

WAAS CH 72923 W25A	APP CRS 248°	Rwy Idg TDZE 2800 Apt Elev 2805
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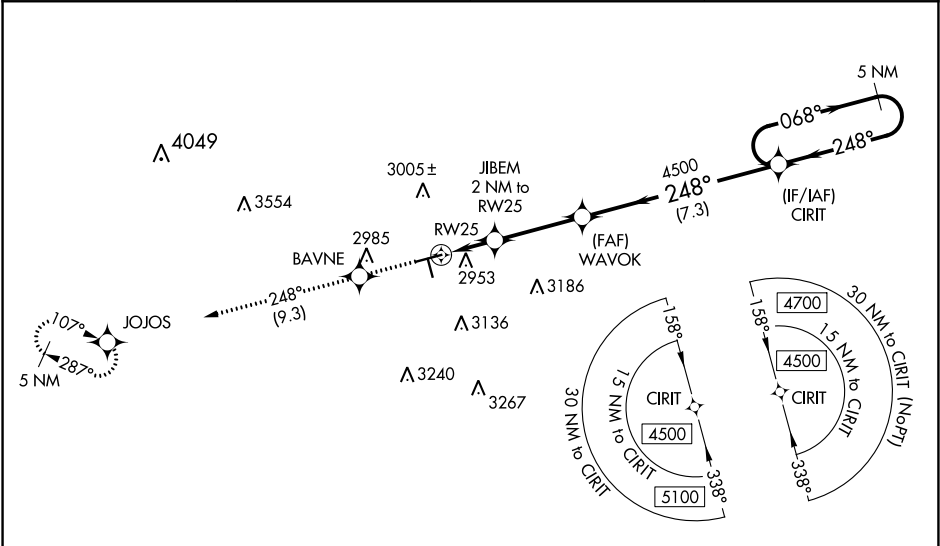
RNAV (GPS) RWY 25
MIDLAND AIRPARK (MDD)

V Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting.

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 26°C (78°F). When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase LPV DA to 3109 and LNAV/VNAV DA to 3172 and all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ SM. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5000 direct BAVNE and on 248° track to JOJOS and hold.

AWOS-3 118.125	MIDLAND APP CON ★ 124.6 290.4	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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ELEV 2805 **D** TDZE 2800

5000 BAVNE 248° tr JOJOS VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53). 5 NM Holding Pattern

* LNAV only JIBEM 2 NM to RW25 4500 248° 068° 4500 GP 3.00° TCH 47

2 NM 3.2 NM 7.3 NM

CATEGORY	A	B	C	D
LPV DA	3081-1 281 (300-1)			
LNAV/VNAV DA	3144-1 1/8 344 (400-1 1/8)			
LNAV MDA	3220-1 420 (500-1)	3220-1 1/4 420 (500-1 1/4)		
CIRCLING	3320-1 515 (600-1)	3440-1 3/4 635 (700-1 3/4)	3700-3 895 (900-3)	

MIRL Rwy 7-25 and 16-34 0

The inset chart shows the airport layout with runways 7, 25, 34, and 37. Runway 25 is highlighted, and the approach path is shown. The chart also includes the MDA (Minimum Descent Altitude) of 420 feet and the TCH (Touchdown Height) of 47 feet.

SC-3, 18 APR 2024 to 16 MAY 2024

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