

LOC I-IMT	APP CRS	Rwy Idg	6376
111.5	190°	TDZE	1182
		Apt Elev	1182

LOC BC RWY 19

FORD (IMT)

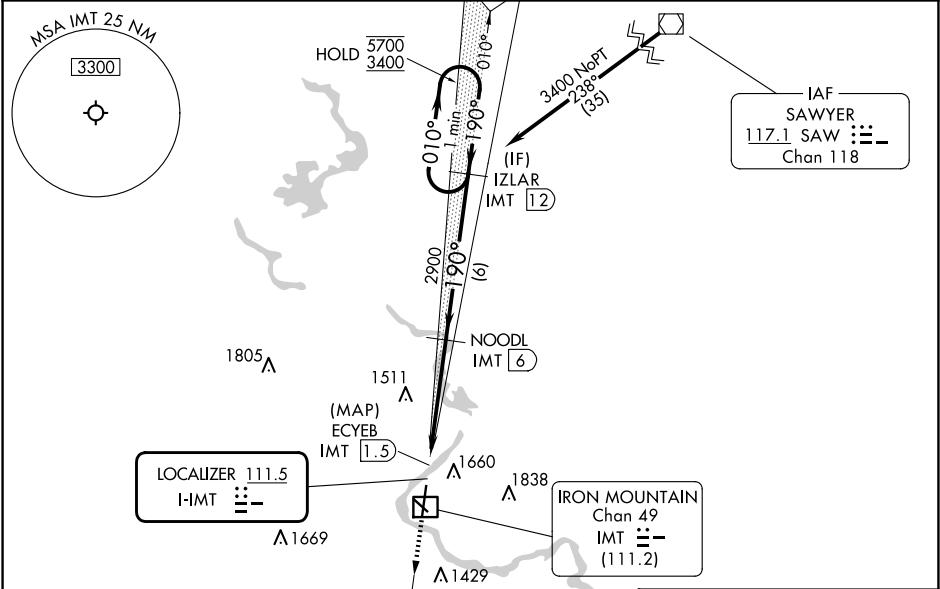
DME required.

NA

Rwy 19 helicopter visibility reduction below 1 SM NA. Circling NA northeast of Rws 19 and 31. Straight-in Rwy 19 NA at night, Circling Rwy 13,19, 31 NA at night. When local altimeter setting not received, use ESC altimeter setting and increase all MDAs 180 feet, and increase S-19 Cats C and D visibility ½ SM and Circling Cats C and D visibility ¾ SM. DME from IMT DME. DME use requires simultaneous reception of I-IMT and IMT DME.

MISSED APPROACH:
Climb to 3100 on I-MT
localizer south course
(190°) to OMOLE/IMT
5.8 DME and hold.

ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8(CTAF) 0
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BACK COURSE

3100

I-IMT
5 crs
(190°)

OMOLE
IMT 5.8

Disregard glide
slope indications.

NOODL
IMT 6

IZLAR
IMT 12

One Minute
Holding Pattern

ECYEB
IMT DME

IMT 1.5

2900

3.00°

TCH 42

0.8

4.5 NM

6 NM

CATEGORY	A	B	C	D
S-19	1720-1 538 (600-1)	538 (600-1)	1720-1½ 538 (600-1½)	538 (600-1½)
CIRCLING	1720-1 538 (600-1)	1760-1 578 (600-1)	1780-1½ 598 (600-1½)	1880-2 698 (700-2)

ELEV 1182

D

TDZE 1182

190°

61

3910 X 75

6502 X 150

0.8% UP

31

IRON MOUNTAIN KINGSFORD, MICHIGAN

Amtd 14 17APR25

45°49'N-88°07'W

FORD (IMT)

LOC BC RWY 19