

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks 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 feet RVR.

AIRPORT ID IMT	PROCEDURE NAME RNAV (GPS) RWY 19	ORIGINAL/AMENDMENT 1	CITY IRON MOUNTAIN KINGSFORD	STATE MI
AIRPORT ELEVATION 1182	TDZE 1182	SUPERSEDED RNAV (GPS) RWY 19	DATED 07/14/2022	MAG VAR 2W
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 27 NOVEMBER 2025	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 1985
			CANCEL/SUSPEND	

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 100/30 CW 280/30	NOPT	100/18 CW 280/18		3700
2. 100/18 CW 280/18		DAMPY	IF/IAF	3400
3. 280/30 CW 010/30		IRENE	IAF	3400
4. 010/30 CW 100/30		IIZO	IAF	3600

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
IIZO	IAF	DAMPY	NOPT	TF	FB	1.00	099.61	5.00	3400
IRENE	IAF	DAMPY	NOPT	TF	FB	1.00	279.79	5.00	3400
DAMPY	IF/IAF	HANDS		TF	FB	1.00	189.69	6.00	3000
HANDS	FAF	MSSTR/2.19 NM TO RW19		TF	FB	0.30	189.69	3.39	
MSSTR/2.19 NM TO RW19		RW19	MAP	TF	FO	0.30	189.69	2.19	
RW19	MAP	1465 MSL		CA			189.69		
1465 MSL		SEYOC		DF	FO	1.00			3400

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW19

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3400 DIRECT SEYOC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)			
2. HOLD N DAMPY, RT, 189.69 INBOUND, 3400 IN LIEU OF PT (IAF), MAX 6000.								
3. FAC: 189.69		FAF: HANDS	DIST FAF TO MAP:	5.58		DIST FAF TO THLD:	5.58	
4. MIN ALT: DAMPY 3400, HANDS 3000, MSSTR/2.19 NM TO RW19 1920								
5. DIST TO THLD FROM OM:		MM:	IM:	150 HAT:		283 HAT:	0.76	GS ANT:
6. MIN GP INCPT: 3000		GP ALT AT PFAF: HANDS 3000				OM:		MM:
7. GP ANGLE: 3.00		34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 41.9				IM:
8. MSA FROM:								

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA NORTHEAST OF RWYS 19 AND 31.
 CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: CIRCLING RWY 13, 31 NA AT NIGHT.
 CHART NOTE: BARO-VNAV AND VDP NA WHEN USING ESC ALTIMETER SETTING.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22°C OR ABOVE 54°C.
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ESC ALTIMETER SETTING AND INCREASE LPV DA TO 1645 FEET AND ALL VISIBILITIES 3/8 SM; INCREASE LNAV/VNAV DA TO 1883 FEET AND ALL VISIBILITIES 1/2 SM; INCREASE ALL MDAS 180 FEET AND LNAV VISIBILITY CAT C/D 1/2 SM, AND CIRCLING VISIBILITY CAT C/D 3/4 SM.
 CHART SPEED ICON IN PLANVIEW AT IZZO: AT 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT IRENE: AT 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 009.64 INBOUND.
 CHART FAS OBST: 1567 TREE 455009N/0880524W.
 CHART VDP AT 1.36 NM TO RW19.
 WAAS CHANNEL # 58247
 REFERENCE PATH ID: W19A
 LTP HAE: 326.1 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1465	1	283	1465	1	283	1465	1	283	1465	1	283				
LNAV/VNAV DA	1703	1 1/2	521	1703	1 1/2	521	1703	1 1/2	521	1703	1 1/2	521				
LNAV MDA	1660	1	478	1660	1	478	1660	1 3/8	478	1660	1 3/8	478				
CIRCLING	1660	1	478	1760	1	578	1780	1 1/2	598	1880	2 1/4	698				



