





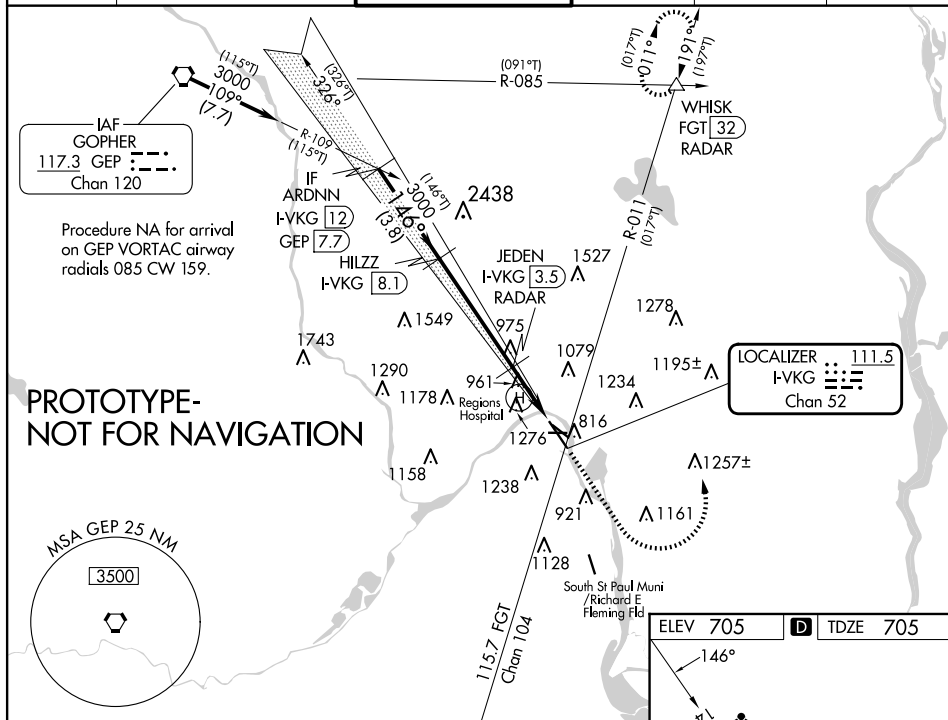


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/07/2025	APWS Task ID: DCDD2F72362A41E8B1248B4D620A9B53	APWS Project ID: 24B22E7DB7C642DD9469F6011D651816
Procedure: ILS OR LOC RWY 14 AMDT 3		Enroute: NO	Specialist: Cyrus, Theron		Agreement Number:
Airport ID: KSTP			Airport City: ST PAUL		State: MN
Facility ID: VKG	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: VOR MON: MSP AND FCM DECOMMISSIONING. ACTIVE DATA USED FOR KSTP/RUNWAYS/PENDING DATA USED FOR I-VKG. CONTACT CASIMIR TABAKA 405 202 7857.</div> <div><div>QUALITY 21 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

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)

DME required.		  	MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 355° and on FGT VORTAC R-011 to WHISK INT/FGT 32 DME/RADAR and hold.		
 Rwy 14 helicopter visibility reduction below RVR 4000 NA.  Inop table does not apply to S-HLS 14. For inop ALS, increase S-LOC 14 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1% SM.  -30°C					
ATIS 118.35	MINNEAPOLIS APP CON 121.2 335.65	ST. PAUL TOWER ★ 119.1(CTAF) 0 257.8	GND CON 121.675	CLNC DEL 121.675	UNICOM 122.95



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

ARDNN I-VKG 12 GEP 7.7

HILZZ I-VKG 8.1

JEDEN I-VKG 3.5 RADAR

I-VKG 2.5

I-VKG 1.1

3000

146°

3000

1540

3.8 NM

4.6 NM

1 NM

1.5 NM

GS 3.00° TCH 53

CATEGORY	A		B		C		D	
S-ILS 14	955/40				250 (300-¾)			
S-LOC 14	1220/40		515 (600-¾)		1220/55		515 (600-1)	
CIRCLING	1580-1¼		875 (900-1¼)		1580-2½ 875 (900-2½)		1600-3 895 (900-3)	

1700

4000

hdg 355°

FGT R-011

WHISK △

MIRL Rwy 9-27

REIL Rwy 31

REIL Rwy 32

HIRL Rws 14-32 and 13-31

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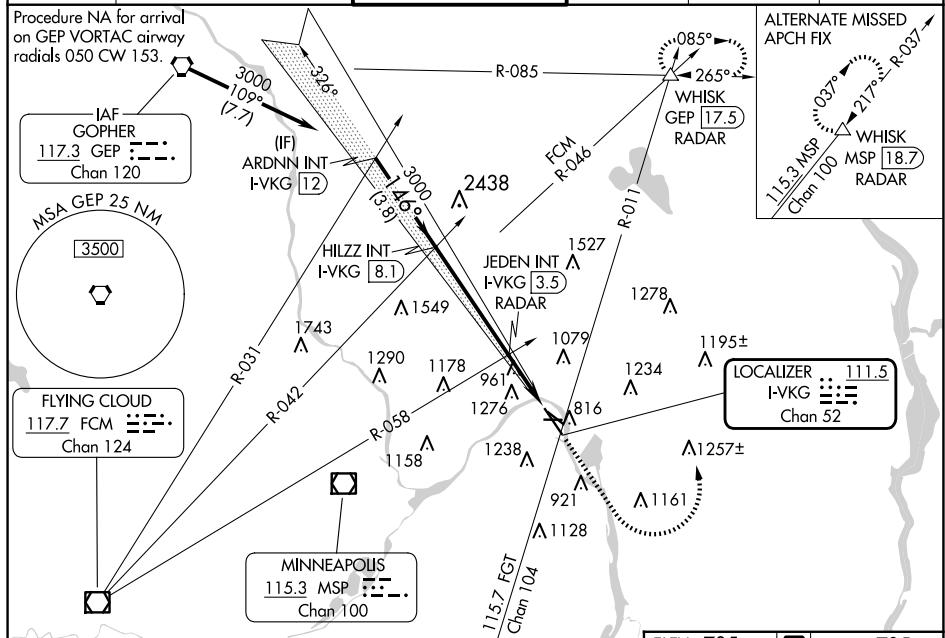
ILS or LOC RWY 14
ST PAUL DOWNTOWN HOLMAN FLD (STP)

⚠ 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.



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	WHISK
3000	3000	*1520	
GS 3.00° TCH 53			
3.8 NM	4.6 NM	0.5 NM	1.9 NM
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)	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)

