

LOC I-IMT 111.5	APP CRS 010°	Rwy Idg TDZE 1133 Apt Elev 1182
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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 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 I-IMT and IMT DME required.

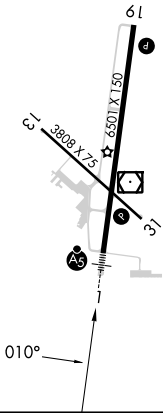
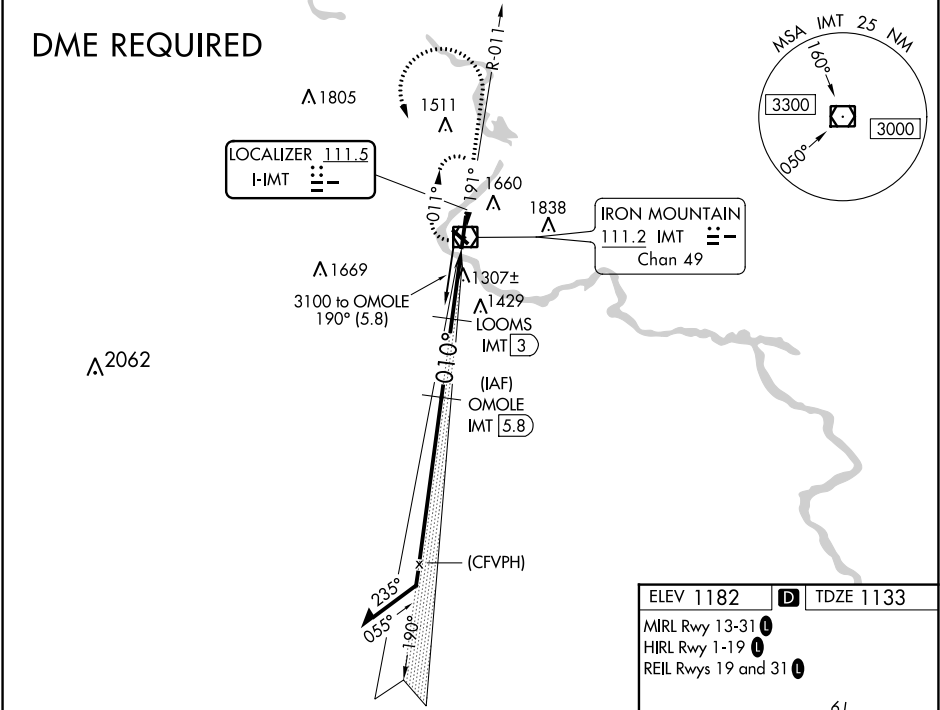
MALSR

AS

AS

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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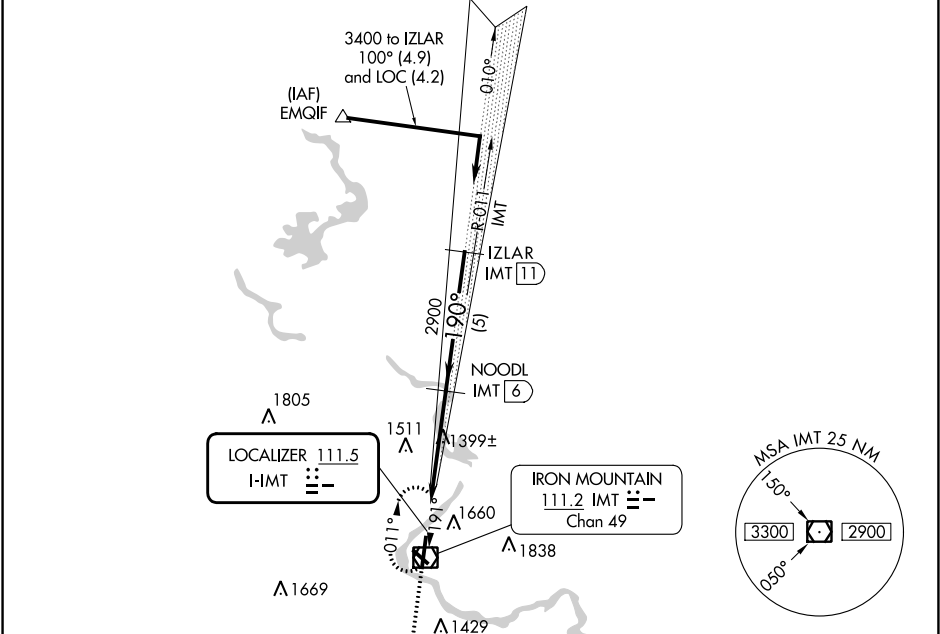
LOC I-IMT 111.5	APP CRS 190°	Rwy Idg TDZE 1182 Apt Elev 1182
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LOC/DME BC RWY 19

