

WAAS CH <b>72923</b> <b>W25A</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev	<b>5571</b> <b>2800</b> <b>2805</b>
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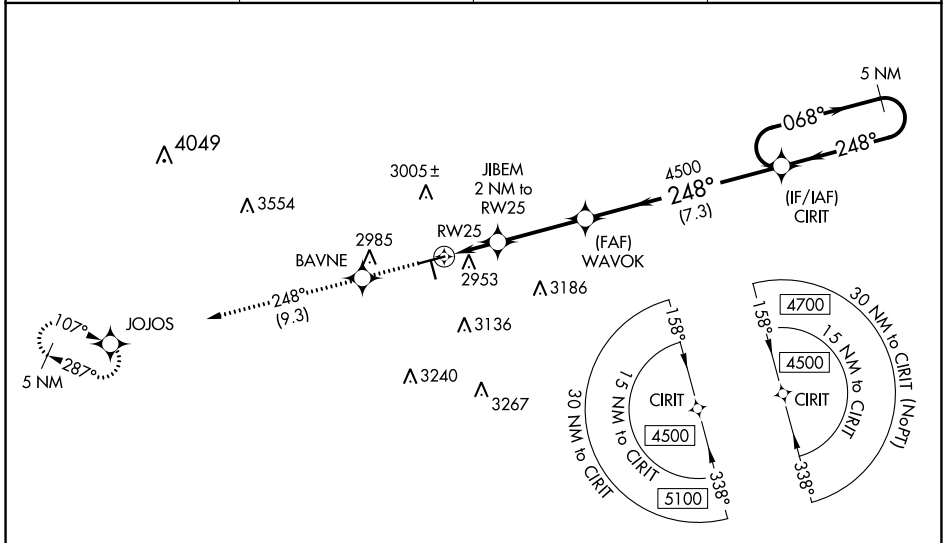
# RNAV (GPS) RWY 25

MIDLAND AIRPARK (MDD)

**⚠** Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting.  
**⚠** 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 all DA 28 feet, all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile. 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.

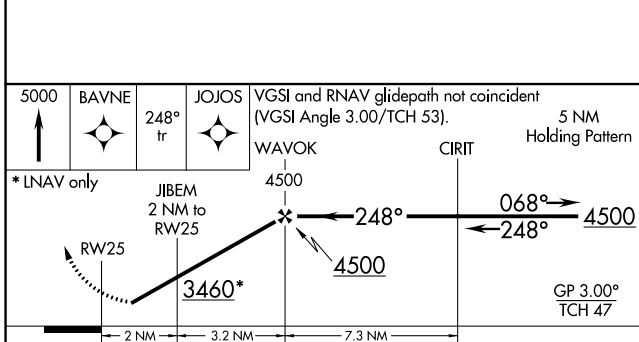
MISSED APPROACH: Climb to 5000 direct BAVNE and on 248° track to JOJOS and hold.

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) ①</b>
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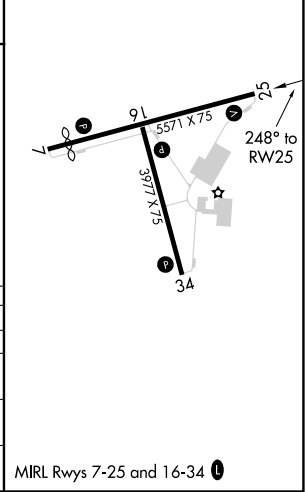
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ELEV 2805	<b>D</b> TDZE 2800
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5000	BAVNE	248° tr	JOJOS	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 53).	5 NM Holding Pattern
*LNAV only	JIBEM 2 NM to RW25	4500	WAVOK	CIRIT	
LPV DA	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)	3320-1 1/2	3700-3	895 (900-3)



