

LOC/DME I-VKG <b>111.5</b> Chan 52	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev <b>6148</b> <b>705</b> <b>705</b>
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# ILS or LOC RWY 14

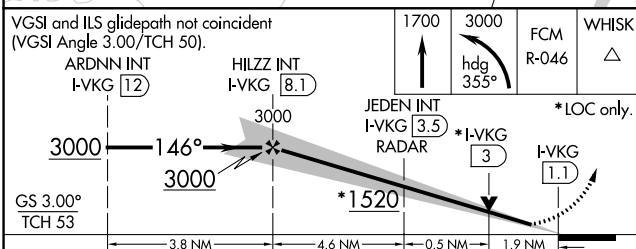
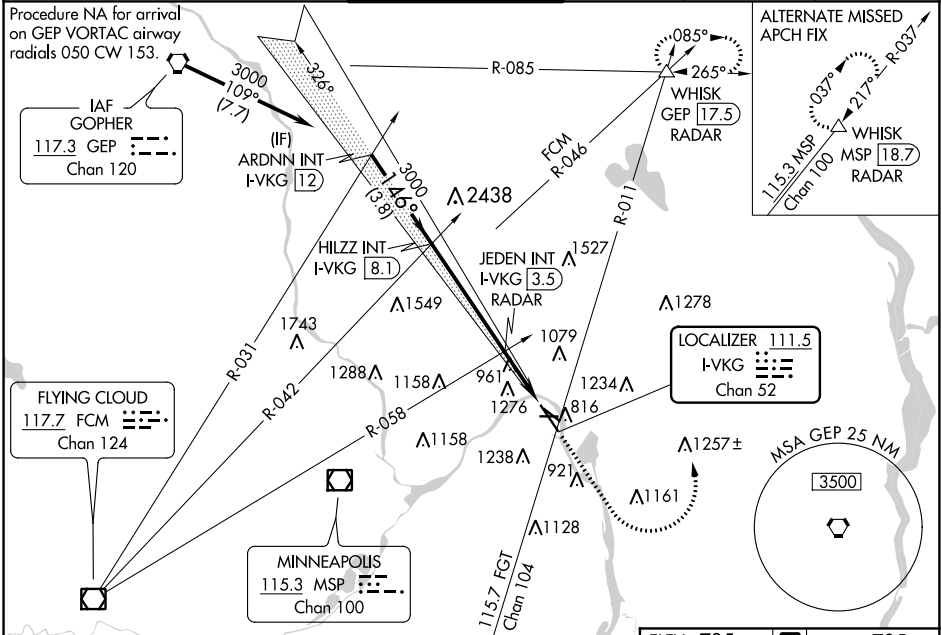
ST PAUL DOWNTOWN HOLMAN FIELD (STP)

**⚠** 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**  
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/GEOP 17.5 DME/RADAR and hold.

ATIS <b>118.35</b>	MINNEAPOLIS APP CON <b>121.2 335.65</b>	ST. PAUL TOWER ★ <b>119.1(CTAF) 257.8</b>	GND CON <b>121.675</b>	CLNC DEL <b>121.675</b>	UNICOM <b>122.95</b>
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ELEV 705	TDZE 705
<p>1700 3000 FCM WHISK hdg 355° R-046</p> <p>*LOC only.</p>	
<p>GS 3.00° TCH 53</p> <p>3.8 NM 4.6 NM 0.5 NM 1.9 NM</p>	
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)
<b>C</b> 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)
<b>C</b> CIRCLING	1580-1¼ 875 (900-1¼) 1580-2½ 875 (900-2½) 1580-2¾ 875 (900-2¾)
<p>MIRL Rwy 9-27 <b>Ⓛ</b></p> <p>REIL Rwy 31 <b>Ⓛ</b></p> <p>REIL Rwy 32 <b>Ⓛ</b></p> <p>HIRL Rwys 14-32 and 13-31 <b>Ⓛ</b></p> <p>FAF to MAP 7 NM</p>	
Knots	60 90 120 150 180
Min:Sec	7:00 4:40 3:30 2:48 2:20

NC-1, 31 JAN 2019 to 28 FEB 2019

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