

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.

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⚠ 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		DAMPY		4 NM Holding Pattern			
RW19		MSSTR 2.2 NM to RW19		3000		010° → 6000 ← 190° 3400			
1.4 NM		0.8 NM		3.4 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)					

IRON MOUNTAIN KINGSFORD, MICHIGAN

Amdt 1 27NOV25

45°49'N-88°07'W

FORD (IMT)

RNAV (GPS) RWY 19