

LOC/DME I-VKG <b>111.5</b> Chan 52	APP CRS <b>143°</b>	Rwy Idg <b>6148</b> TDZE <b>705</b> Apt Elev <b>705</b>
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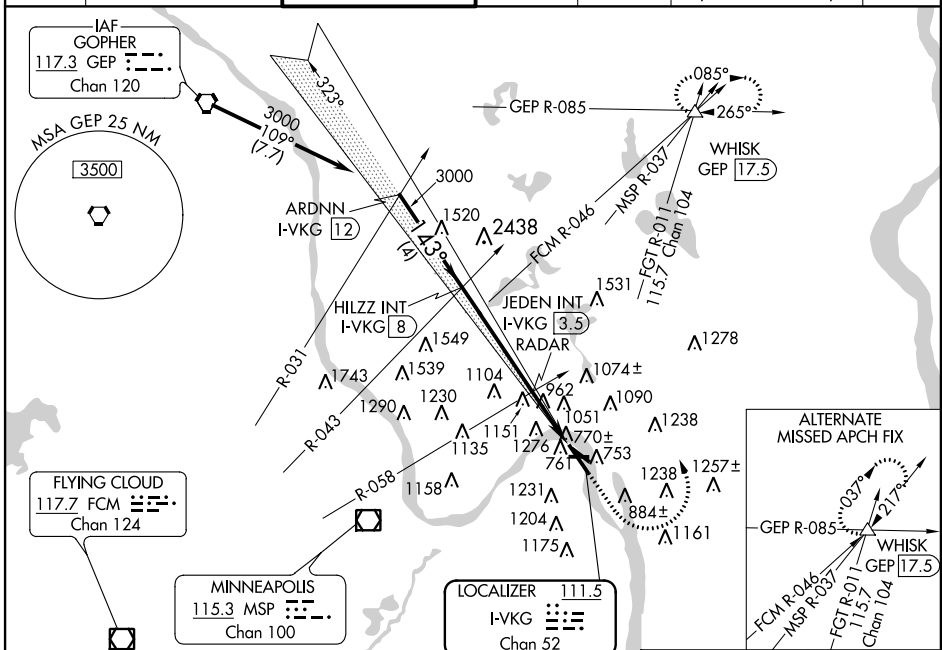
# ILS or LOC RWY 14

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received use South St. Paul altimeter setting. Inoperative table does not apply to S-ILS 14.  
 ▲ For inoperative MALSRS increase S-LOC-14 Cat A and B visibility to RVR 5000.  
 JEDEN Fix Minimums: increase S-LOC-14 Cat A and B visibility to RVR 5000.

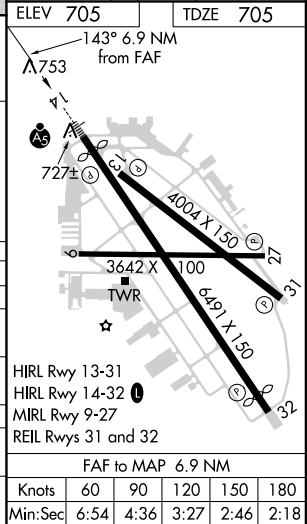
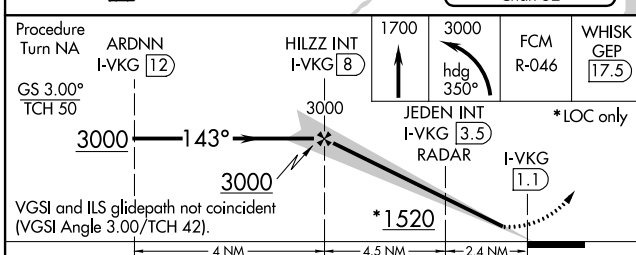
MALSRS MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 350° and via FCM VOR/DME R-046 to WHISK INT/GEOP 17.5 DME and hold.

ATIS <b>118.35</b>	MINNEAPOLIS APP CON <b>121.2 357.4</b>	ST. PAUL TOWER ★ <b>119.1</b> (CTAF) <b>257.8</b>	GND CON <b>121.675</b>	CLNC DEL <b>121.675</b>	MINNEAPOLIS CLNC DEL <b>121.675</b> (when tower closed)	UNICOM <b>122.95</b>
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NC-1, 07 FEB 2013 to 07 MAR 2013

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CATEGORY	A	B	C	D
S-ILS 14	955/40		250 (300-¾)	
S-LOC 14	1520/40	815 (900-¾)	1520-2 815 (900-2)	1520-2¼ 815 (900-2¼)
CIRCLING	1580-1 875 (900-1)	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)	1360/60 655 (700-1¼)	1360-1½ 655 (700-1½)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

HIRL Rwy 13-31	HIRL Rwy 14-32	MIRL Rwy 9-27	REIL Rws 31 and 32		
FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18