MIRL Rwy 7-25 and 16-34 ①

WAAS CH <b>58029</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>3977</b> <b>2801</b> <b>2805</b>
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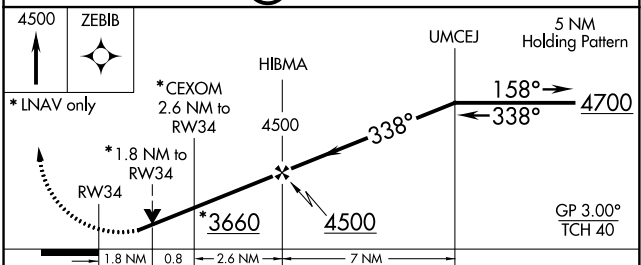
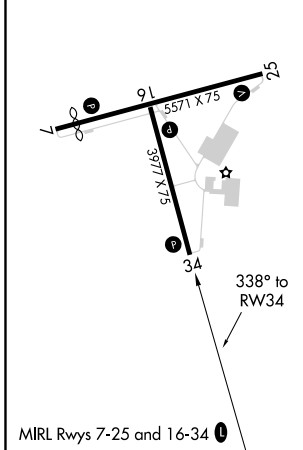
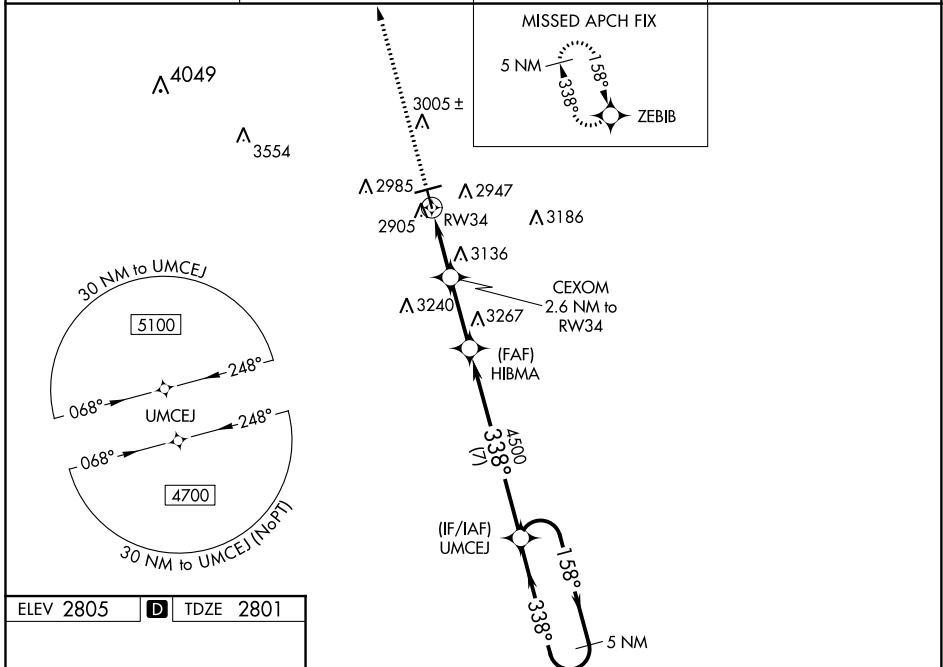
# RNAV (GPS) RWY 34

MIDLAND AIRPARK (MDD)

**⚠** Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Midland Intl Air and Space Port altimeter setting. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all DA 28 feet, all MDA 40, increase LNAV/VNAV all Cats visibility 1/8.

