


WAAS CH <b>62828</b> <b>W14A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>6148</b> <b>705</b> <b>705</b>
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# RNAV (GPS) RWY 14

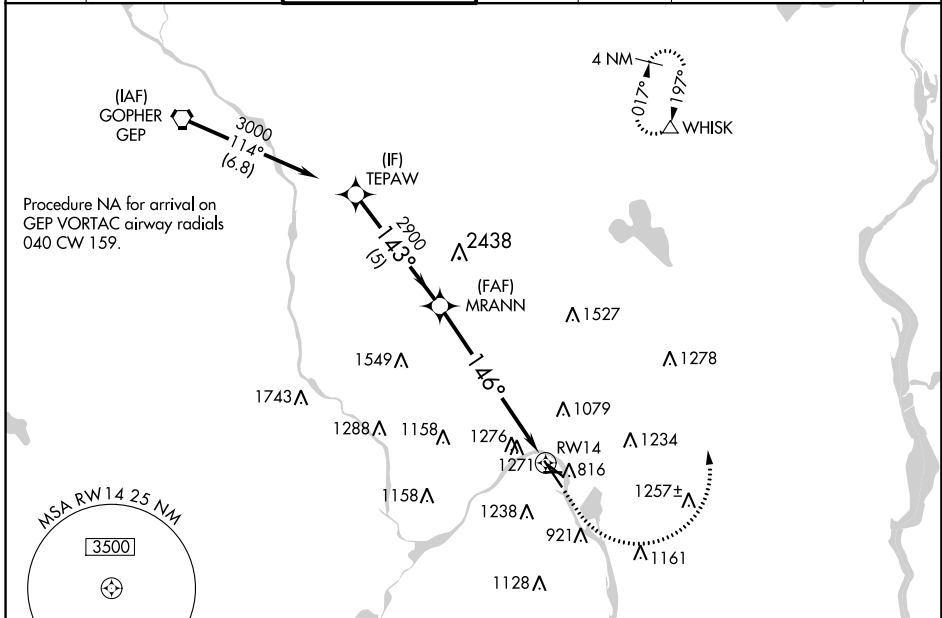
ST PAUL DOWNTOWN HOLMAN FIELD (STP)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cats C and D to 2½ SM.

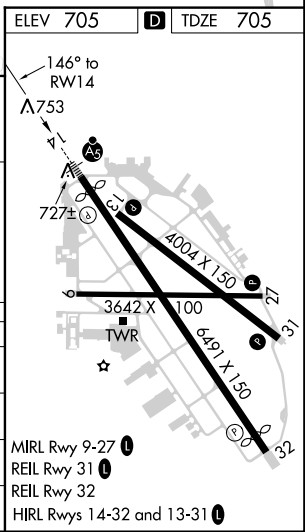
**MALSR** 

**MISSED APPROACH:** (Do not exceed 250K until WHISK) Climb to 1700 then climbing left turn to 3000 direct WHISK 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>120.25</b>	MINNEAPOLIS CLNC DEL <b>121.675</b> (when tower closed)	UNICOM <b>122.95</b>
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	ELEV 705				<b>D</b>	TDZE 705
	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).					
	TEPAW	MRANN	1700	3000	WHISK	
	3000	2900				
	GP 3.00°					
	TCH 42					
	5 NM	4.4 NM	2.4 NM			
CATEGORY	A	B	C	D		
LPV DA	955/40		250 (300-¾)			
LNAV/VNAV DA	1511-2½		806 (900-2½)			
LNAV MDA	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)		



NC-1, 29 MAR 2018 to 26 APR 2018

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