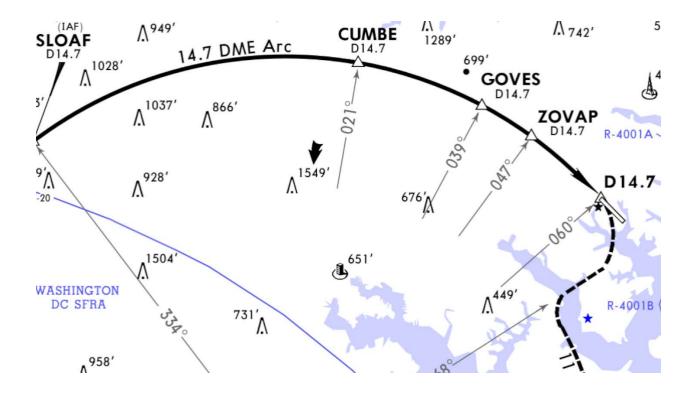


Pilot Kit: Arc of a Driver

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.

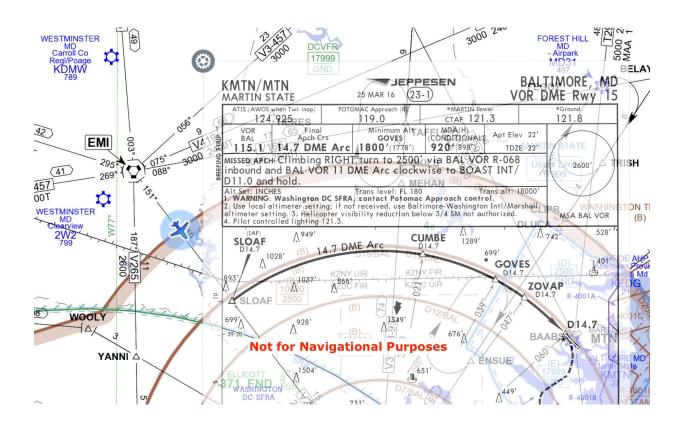
Take time to brief the approach and note the step downs. How will they be identified? How will you know the MAP? And how will you fly the missed approach? Get ready, you're in the weather all the way down to the runway at Martin State.





Situation

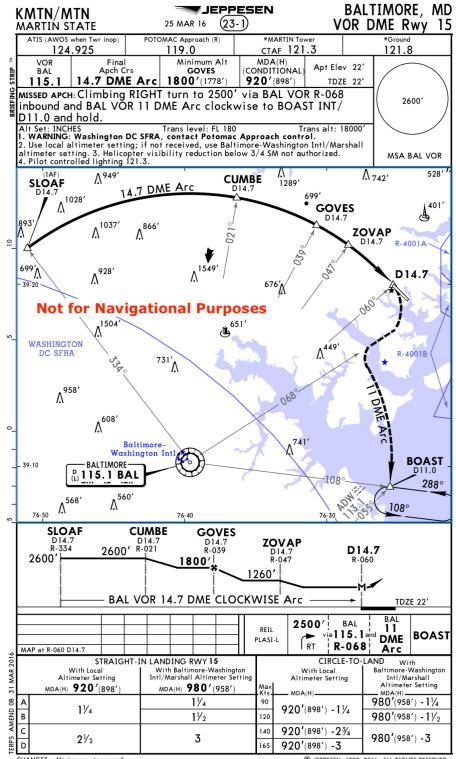
Date / Time: April 2, 2019 1319 EDT 1719Z Location: Five (5) miles NW of SLOAF at 3,000'. 151 radial from EMI. ATIS: KMTN 021719Z 12015KT 02SM RA OVC010 15/13 A2992 XPNDR: 3654







COMMUNITY AVIATION



CHANGES: Minimums, topography.

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| 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