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|--|------------------------|---|
| WAAS CH 97602 W31A | APP CRS 315° | Rwy Idg 5600 TDZE 74 Apt Elev 76 |
|--|------------------------|---|

RNAV (GPS) RWY 31
LEESBURG INTL (LEE)

RNP APCH-GPS.

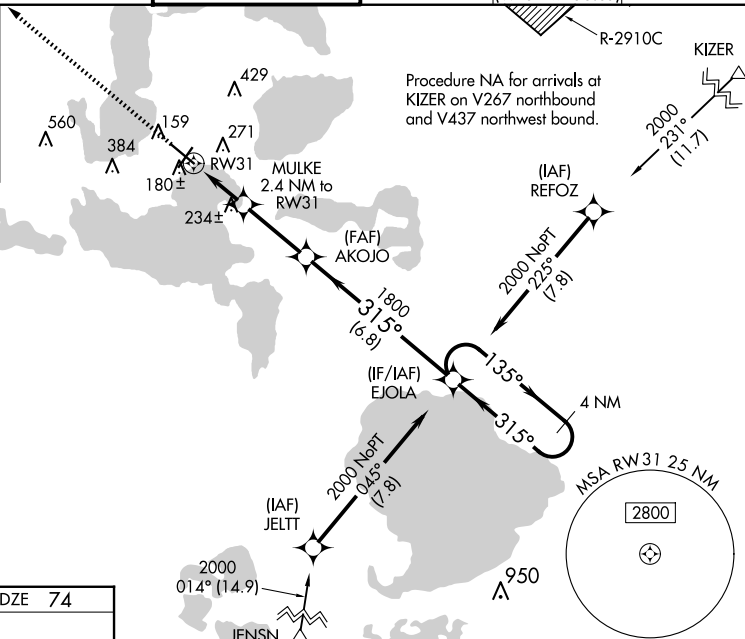
T Baro-VNAV and VDP NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA to 410 feet.

A Increase LNAV/VNAV DA to 444 feet. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C/D ¼ SM. Circling Rwy 4, 22 NA at night.

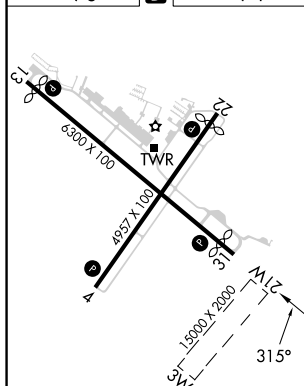
MISSED APPROACH:
Climb to 2000 direct
IBPEP and hold.

| | | | | | |
|------------------------|---------------------------------------|--|---------------------------|--|--------------------------|
| ATIS 134.325 | ORLANDO APP CON 135.3 351.9 | LEESBURG TOWER ★ 119.35 (CTAF) 0 | GND CON 121.725 | CLINC DEL 120.225 (When twr closed) | UNICOM 122.725 |
|------------------------|---------------------------------------|--|---------------------------|--|--------------------------|

MISSED APCH FIX



| | | |
|---------|----------|---------|
| ELEV 76 | D | TDZE 74 |
|---------|----------|---------|



REIL Rwys 13 and 31 **L**
MIRL Rwys 4-22 and 13-31 **L**

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 40).

4 NM Holding Pattern

135°

315°

2000

EJOLA

AKOJO 1800

MULKE 2.4 NM to RW31

1.2 NM to RW31

RW31

1.2 NM

2.9 NM

6.8 NM

315°

1800

860

GP 3.00°

TCH 45

| CATEGORY | A | B | C | D |
|--------------|-------------------|---|----------------------|------------------------|
| LPV DA | 324-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 358-1 | | 284 (300-1) | |
| LNAV MDA | 500-1 426 (500-1) | | 500-1¼ 426 (500-1¼) | |
| CIRCLING | 700-1 624 (700-1) | | 780-2 704 (800-2) | 780-2¼ 704 (800-2¼) |