

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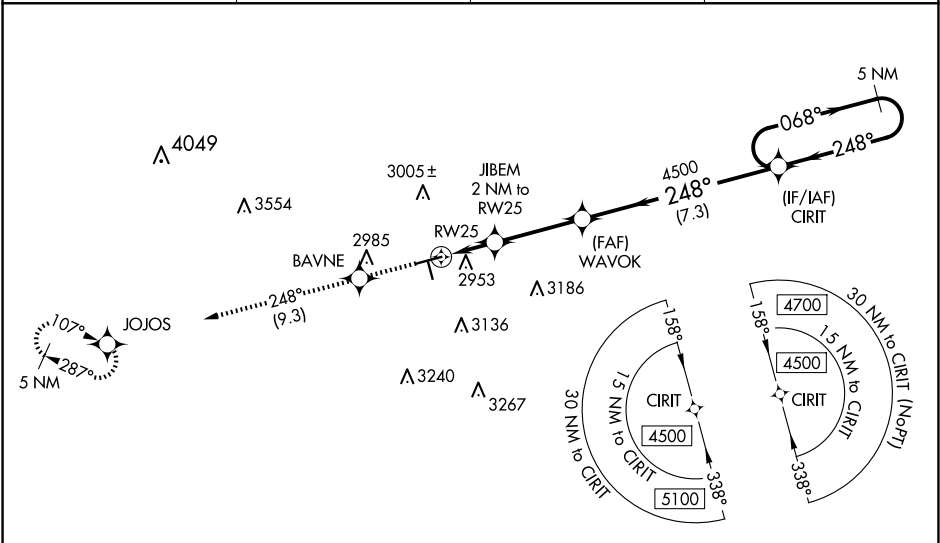
**RNAV (GPS) RWY 25**  
MIDLAND AIRPARK (MDD)

**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 <b>118.125</b>	MIDLAND APP CON ★ <b>124.6 290.4</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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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 068° 248° 4500 GP 3.00° TCH 47

3460\* 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 runway 25, taxiway 25, and other runways. It includes a 5 NM holding pattern and a 248° track to RW25.

SC-3, 10 JUL 2025 to 07 AUG 2025

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