

WAAS

CH **45622**

W15A

APP CRS

146°

Rwy Ldg

6999

TDZE

22

Apt Elev

22

RNAV (GPS) RWY 15

MARTIN STATE (MTN)

RNP APCH.

⚠

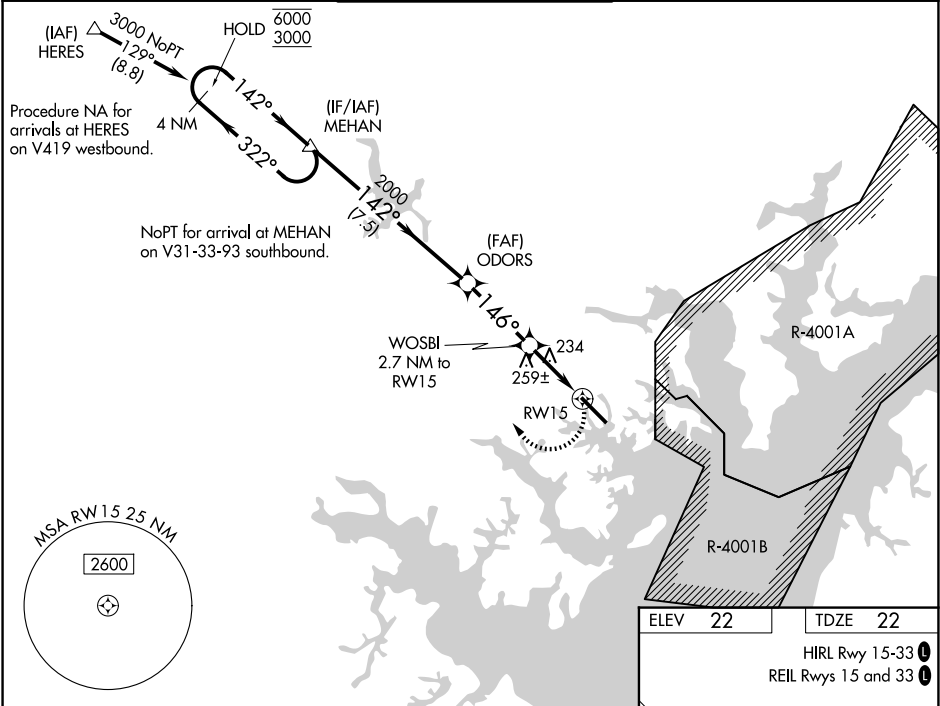
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Rwy 15 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase LP Cats C and D visibility $\frac{1}{8}$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

MISSED APPROACH:

Climbing right turn to 3000 direct MEHAN 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
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4 NM Holding Pattern

MEHAN

VGSI and descent angles not coincident (VGSI Angle 4.01/TCH 37).

3000

MEHAN

322°

142°

142°

142°

146°

3.10°

TCH 55

2000

960

7.5 NM

3.2 NM

1.7

1 NM

WOSBI 2.7 NM to RW15

1 NM to RW15

RW15

CATEGORY	A	B	C	D
LP MDA	500-1	478 (500-1)	500-1 $\frac{3}{8}$	478 (500-1 $\frac{3}{8}$)
UNAV MDA	520-1	498 (500-1)	520-1 $\frac{3}{8}$	498 (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 $\frac{1}{4}$)

ELEV 22

TDZE 22

HIRL Rwy 15-33

REIL Rwys 15 and 33

146°

TWR

6999 X 150

33

Rwy 33 ldg 8100'

(Military Operations Only)

Rwy 15 take-off 8100'

(Military Operations Only)