

LOC/DME I-BQG <b>110.7</b> Chan <b>44</b>	APP CRS <b>144°</b>	Rwy Idg TDZE <b>22</b> Apt Elev <b>22</b>	<b>6997</b>
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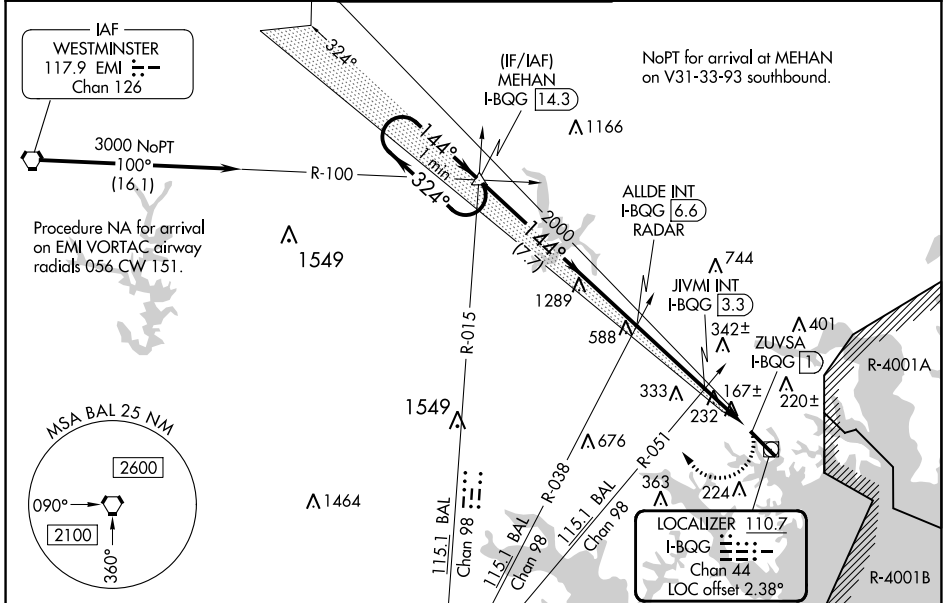
# LOC RWY 15

MARTIN STATE (MTN)

When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase S-15 Cat A and Circling Cats C and D visibility  $\frac{1}{4}$  SM and increase JIVMI fix minimums S-15 Cats C and D visibility  $\frac{1}{8}$  SM and Circling Cat C and D visibility  $\frac{1}{4}$  SM. Rwy 15 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling Cat D NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 3000 on heading 312° and BAL VORTAC R-015 to MEHAN INT/I-BQG 14.3 DME and hold.

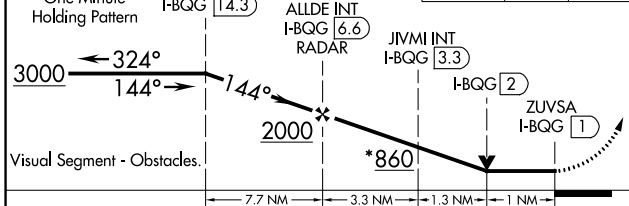
ATIS <b>124.925</b>	POTOMAC APP CON <b>119.0 282.275</b>	MARTIN TOWER ★ <b>121.3</b> (CTAF) <b>0 254.425</b>	GND CON <b>121.8 253.4</b>	UNICOM <b>122.95</b>
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NE-3, 26 DEC 2024 to 23 JAN 2025

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*920 when using Baltimore/Washington Intl Thurgood Marshall altimeter setting.	3000	MEHAN	ELEV 22	TDZE 22
One Minute Holding Pattern	hdg 312°	BAL R-015		



HIRL Rwy 15-33	REIL Rws 15 and 33
TWR 98	
6997 X 180	
Rwy 33 Idg 8100' (Military Operations Only)	
Rwy 15 take-off 8100' (Military Operations Only)	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52

CATEGORY	A	B	C	D
S-15	860-1 838 (900-1)	860-1 $\frac{1}{4}$ 838 (900-1 $\frac{1}{4}$ )	860-2 $\frac{1}{2}$ 838 (900-2 $\frac{1}{2}$ )	838 (900-2 $\frac{1}{2}$ )
CIRCLING	860-1 $\frac{1}{4}$	838 (900-1 $\frac{1}{4}$ )	860-2 $\frac{1}{2}$ 838 (900-2 $\frac{1}{2}$ )	860-2 $\frac{3}{4}$ 838 (900-2 $\frac{3}{4}$ )
JIVMI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	500-1	478 (500-1)	500-1 $\frac{3}{8}$	478 (500-1 $\frac{3}{8}$ )
CIRCLING	560-1	538 (600-1)	680-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$ )	740-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$ )