP ANTENNA: 701.9																					
										THRESHOLD CROSSING HEIGHT: 52.8																					
9. FINAL APPROACH COURSE AIMING					X		RUNWAY THRESHOLD					FT. FROM THRESHOLD																			
					X		ON CENTERLINE					FT. FROM CENTERLINE																			
10. WAIVERS: 1																				PART C - REMARKS: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SOUTH ST PAUL MUNI-RICHARD E FLEMING FLD ALTIMETER SETTING. VGSII DATA: 3.00/49.7 SECONDARY ALTIMETER HAS NO EFFECT ON MINIMA. FPT ADVISES RWY 14/32 NUMBERING REQUIRES UPDATE WITH THE 2020 MAGVAR ROTATION, HOWEVER, FUNDING IS NOT AVAILABLE AND WILL NOT BE AVAILABLE UNTIL THE NEXT RUNWAY PROJECT SCHEDULED FOR 2020. ILS AND RNAV PROCEDURES WERE NOT MATCHED WITH THIS AMENDMENT - RNAV PROCEDURE WAS UPDATED BY ABBREVIATED AMENDMENT AND BY DIFFERENT SPECIALIST. RECOMMEND MATCHING ILS AND RNAV PROCEDURES AS SOON AS POSSIBLE. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.83NM CAT C: 2.88NM CAT D: 3.76NM SEE ATTACHED AIRSPACE LETTER. "VISUAL PORTION OF FINAL" PENETRATIONS: CIRCLING RWY 13 (ALL OBSTACLES VERIFIED LIT BY AIRNAV2 DATABASE) 20:1 1211 BLDG (KSTPT2061) 445655.75N/0930523.21W (155.91) 1208 BLDG (27-001008) 445655.00N/0930523.00W (155.83) 1061 BLDG (27-001007) 445656.00N/0930519.00W (17.11) 34:1 744 TREE (KSTPT0450) 445634.27N/0930415.12W (6.89) 726 NAVAID (27-024884) 445632.76N/0930403.98W (5.78) 722 NAVAID (27-024856) 445632.73N/0930403.98W (1.86) XP 149: MAINTAIN PREVIOUS JEDEN FIX MDA XP 400: INITIAL RAISED FROM 2600 TO 3000 TO MATCH INTERMEDIATE ALTITUDE AND GSIA. MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 4000 8. TOWER (27-000033) 450132.00N/0930239.00W 1527 (4D) 1000 2600 9. TERRAIN 445457.00N/0925645.00W 1139 (1100) AS1500 2600											
ORDER 8260.19C, PARAGRAPH 18C; PENETRATION OF THE PRIMARY SURFACE (W)																															
PART D - PREPARED BY: BEV L BORDY (MICHAEL R. GARRITY JR.)										DATE: 03/14/2017																					
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5433																					