CHANGES - REASONS

1. TAA: 010/30 CW 100/30 CHANGED FROM TO "BECKI" TO "IIZZO" – PER ATC, POINT CHANGED TO AVOID CONFUSION WITH WP WITH SIMILAR NAME, NO CHANGE IN LAT/LONG.
2. TERMINAL ROUTES: CHANGED FROM "BECKI TO DAMPY" TO "IIZZO TO DAMPY" – PER ATC, WP BECKI CHANGED TO IIZZO.
3. TERMINAL ROUTES: DAMPY TO HANDS COURSE AND DISTANCE CHANGED FROM 189.70/6.09 TO 189.69/6.00 – UPDATED EVALUATION AND HANDS MOVED 502 FT NORTH TO ALIGN WITH GS/TCH TO MATCH VGS/ LPV AND LNAV/VNAV ADDED TO PROCEDURE.
4. TERMINAL ROUTES: CHANGED FROM "HANDS TO RW19" TO "HANDS TO MSSTR/2.19 NM TO RW19", COURSE AND DISTANCE CHANGED FROM "189.68/5.49" TO "189.69/3.39" – STEPDOWN WP MSSTR ADDED TO PROCEDURE.
5. TERMINAL ROUTES: ADDED MSSTR/2.19 NM TO RWY19 TO RW19, COURSE 189.69, AND DISTANCE 2.19 – MSSTR STEPDOWN ADDED.
6. TERMINAL ROUTES: CA LEG COURSE CHANGED FROM 189.68 TO 189.69 AND ALTITUDE FROM 1582 MSL TO 1465 MSL – NEW EVALUATION AND LPV MINIMUMS ADDED TO PROCEDURE.
7. MAP: ADDED LPV:DA AND LNAV/VNAV: DA – LPV AND LNAV/VNAV APPROACHES ADDED TO PROCEDURE.
8. PROFILE: LINE 2 CHANGED FROM "189.70 INBOUND" TO "189.69 INBOUND" – HOLDING COURSE ALIGNED WITH LEG SEGMENT COURSE.
9. PROFILE: LINE 3 CHANGED FAC FROM 189.68 TO 189.69 AND DIST FAF TO MAP AND FAF TO THLD FROM 5.49 TO 5.58 – HANDS MOVED 502 FT NORTH TO ALIGN WITH GS/TCH OF 3.00/41.9.
10. PROFILE: LINE 4 MIN ALT CHANGED FROM "DAMPY 3400, HANDS 3000" TO "DAMPY 3400, HANDS 3000, MSSTR/2.19 NM TO RW19 1920" – STEPDOWN ADDED TO PROCEDURE.
11. PROFILE: LINE 5 ADDED DISTANCE TO THLD FROM "283 HAT: 0.76" – ADDED LPV LINE OF MINIMA, LOWEST DA AND IAW 8260.19J, 8-6-7.E.(3).
12. PROFILE: LINE 6 ADDED MIN GP INCPT: "3000" AND GP ALT AT PFAF: "HANDS 3000" – VERTICALLY GUIDED PROCEDURES ADDED AND IAW 8260.19J, 8-6-7.F.
13. PROFILE: LINE 7 ADDED GP ANGLE: "3.00", TCH: "41.9", AND 20:1: "IS CLEAR" – IAW 8260.19J, 8-6-7.G., LPV AND LNAV/VNAV LINES OF MINIMA ADDED AND 20:1 PENETRATIONS NO LONGER EXIST.
14. NOTES: CHART NOTE CHANGED FROM "RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED." TO RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. – NO LONGER 20:1 PENETRATIONS IAW 8260.19J, 8-6-12.K.(2).
15. NOTES: CHART NOTE CHANGED FROM "STRAIGHT-IN RWY 19 NA AT NIGHT, CIRCLING RWY 13, 19, 31 NA AT NIGHT." TO "CIRCLING RWY 13, 31 NA AT NIGHT." – NO LONGER 20:1 PENETRATIONS RESTRICTION FOR RWY 19, IAW 8260.3G, 3-3-2. B.(4)(B) AND 8260.19J, 8-6-12.O.(2)(A).
16. NOTES: ADDED CHART NOTE "BARO-VNAV AND VDP NA WHEN USING ESC ALTIMETER SETTING." – IAW 8260.19J, 8-6-10.E.(8) AND (9).
17. NOTES: ADDED CHART NOTE "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22°C OR ABOVE 54°C." – IAW 8260.19J, 8-6-10.R.
18. NOTES: ADDED CHART NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ESC ALTIMETER SETTING AND INCREASE LPV DA TO 1645 FEET AND ALL VISIBILITIES 3/8 SM; INCREASE LNAV/VNAV DA TO 1883 FEET AND ALL VISIBILITIES 1/2 SM; INCREASE ALL MDAS 180 FEET AND LNAV VISIBILITY CAT C/D 1/2 SM, AND CIRCLING VISIBILITY CAT C/D 3/4 SM. – IAW 8260.19J, 8-6-10.F.(4) AND 8260.3G, 3-3-2., FPT DIRECTED PLACE IN PROCEDURE NOTES.
19. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT IIZZO: AT 210 KIAS." AND "CHART SPEED ICON IN PLANVIEW AT IRENE: AT 210 KIAS." – IAW 8260.19J, 4-6-10.G., FPT REQUESTED SPEED RESTRICTION DUE TO SEGMENT LENGTH.
20. ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM "1660 ANT ON OL TWR (KIMT0086) 455002N/0880517W." TO "1567 TREE 455009N/0880524W." – NEW OBSTACLE EVALUATION.
21. ADDITIONAL FLIGHT DATA: DELETED "CHART CIRCLING ICON" – NO LONGER REQUIRED AND IAW FAA MEMO "REVISED CIRCLING MANEUVERING AREA CRITERIA IMPLEMENTATION PLAN" DATED 09/30/2021
22. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 1.36 TO RWY19" – 20:1 PENETRATIONS NO LONGER EXIST.
23. ADDITIONAL FLIGHT DATA: ADDED "WAAS CHANNEL #58247", "REFERENCE PATH ID: W19A", AND "LTP HAE: 326.1 M" – LPV AND LNAV/VNAV ADDED TO PROCEDURE, IAW 8260-19J, 8-6-11, J.
24. ADDITIONAL FLIGHT DATA: DELETED "HANDS TO RWY19: 3.05/42." – ONLY USED FOR NON-PRECISION IAPS IAW 8260.19J, 8-6-11, O.(1).
25. ALTERNATE: CHANGED FROM "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE." TO "STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE." – UPDATED IAW 8260.3G, 3-4-1.
26. MINIMUMS: ADDED LPV AND LNAV/VNAV MINIMUMS – PER ATC REQUEST.
27. MINIMUMS: LNAV MDA/HAT DECREASED ALL CATS FROM 1760/578 TO 1660/478 AND CAT C AND D VISIBILITY FROM 1 5/8 SM TO 1 3/8 SM– NEW OBSTACLE EVALUATION AND STEPDOWN ADDED.
28. MINIMUMS: CIRCLING MDA/HAA CHANGED; CAT A DECREASED FROM 1760/578 TO 1660/478, CAT B DECREASED FROM 1780/598 TO 1760/578 AND VISIBILITY FROM 1 5/8 SM TO 1 1/2 SM, AND CAT D INCREASED FROM 1840/658 TO 1880/698 AND VISIBILITY FROM 2 SM TO 2 1/4 SM – NEW OBSTACLE EVALUATION.

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA
 OTHER: ZMP, AMGR

FLIGHT CHECKED BY

MARC WEBBER

Digitally signed by
CASIMIR L TABAKA
 Aug 22, 2025

OFFICE

AJF

DATE

08/21/2025

DEVELOPED BY

CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)

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CASIMIR L TABAKA
 Aug 22, 2025

OFFICE

AJV-A432

DATE

06/10/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
 Aug 22, 2025

OFFICE

AJV-A4

DATE

TITLE
 MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KIMT
RUNWAY	RW19
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W19A
LTP/FTP LATITUDE	454941.4635N
LTP/FTP LONGITUDE	0880642.2430W
LTP/FTP ELLIPSOIDAL HEIGHT	+03261
FPAP LATITUDE	454813.1840N
FPAP LONGITUDE	0880659.2540W
THRESHOLD CROSSING HEIGHT (TCH)	00041.9
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0768
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER 601D575D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+03603
FPAP ORTHOMETRIC HEIGHT	+03603