**MISSED APPROACH:**  
Climb to 4500 direct ZEBIB 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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CATEGORY	A	B	C	D
LPV DA	3051-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	3071-7/8	270 (300-7/8)		NA
LNAV MDA	3400-1	599 (600-1)		NA
CIRCLING	3400-1	595 (600-1)		NA

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VORTAC MAF <b>114.8</b> Chan <b>95</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev <b>2803</b>	<b>N/A</b> <b>N/A</b>
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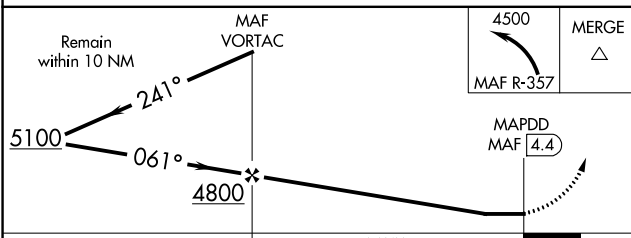
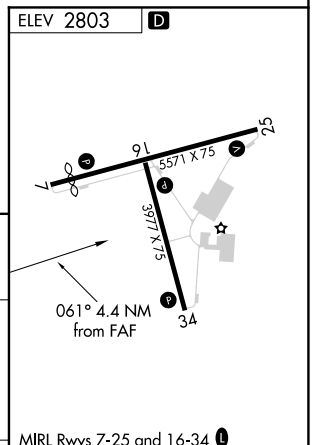
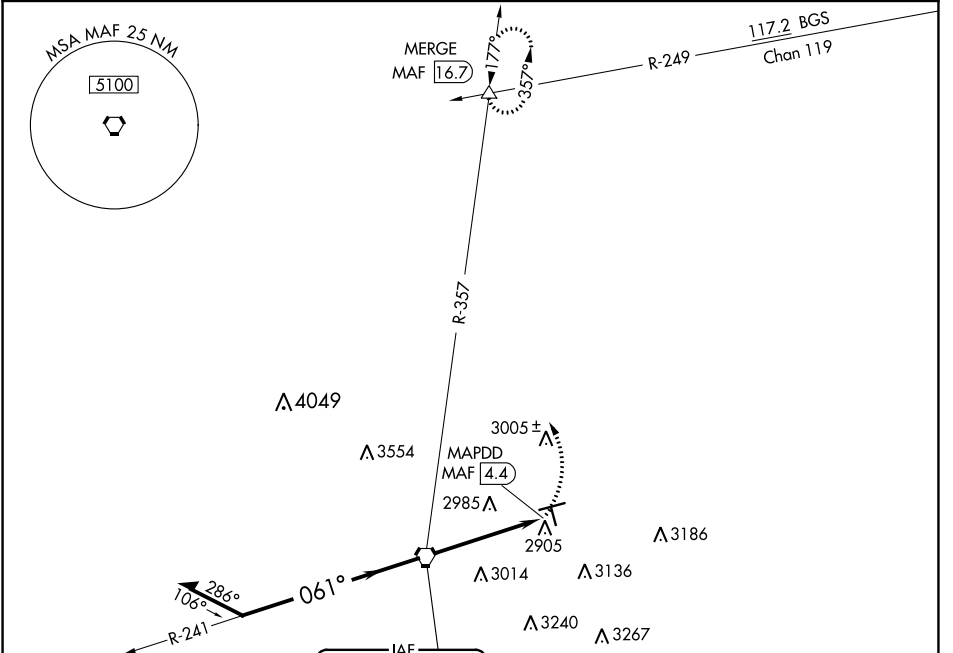
# VOR-A

MIDLAND AIRPARK (MIDD)

**▽** When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDA 40 feet, and Cat C visibility 1/4 mile.

**△ NA** MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int 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) ①</b>
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CATEGORY	FAF to MAP 4.4 NM					
	A	B	C	D		
CIRCLING	3380-1	577 (600-1)	3380-1½ 577 (600-1½)	3700-3 897 (900-3)		
	Knots	60	90	120	150	180
	Min:Sec	4:24	2:56	2:12	1:46	1:28