FORD (IMT)

DME required.	MISSED APPROACH: Climb to 3100 then left turn direct IMT VOR/DME and hold.
⚠ Circling NA northeast of Rwys 19 and 31. DME from IMT VOR/DME. Simultaneous reception of I-IMT and IMT DME required. Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night. Circling Rwy 13, 19, 31 NA at night. When local altimeter setting not received, use Escanaba altimeter setting and increase all MDA 180 feet; increase S-19 Cat C/D visibilities ½ SM and Circling Cat C/D visibilities ¾ SM.	

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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BACK COURSE

3100

↑

IMT

IMT VOR/DME

IMT 1.5

2.99° TCH 45

Disregard glide slope indications.

Procedure Turn NA

NOODL IMT 6

IZLAR IMT 11

3400

2900

190°

0.8

4.5 NM

5 NM

CATEGORY	A	B	C	D
S-19	1660-1	478 (500-1)	1660-1⅓	478 (500-1⅓)
CIRCLING	1660-1 478 (500-1)	1780-1 598 (600-1)	1780-1½ 598 (600-1½)	1840-2 658 (700-2)

MIRL Rwy 13-31

HIRL Rwy 1-19

REIL Rws 19 and 31

190°

61

13

3608 X 75

6500 X 150

31

AS

WAAS	APP CRS	Rwy Idg	6501
CH 77811	010°	TDZE	1133
W01A		Apt Elev	1182

RNAV (GPS) RWY 1

FORD (IMT)

RNP APCH - GPS.

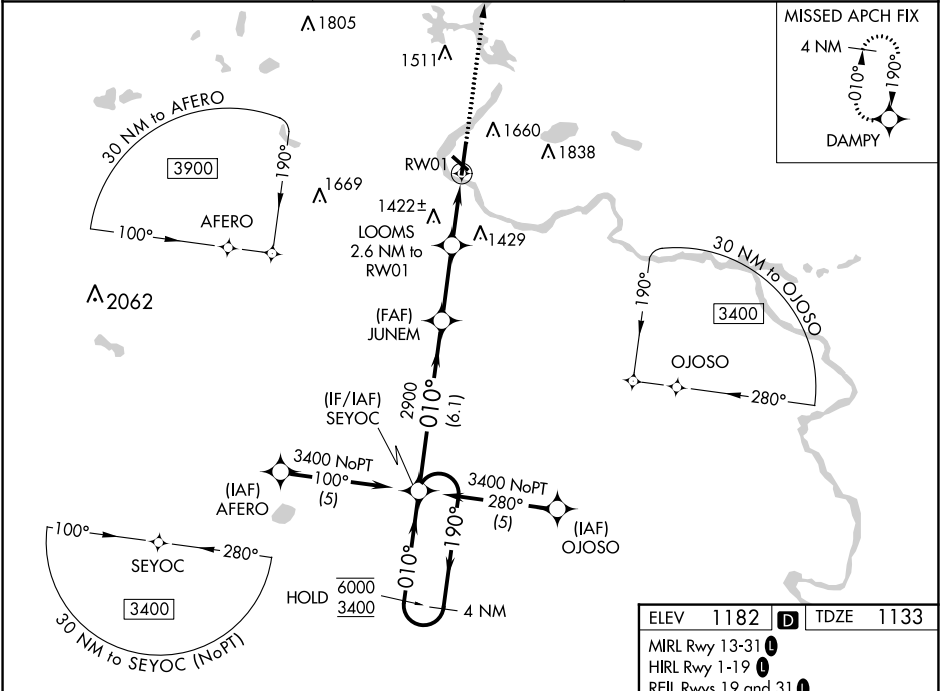
⚠

Circling NA northeast of Rws 19 and 31. Circling Rwy 13, 31 NA at night. Rwy 1 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cat A and B visibility 1/4 SM.

