

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>97602</b><br><b>W31A</b> | APP CRS<br><b>315°</b> | Rwy Idg <b>5600</b><br>TDZE <b>74</b><br>Apt Elev <b>76</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

RNAV (GPS) RWY 31  
LEESBURG INTL (LEE)

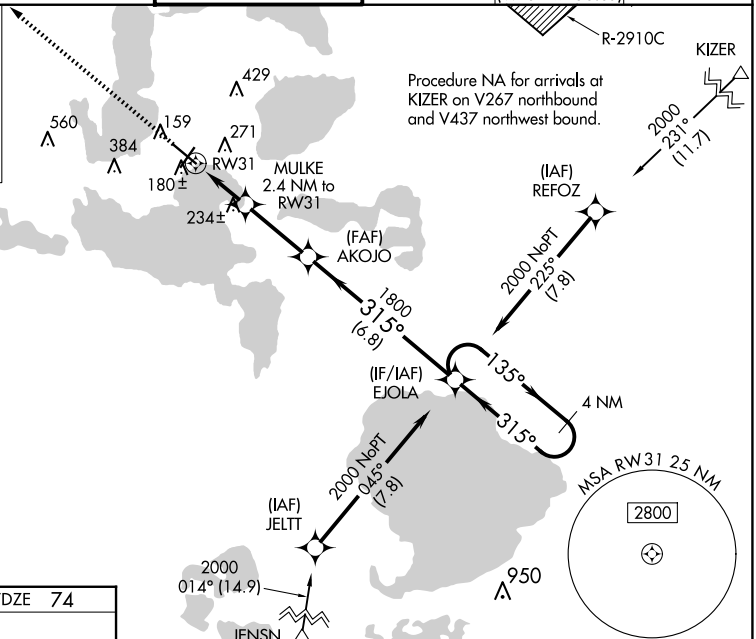
RNP APCH-GPS.

**T** Baro-VNAV and VDP NA when using Orlando Intl altimeter setting. For uncompensated  
**A** 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.  
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.

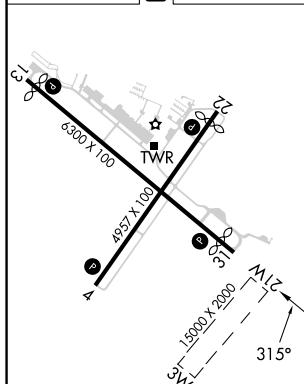
**MISSED APPROACH:**  
Climb to 2000 direct  
IBPEP and hold.

|                        |                                       |                                            |                           |                                                 |                          |
|------------------------|---------------------------------------|--------------------------------------------|---------------------------|-------------------------------------------------|--------------------------|
| ATIS<br><b>134.325</b> | ORLANDO APP CON<br><b>135.3 351.9</b> | LEESBURG TOWER ★<br><b>119.35 (CTAF) 0</b> | GND CON<br><b>121.725</b> | CLNC DEL<br><b>120.225</b><br>(When twr closed) | UNICOM<br><b>122.725</b> |
|------------------------|---------------------------------------|--------------------------------------------|---------------------------|-------------------------------------------------|--------------------------|

MISSED APCH FIX



|         |          |         |
|---------|----------|---------|
| ELEV 76 | <b>D</b> | TDZE 74 |
|---------|----------|---------|



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

|                  |           |                                                                                                                                                                    |   |                               |                        |
|------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------------------|------------------------|
| 2000<br>↑        | IBPEP<br> | VGS1 and RNAV glidepath not coincident<br>(VGS1 Angle 3.00°/TCH 40°).                                                                                              |   | EJOLA<br>4 NM Holding Pattern |                        |
|                  |           | <p>1.2 NM to RW31</p> <p>MULKE<br/>2.4 NM to RW31</p> <p>AKOJO<br/>1800</p> <p>1800</p> <p>315°</p> <p>135°</p> <p>315°</p> <p>2000</p> <p>GP 3.00°<br/>TCH 45</p> |   |                               |                        |
| CATEGORY         |           | A                                                                                                                                                                  | B | C                             | D                      |
| LPV DA           |           | 324-1 250 (300-1)                                                                                                                                                  |   |                               |                        |
| RNAV/<br>VNAV DA |           | 358-1 284 (300-1)                                                                                                                                                  |   |                               |                        |
| RNAV MDA         |           | 500-1 426 (500-1)                                                                                                                                                  |   | 500-1½ 426 (500-1½)           |                        |
| CIRCLING         |           | 700-1 624 (700-1)                                                                                                                                                  |   | 780-2<br>704 (800-2)          | 780-2½<br>704 (800-2½) |