

LOC/DME I-MTN <u>110.7</u> Chan 44	APP CRS 326°	Rwy Idg 6997 TDZE 14 Apt Elev 22
--	------------------------	---

ILS or LOC RWY 33

RADAR required.

▼ Circling NA for Cat D northeast of Rwy 15-33. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase S-ILS 33 DA to 266 feet; increase all MDAs 60 feet and S-LOC 33 visibility Cat C/D $\frac{1}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on heading 146° and on BAL VORTAC R-100 to JUGMO INT/I-MTN 12.3 DME and hold.

ATIS 124.925	POTOMAC APP CON 119.0 282.275	MARTIN TOWER* 121.3(CTAF) 0 254.425	GND CON 121.8 253.4	UNICOM 122.95
------------------------	---	---	-------------------------------	-------------------------

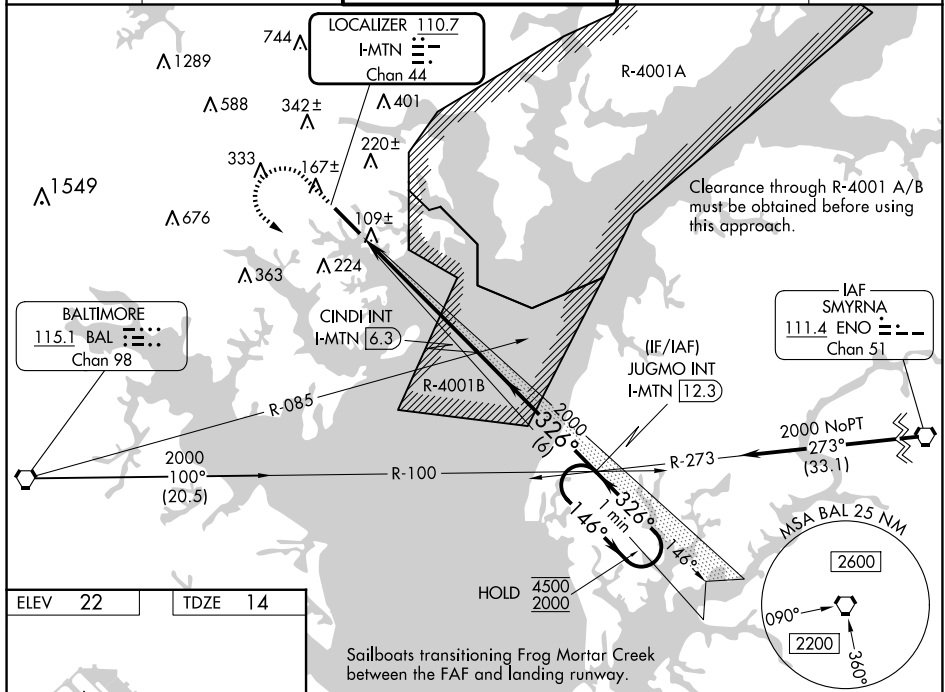


Diagram illustrating the HIRL Rwy 15-33 layout. The runway is shown with a heading of 326°. The diagram includes the following information:

- FAF to MAP 6.1 NM
- Knots: 60, 90, 120, 150, 180
- Min:Sec: 6:06, 4:04, 3:03, 2:26, 2:02

800 ↑	2000 hdg 146°	BAL R-100	JUGMO INT	CINDI INT I-MTN (6.3)	JUGMO INT I-MTN (12.3)	One Minute Holding Pattern
CATEGORY	A	B	C	D		
S-LS 33		214-1	200 (200-1)			
S-LOC 33		380-1	366 (400-1)			
CIRCLING	540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)		