

RNAV (GPS) RWY 25

BOB BAKER MEML (IAN) (PAIK)

 Circling NA north of Rwy 7-25. Circling Rwy 7 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Baro-VNAV and VDP NA when using WLK/PASK altimeter setting. When local altimeter setting not received, use WLK/PASK altimeter setting and increase LPV DA* to 531 feet; increase LPV DA to 720 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 888 feet and all visibilities ¼ SM. Increase all MDAs 100 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct KOBXU and hold, continue climb-in-hold to 4000.
*Missed approach requires minimum climb of 335 feet per NM to 1440.

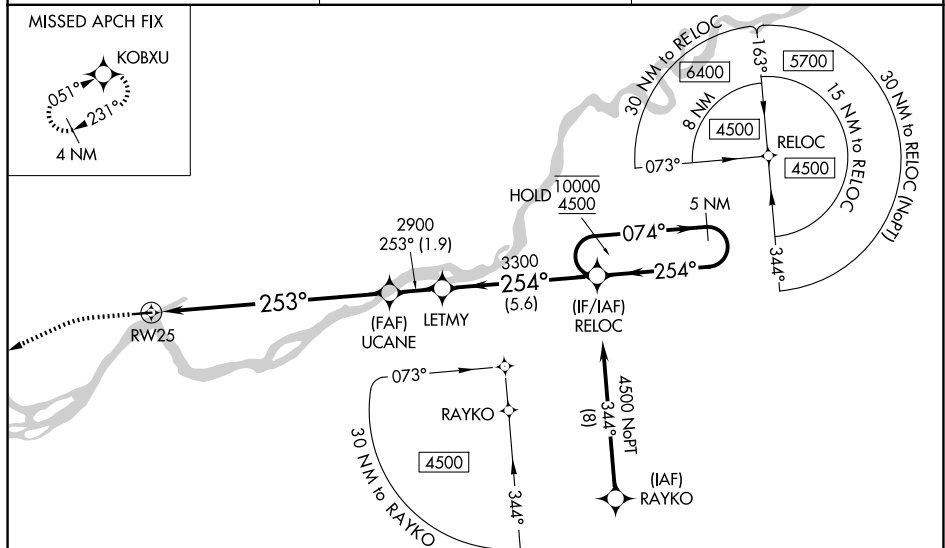
MISSED APCH FIX

KOBXU

051°

231°

4 NM



ELEV 179
TDZE 175

Diagram illustrating the RWY 25 approach procedure. Key altitudes and distances are marked:

- 4000 X 75 runway, 0.8% UP
- 253° heading
- 4.9 NM to RW25
- 2900 ft altitude
- 3300 ft altitude
- 4500 ft altitude
- GP 3.00° TCH 35
- 5.6 NM distance
- 5 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA*	450-1	275 (300-1)		
LPV DA	639-1 $\frac{3}{8}$	464 (500-1 $\frac{3}{8}$)		
LNAP/VNAV DA	807-1 $\frac{3}{4}$	632 (700-1 $\frac{3}{4}$)		
LNAP MDA	1740-1 $\frac{1}{4}$ 1565 (1600-1 $\frac{1}{4}$)	1740-1 $\frac{1}{2}$ 1565 (1600-1 $\frac{1}{2}$)	1740-3	1565 (1600-3)
CIRCLING	1740-1 $\frac{1}{4}$ 1561 (1600-1 $\frac{1}{4}$)	1740-1 $\frac{1}{2}$ 1561 (1600-1 $\frac{1}{2}$)	1740-3	1561 (1600-3)

MIRL Rwy 7-25
REIL Rwy 25