

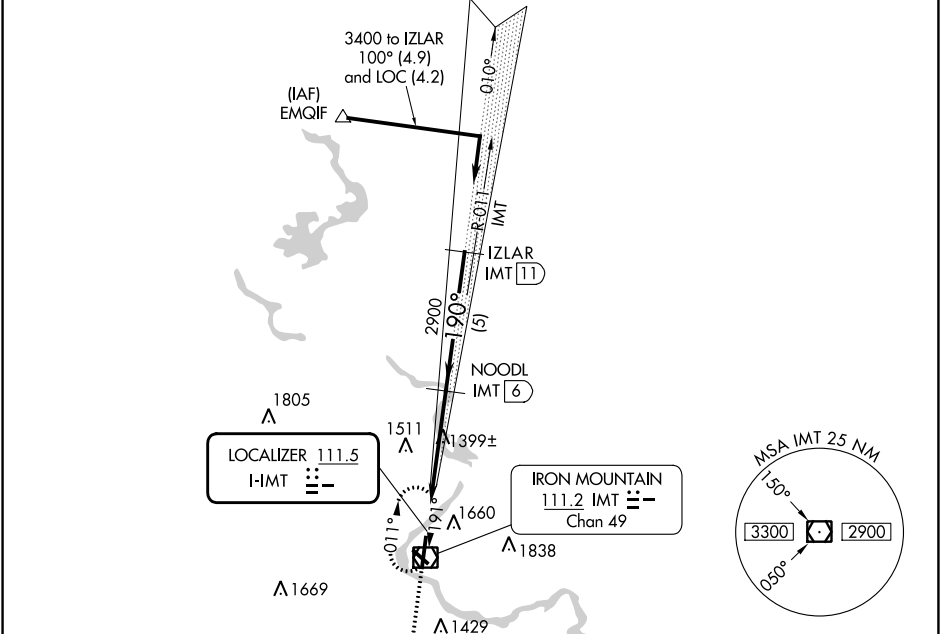
LOC I-IMT 111.5	APP CRS 190°	Rwy Idg TDZE 1182 Apt Elev 1182
---------------------------	------------------------	---

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 visibility ¾ SM.	

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



ELEV 1182	D	TDZE 1182
-----------	---	-----------

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