

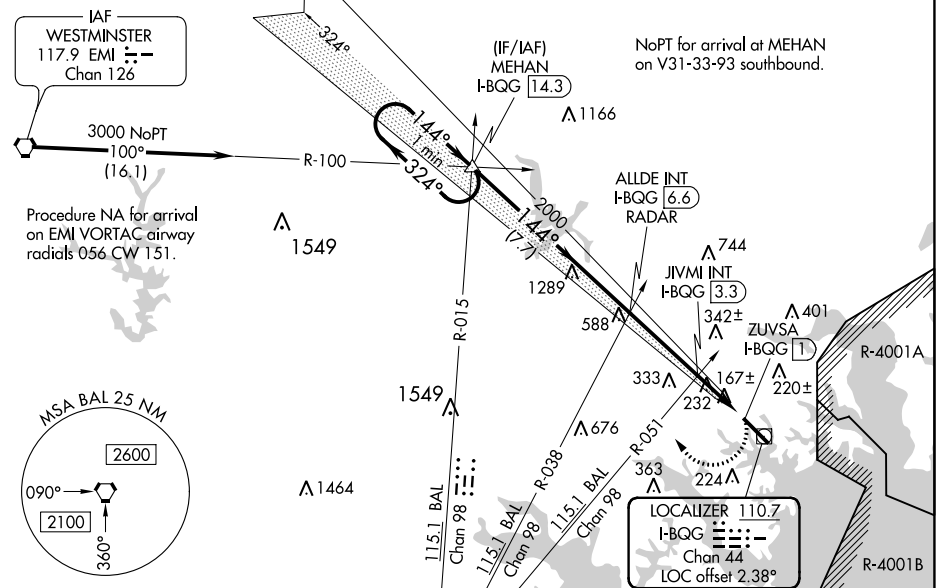
|                                                 |                        |                                                             |
|-------------------------------------------------|------------------------|-------------------------------------------------------------|
| LOC/DME I-BQG<br><b>110.7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

LOC RWY 15  
MARTIN STATE (MTN)

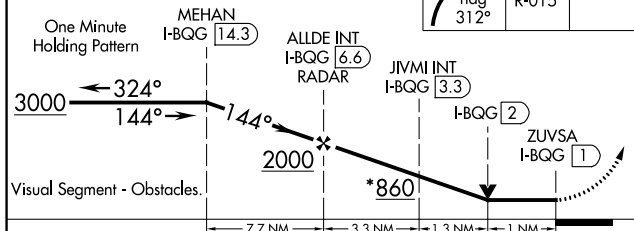
When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase S-15 Cat A and Circling Cats C and D visibility  $\frac{1}{4}$  SM and increase JYMI fix minimums S-15 Cats C and D visibility  $\frac{1}{8}$  SM and Circling 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<br><b>124.925</b> | POTOMAC APP CON<br><b>119.0 282.275</b> | MARTIN TOWER ★<br><b>121.3(CTAF) 0 254.425</b> | GND CON<br><b>121.8 253.4</b> | UNICOM<br><b>122.95</b> |
|------------------------|-----------------------------------------|------------------------------------------------|-------------------------------|-------------------------|



\* 920 when using Baltimore/Washington Intl Thurgood Marshall altimeter setting.



| CATEGORY                                               | A                      | B                      | C                      | D                      |
|--------------------------------------------------------|------------------------|------------------------|------------------------|------------------------|
| S-15                                                   | 860-1<br>838 (900-1)   | 860-1¼<br>838 (900-1¼) | 860-2½<br>838 (900-2½) |                        |
| CIRCLING                                               | 860-1¼<br>838 (900-1¼) |                        | 860-2½<br>838 (900-2½) | 860-2¾<br>838 (900-2¾) |
| JVIM FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) |                        |                        |                        |                        |
| S-15                                                   | 500-1<br>478 (500-1)   |                        | 500-1⅔<br>478 (500-1⅔) |                        |
| CIRCLING                                               | 560-1<br>538 (600-1)   |                        | 680-1¾<br>658 (700-1¾) | 740-2¼<br>718 (800-2¼) |

|                   |      |      |                |
|-------------------|------|------|----------------|
| ELEV              | 22   | TDZE | 22             |
|                   |      |      |                |
| FAF to MAP 5.6 NM |      |      |                |
| Knots             | 60   | 90   | 120 150 180    |
| Min:Sec           | 5:36 | 3:44 | 2:48 2:14 1:52 |