

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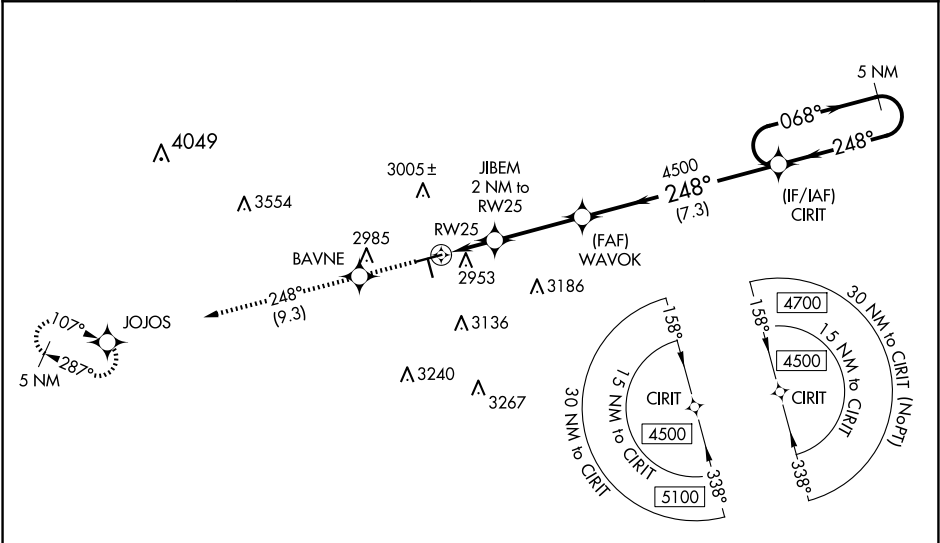
RNAV (GPS) RWY 25
MIDLAND AIRPARK (MDD)

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

3460* 340 344 (400-1½) 3220-1 420 (500-1) 3220-1¼ 420 (500-1¼) 3440-1¾ 635 (700-1¾) 3700-3 895 (900-3)

2 NM 3.2 NM 7.3 NM

CATEGORY A B C D

LPV DA 3081-1 281 (300-1)

LNAV/VNAV DA 3144-1½ 344 (400-1½)

LNAV MDA 3220-1 420 (500-1) 3220-1¼ 420 (500-1¼) 3440-1¾ 635 (700-1¾) 3700-3 895 (900-3)

CIRCLING 3320-1 515 (600-1) 3440-1¾ 635 (700-1¾) 3700-3 895 (900-3)

MIRL Rwy 7-25 and 16-34 0

The inset chart shows the airport layout with runway 25, taxiway 25, and other features. It includes a 5 NM holding pattern at 4500 and a 340° heading.

SC-3, 27 NOV 2025 to 25 DEC 2025

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