MALSR

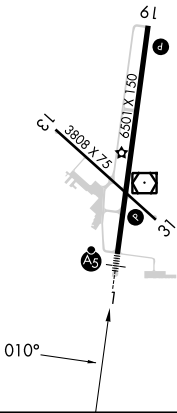
MISSED APPROACH: Climb to 3400 direct DAMPY and hold.

ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8 (CTAF) 0
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ELEV 1182	TDZE 1133
MIRL Rwy 13-31	
HIRL Rwy 1-19	
REIL Rws 19 and 31	

4 NM Holding Pattern		SEYOC	JUNEM	LOOMS	DAMPY
6000 ← 190°		2900	2.6 NM to RW01	3400	
3400 → 010°		2000	*1.8 NM to RW01		
GP 3.00° TCH 53					
		6.1 NM	2.7 NM	0.8 NM	1.8 NM
CATEGORY	A	B	C	D	
LPV DA	1383-3/4 250 (300-3/4)				
LNAV/VNAV DA	1806-2 673 (700-2)				
LNAV MDA	1760-3/4	627 (600-3/4)	1760-1 1/4	1760-1 1/2	
			627 (600-1 1/4)	627 (600-1 1/2)	
CIRCLING	1760-1	1780-1	1780-1 3/4	1840-2	
	578 (600-1)	598 (600-1)	598 (600-1 3/4)	658 (700-2)	



APP CRS
190°

Rwy Idg
TDZE **1182**
Apt Elev **1182**

RNAV (GPS) RWY 19
FORD (IMT)

RNP APCH-GPS.

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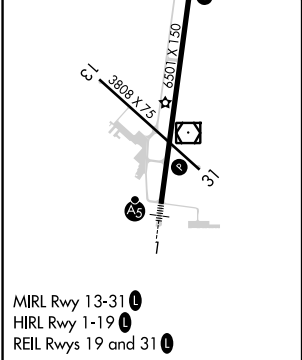
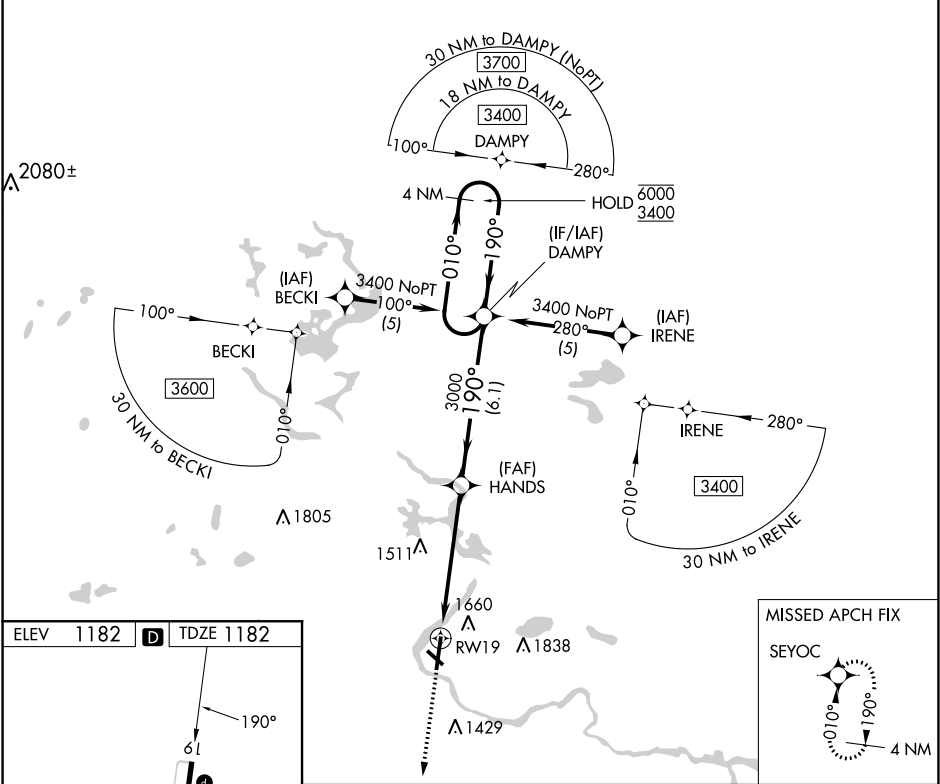
Circling NA northeast of Rwys 19 and 31. Rwy 19 helicopter visibility reduction below 1 SM NA.

