

LOC I-IMT <u>111.5</u>	APP CRS 010°	Rwy Idg 6501 TDZE 1133 Apt Elev 1182
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ILS or LOC RWY 1
FORD (IMT)

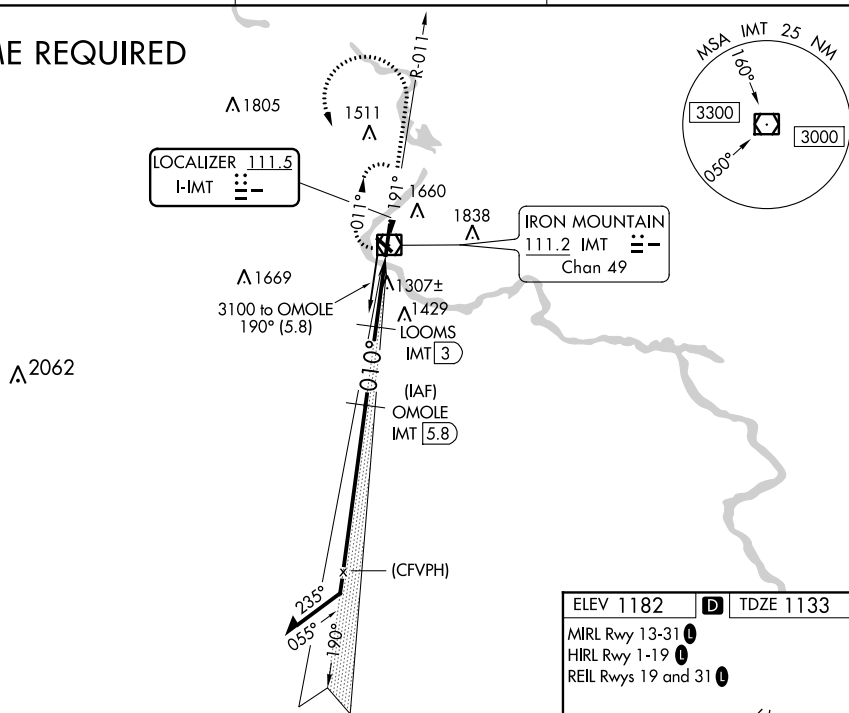
NA Circling NA NE of Rwy 19 and 31. DME required. VDP NA with Escanaba altimeter setting. Night Landing: Rwy 13, 31 NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all DA/MDA 180 feet, increase S-LS 1 visibility all Cats ½ mile, increase S-LOC 1 Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cat C visibility ¾ mile, Cat D visibility 1 mile. For nonoperative MALSR 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 HMT and IMT DME required.

MALSR

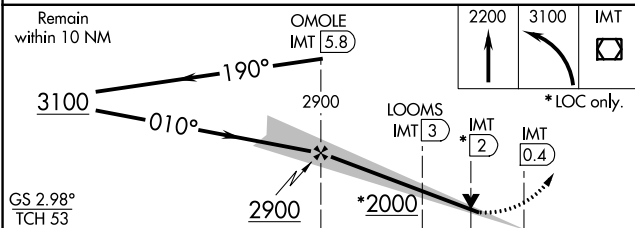
MISSED APPROACH:
Climb to 2200 then
climbing left turn to
3100 direct IMT
VOR/DME and hold.


ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8 (CTAF) 0
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DME REQUIRED



Remain
within 10 NM



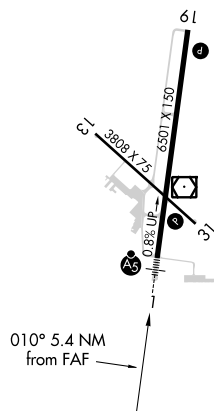
CATEGORY	A	B	C	D
S-ILS 1	1333-½		200 (200-½)	
S-LOC 1	1720-½	587 (600-½)	1720-1¼	587 (600-1¼)
 CIRCLING	1720-1 538 (600-1)	1780-1 598 (600-1)	1780-1¾ 598 (600-1¾)	1840-2 658 (700-2)

ELEV 1182	D	TDZE 1133
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MIRL Rwy 13-31 L

HIRL Rwy 1-19 **L**

REIL Rwys 19 and 31 L



IRON MOUNTAIN KINGSFORD, MICHIGAN

Amdt 13 07JAN16

45°49'N-88°07'W

FORD (IMT)

ILS or LOC RWY 1