

**Federal Aviation  
Administration**

**Transmittal Letter 13-09**

**March 15, 2013**

**PREPARED BY THE AERONAUTICAL INFORMATION GROUP, AJV-53  
(AVAILABLE ON THE WEB AT [HTTP://NFDC.FAA.GOV](http://NFDC.FAA.GOV))**

**The enclosed Standard Instrument Approach Procedures, Departure  
Procedures/Takeoff Minimums and Fix Actions are effective as indicated.**

By amending: §97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; §97.25 LOC, LOC/DME, LDA,  
LDA/DME, SDF, SDF/DME; §97.27 NDB, NDB/DME; §97.29 ILS, ILS/DME, MLS, MLS/DME,  
MLS/RNAV; §97.31 RADAR SIAPs; §97.33 RNAV SIAPs; and §97.35 COPTER SIAPs, Identified as follows:  
.....EFFECTIVE UPON PUBLICATION

AIRAC DATE	STATE	CITY	AIRPORT	FDC NUMBER	FDC DATE	SUBJECT
2-May-13	MI	Iron Mountain Kingsford	Ford	3/9907	3/4/2013	LOC/DME BC RWY 19, AMDT 13

**AIRAC Date: 2 MAY 2013**

FDC 3/9907 IMT FI/P IAP FORD, IRON MOUNTAIN KINGSFORD, MI. LOC/DME BC RWY 19, AMDT 13... MISSED APPROACH: CLIMB TO 3100 THEN LEFT TURN DIRECT IMT VOR/DME AND HOLD N, RT, 190.53 INBOUND. CHART NOTES: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. RWY 19 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 31 NA AT NIGHT. DELETE PLANVIEW NOTE: ADF REQUIRED. THIS IS LOC/DME BC RWY 19, AMDT 13A.