

LOC I-IMT <b>111.5</b>	APP CRS <b>010°</b>	Rwy Idg TDZE <b>1133</b> Apt Elev <b>1182</b>
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ILS or LOC RWY 1

FORD (IMT)

NA

NA

NA

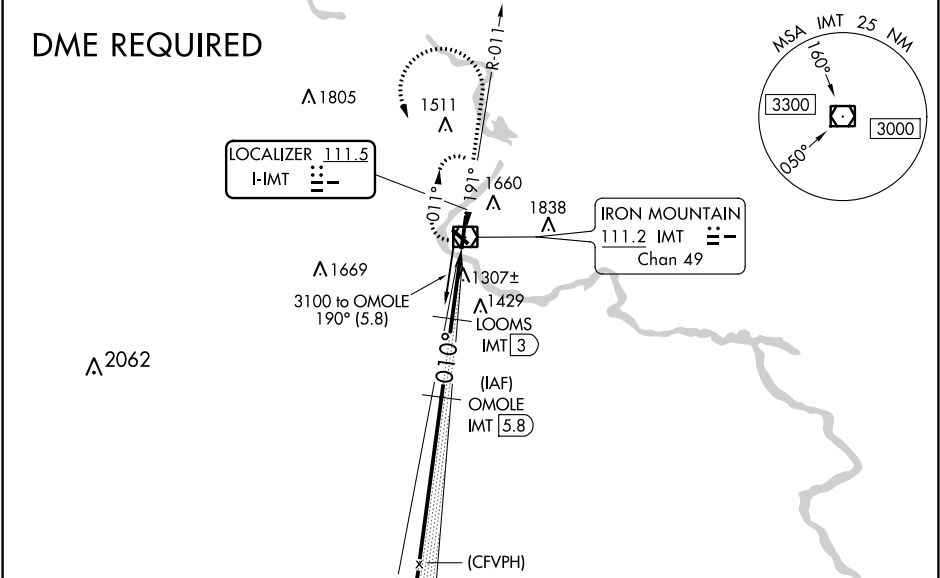
NA

Circling NA NE of Rwys 19 and 31. DME required. VDP NA with Escanaba altimeter setting.  
Night Landing: Rwy 13, 31 NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all DA/MDA 180 feet, increase S-ILS 1 visibility all Cats ¼ mile, increase S-LOC 1 Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cat C visibility ¾ mile, Cat D visibility ½ mile. For inoperative MALSRR when using Escanaba altimeter setting, increase S-LOC 1 visibility Cat C/D to 2 ½ mile. DME from IMT VOR/DME. Simultaneous reception of I-IMT and IMT DME required.

MALSRR

MISSED APPROACH:  
Climb to 2200 then climbing left turn to 3100 direct IMT VOR/DME and hold.

ASOS <b>119.025</b>	MINNEAPOLIS CENTER <b>121.25 322.5</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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ELEV **1182** **D** TDZE **1133**

MIRL Rwy 13-31 **0**  
HIRL Rwy 1-19 **0**  
REIL Rwys 19 and 31 **0**

Remain within 10 NM

3100 190° 010° 2900 2000 2200 3100 IMT

OMOLE IMT **5.8**

LOOMS IMT **3**

IMT **2**

IMT **0.4**

\*LOC only.

GS 2.98° TCH 53

2.8 NM 0.9 NM 1.7 NM

CATEGORY	A	B	C	D
S-ILS 1	1333-½		200 (200-½)	
S-LOC 1	1720-½	587 (600-½)	1720-1¼	587 (600-1¼)
CIRCLING	1720-1 538 (600-1)	1780-1 598 (600-1)	1780-1¾ 598 (600-1¾)	1840-2 658 (700-2)

010° 5.4 NM from FAF

61 31 13 3008 X 75 2301 X 150 0.8% UP 6°