

LOC I-IMT <u>111.5</u>	APP CRS 010°	Rwy Idg 6502 TDZE 1133 Apt Elev 1182
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ILS or LOC RWY 1
FORD (IMT)

DME required. RADAR required for procedure entry.

NA Girding Rwy 13, 19 and 31 NA at night. VDP NA when using ESC altimeter setting. Girding NA northeast of Rwy 19 and 31. DME from IMT DME. DME use requires simultaneous reception of I-MT and IMT DME. For inop ALS, increase S-LOC 01 Cats C and D visibilities to 1 $\frac{1}{2}$ SM. When local altimeter setting not received, use ESC altimeter setting: increase S-ILS 01 DA to 1513 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 180 feet and S-LOC 01 visibility Cat C and D $\frac{1}{2}$ SM; and Girding visibility Cat C and D $\frac{3}{4}$ SM. For inop ALS when using ESC altimeter setting, increase S-ILS 01 to Cats visibility to 1 SM.

MALSR

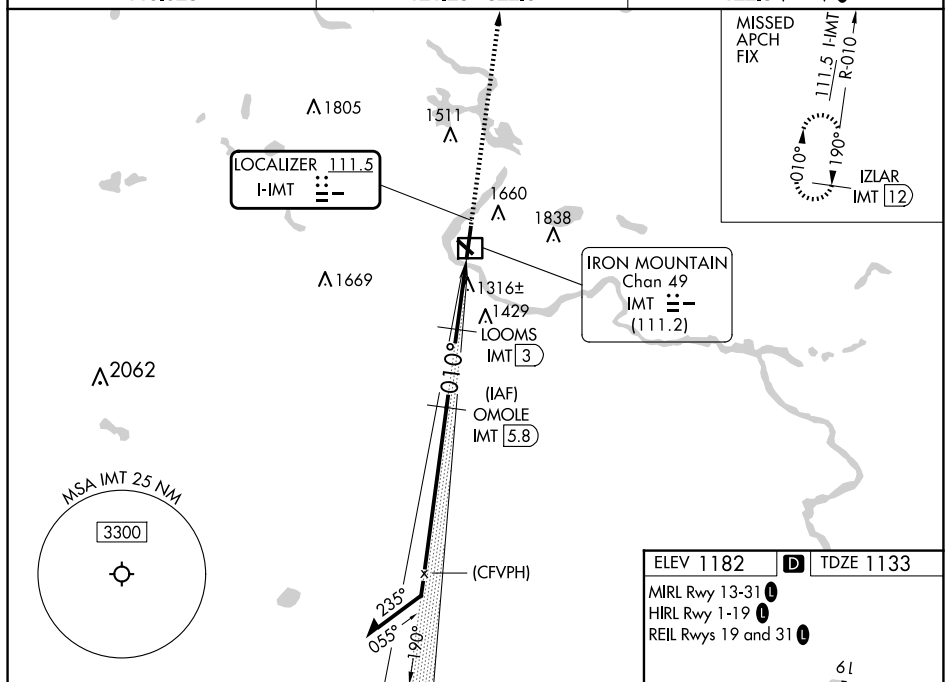


MISSED APPROACH: Climb to 3400 on I-IMT LOC course (010°) to IZLAR/IMT 12 DME and hold.

ASOS
119,025

MINNEAPOLIS CENTER
121.25 322.5

UNICOM
122.8 (CTAF) **L**



		← 2.8 NM		1.4 NM	1.2 NM	←
CATEGORY	A	B	C	D		
S-ILS 1	1333-½		200 (200-½)			
S-LOC 1	1580-½	447 (400-½)	1580-⅞		447 (400-⅞)	
 CIRCLING	1660-1 478 (500-1)	1760-1 578 (600-1)	1780-1½ 598 (600-1½)		1880-2¼ 698 (700-2¼)	

IRON MOUNTAIN KINGSFORD, MICHIGAN

Amdt 14 17APR25

45°49'N-88°07'W

FORD (IMT)

ILS or LOC RWY 1

EC-1, 15 MAY 2025 to 12 JUN 2025