

WAAS CH 58247 W19A	APP CRS 190°	Rwy Ldg TDZE Apt Elev	6376 1182 1182
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RNAV (GPS) RWY 19

FORD (IMT)

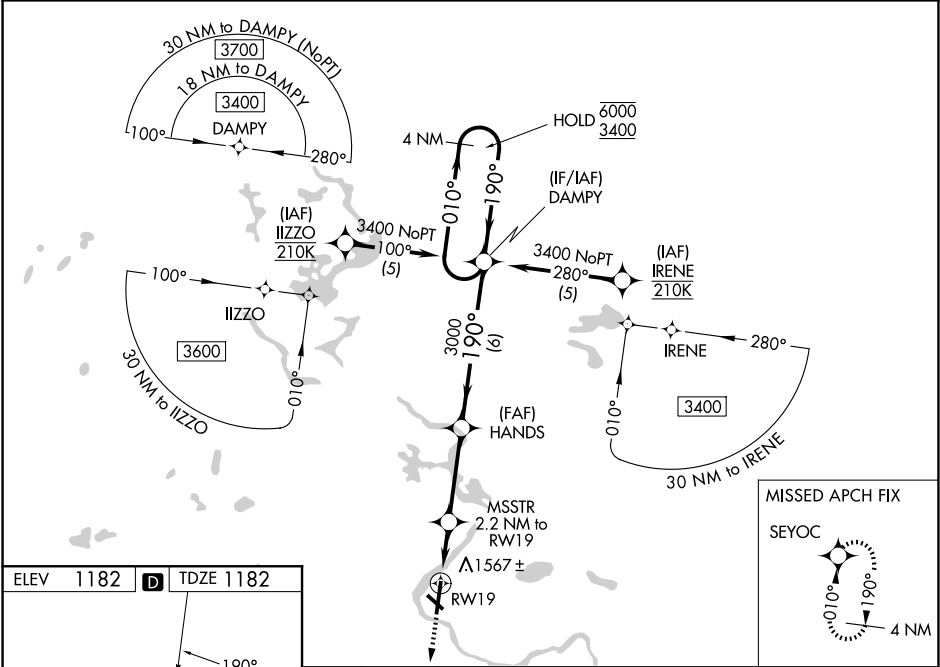
RNP APCH - GPS.

⚠

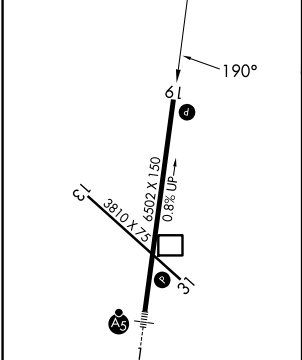
⚠ Circling NA northeast of Rws 19 and 31. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Circling Rwy 13, 31 NA at night. Baro-VNAV and VDP NA when using ESC altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
When local altimeter setting not received, use ESC altimeter setting and increase LPV DA to 1645 feet and all visibilities $\frac{3}{4}$ SM; increase LNAV/VNAV DA to 1883 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 180 feet and LNAV visibility Cat C/D $\frac{1}{2}$ SM, and Circling visibility Cat C/D $\frac{3}{4}$ SM.

MISSED APPROACH:
Climb to 3400 direct
SEYOC and hold.

ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8 (CTAF) 0
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ELEV 1182	D	TDZE 1182
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MIRL Rwy 13-31 **0**
HIRL Rwy 1-19 **0**
REIL Rws 19 and 31 **0**

3400 ↑ SEYOC ✦		HANDS 3000		DAMPY 4 NM Holding Pattern	
MSSTR 2.2 NM to RW19		1920		010° → 6000 ← 190° 3400	
1.4 NM to RW19		3000		GP 3.00° TCH 42	
1.4 NM		0.8 NM		3.4 NM	
6 NM		6 NM			
CATEGORY	A	B	C	D	
LPV DA	1465-1		283 (300-1)		
LNAV/ VNAV DA	1703-1½		521 (600-1½)		
LNAV MDA	1660-1	478 (500-1)	1660-1⅔	478 (500-1⅔)	
CIRCLING	1660-1 478 (500-1)	1760-1 578 (600-1)	1780-1½ 598 (600-1½)	1880-2¼ 698 (700-2¼)	