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VORTAC MAF <b>114.8</b> Chan <b>95</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev <b>5571</b> <b>2800</b> <b>2805</b>
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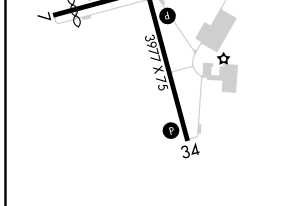
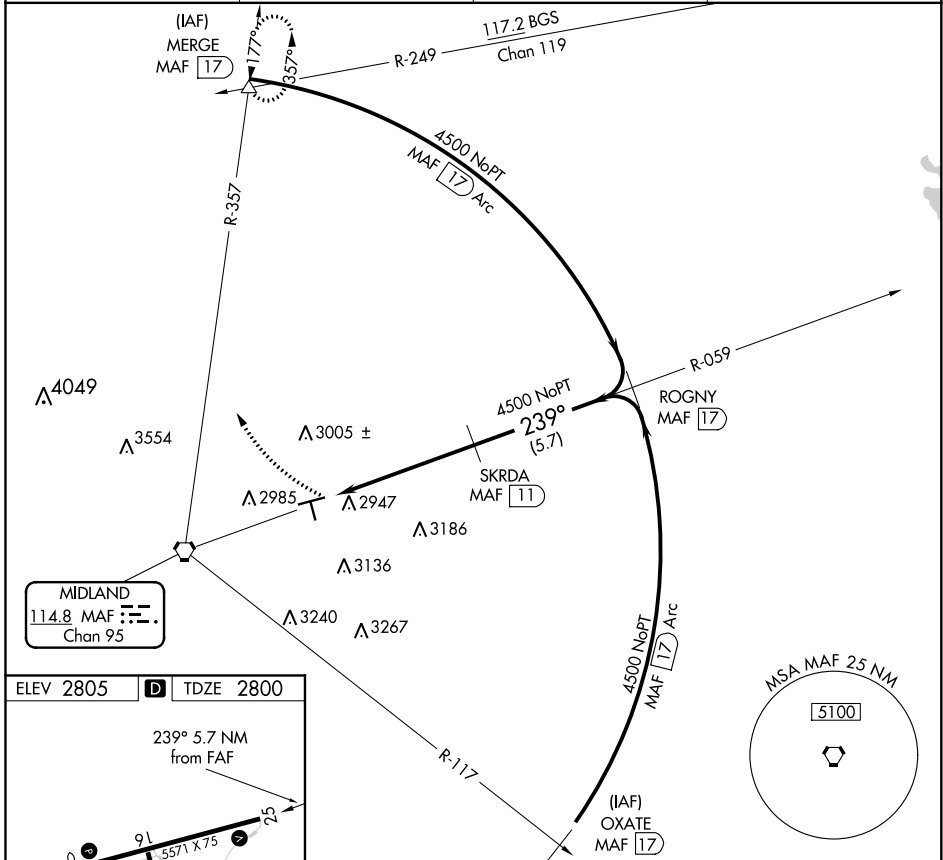
# VOR/DME RWY 25

MIDLAND AIRPARK (MDD)

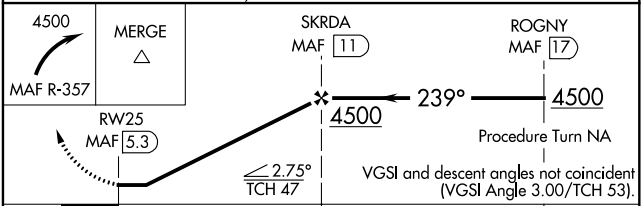
**▼** When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDA 40 feet, increase S-25 Cat C/D and Circling Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.

**▲ NA** MISSED APPROACH: Climbing right turn to 4500 via MAF R-357 to MERGE Int/17 DME 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	<b>D</b> TDZE 2800
MIRL Rwy 7-25 and 16-34 <b>0</b>	



CATEGORY	A	B	C	D
S-25	3400-1	600 (600-1)	3400-1 <sup>3</sup> / <sub>4</sub>	600 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	3400-1	595 (600-1)	3400-1 <sup>3</sup> / <sub>4</sub>	3700-3 895 (900-3)

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