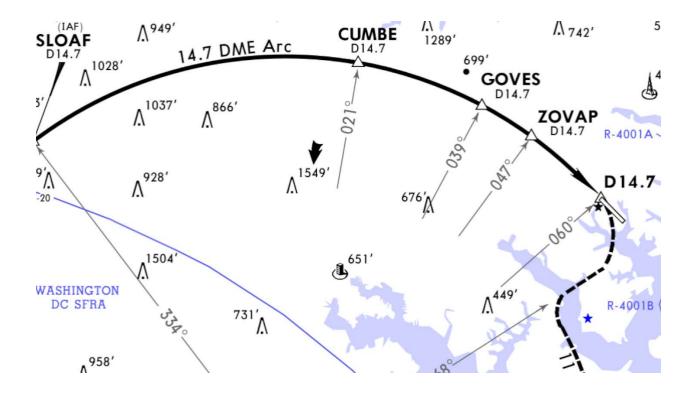


Pilot Kit: Arc of a Driver

VOR DME Rwy 15 at KMTN



The VOR DME Rwy 15 at KMTN is legend but we do not often get the chance to fly this approach or many other arcs. The advent of GPS combined with an HSI has made flying them almost routine but you still need to be on your game for the step downs.

Too easy? Go total old school; switch to NAV mode and fly it without the GPS. These days you have to look for approaches like this and who knows how much longer they will be around. While not as accurate as the newer alternatives it sure makes for a good workout.

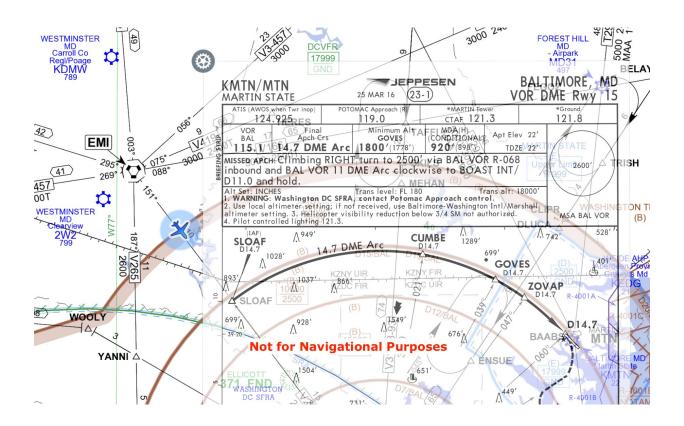
Take time to brief the approach and note the step downs. How will they be identified? How will you know the MAP? And how will you fly the missed approach? Get ready, you're in the weather all the way down to the runway at Martin State.





Situation

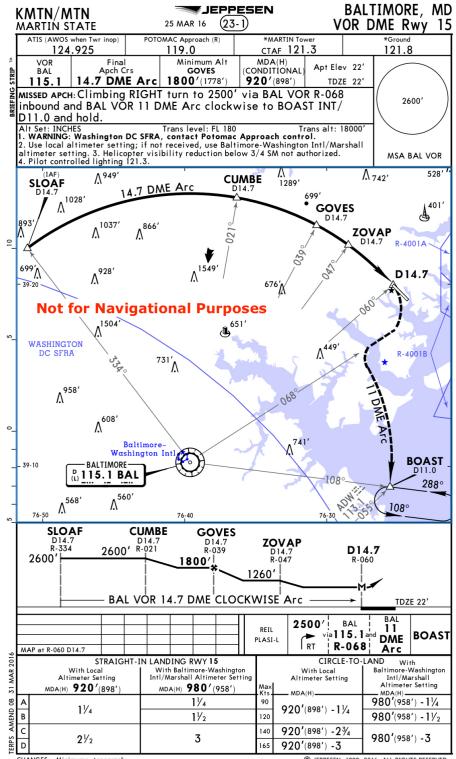
Date / Time: April 2, 2019 1319 EDT 1719Z Location: Five (5) miles NW of SLOAF at 3,000'. 151 radial from EMI. ATIS: KMTN 021719Z 12015KT 02SM RA OVC010 15/13 A2992 XPNDR: 3654







COMMUNITY AVIATION



CHANGES: Minimums, topography.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.



MTN/MTN pt Elev 22' 39 19.5 W076 24.8			JEPPESEN 3 MAY 19 (21-1)		BALTIMORE, MI MARTIN STAT		
ATIS (AWOS when Twr inop) 124.925 *Tower CTAF 121.3			*MARTIN Ground 121.8 UNICOM 122.95		POTOMAC Clearance 121.8 when Twr inop. POTOMAC Departure (R) 119.0		
		UNICOM					
76-2	6	76-25		76-24			
	90, ^T	■	High voltage wi approach to Rwy		(unlighted) on]	
	T 70 A	*	Seagulls on and in vici Recreational sailboat motor boats in waterw of Rwy 33 813' from t			asts to +50' and y at approach end eshold.	
39-20	A) 129''' •					
	Elev-21	98' T X	When tower closer or approaches.		-		
		¥⊕ c c c	Caution: bird/w hazard II in effe	ect Aug-Jan.			
			8100' available landing Rwy 33				
			23		. 1		
		″∥ 🔪 🔪	r D		ΝŢ		
		·			Tel		
		aircraft access Twy S	79	Elev 9'	z		
	fror	n Strawberry Point ramp.)			
39-19	Feet 0 1000	2000 3000 4000 5000		r		39-19 -	
Ν	Meters 0 500	, , , , , , , , , , , , , , , , , , , 	State Police				
76-2	6	76-25	Hangars	76-24			
		ADDITIONAL RUNWA	Y INFORMATION				
	I		LANDING	SABLE LENGT	-		
RWY 5	OHIRL OREIL OPLA	ASI-L (angle 4.01°) groove	Threshold ed	Glide Slope	TAKE-OFF	WIDTH	
33	HIRL O REIL OPLA			6090'		180'	
	vate on 121.3 when Tv able beyond 5° either						
		course and beyond 8° righ					
	Ru	TAK (v. 15	E-OFF	Rwy	33		
				With Mim climb of			
	Adequate Vis Ref	STD	215'/NA Adequate	A to 1700'	Clim	For Visual Climb Over Airport	
2		-	Vis Ref	STD	Ai		
12 19 14	1/4	1	1/4	1	130)-2 ½	
ng		1/2		1/2			
	LIMB OVER AIRPORT Obtain ATC approval	for Visual Climb Over Airp	ort when request	ing IFR clear	ance. Climb in		
		tin State Airport at or abo					
	Να	ot for Navigati	ional Pur	poses			
		FOR FILING AS	1				
	orized Only When Twr ating and When Local	Authorized Only When Local Weather Available	Authorized Only When Twr Operating and When Local				
Opera	teather Acallable	RNAV (GPS) Rwy 15	Weather Avai LOC Rwy	lable	VOR DME Rw	v 15	
Opera	/eather Available LDA Rwy 33	RNAV (GPS) Rwy 33					
Opera	LDA Rwy 33		900-2		900-2	,	
Opera		RNAV (GPS) Rwy 33 800-2	· · · · · · · · · · · · · · · · · · ·	12		/2	





Notes