

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

ILS or LOC RWY 33

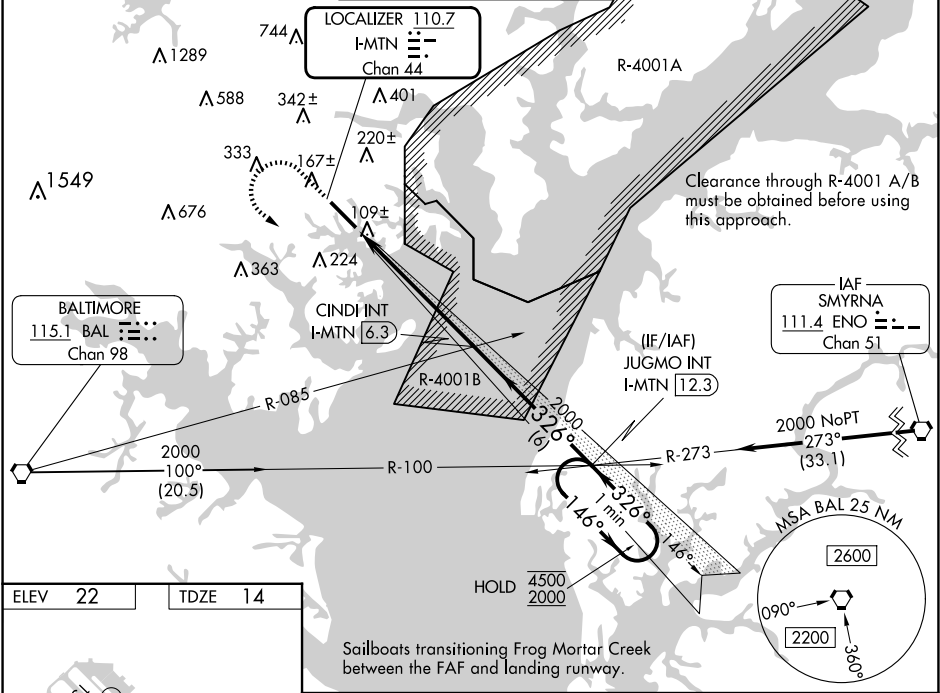
MARTIN STATE (MTN)

RADAR required.

⚠ Circling NA for Cat D northeast of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ 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 ¼ SM, and Circling visibility Cat C/D ¼ 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 | POTOMAC APP CON | MARTIN TOWER ★ | GND CON | UNICOM |
| 124.925 | 119.0 282.275 | 121.3(CTAF) 254.425 | 121.8 253.4 | 122.95 |



ELEV 22

TDZE 14

HIRL Rwy 15-33

REIL Rws 15 and 33

Rwy 33 Idg 8100'

(Military Operations Only)

Rwy 15 take-off 8100'

(Military Operations Only)

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 | BAL R-100 | JUGMO INT | CINDI INT I-MTN 6.3 | JUGMO INT I-MTN 12.3 | One Minute Holding Pattern |
| hdg 146° | | | | | | |
| I-MTN 0.2 | I-MTN 1.2 | | | 2000 | 326° | 146° |
| | | | | 2000 | 326° | 4500 |
| | | | | | | 2000 |
| | | | | | | GS 3.00° TCH 49 |
| | | | | | | |
| CATEGORY | A | B | C | D | | |
| S-ILS 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) | | |