▲

Straight-in Rwy 19 NA at night, Circling Rwy 13, 19, 31 NA at night.

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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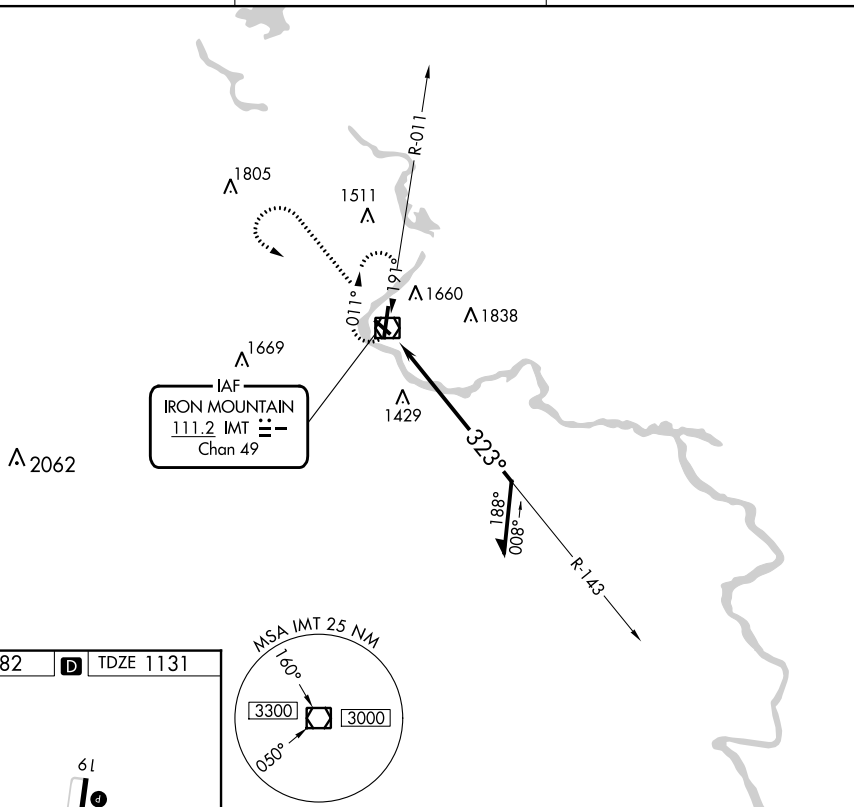
VOR/DME IMT 111.2 Chan 49	APP CRS 323°	Rwy Idg 3808 TDZE 1131 Apt Elev 1182
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VOR RWY 31
FORD (IMT)

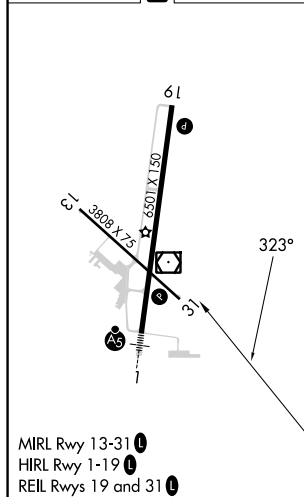
- T** Circling NA northeast of Rwy 19 and 31. Rwy 31 helicopter visibility reduction below 1 SM NA.
A Straight-in Rwy 31 NA at night, Circling Rwy 13, 31 NA at night.

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

ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8 (CTAF) 0
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ELEV 1182	D	TDZE 1131
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3100 IMT 				
CATEGORY	A	B	C	D
S-31	1760-1	629 (600-1)	1760-1 $\frac{3}{4}$ 629 (600-1 $\frac{3}{4}$)	1760-2 629 (600-2)
C CIRCLING	1760-1 578 (600-1)	1780-1 598 (600-1)	1780-1 $\frac{3}{4}$ 598 (600-1 $\frac{3}{4}$)	1840-2 658 (700-2)