

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>40325</b><br><b>W36A</b> | APP CRS<br><b>358°</b> | Rwy Idg <b>3807</b><br>TDZE <b>280</b><br>Apt Elev <b>282</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

## RNAV (GPS) RWY 36

LEESVILLE (L39)

**T** When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME  
**A** NA RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all MDA 40 feet, increase LP Cat C visibility  $\frac{1}{8}$  SM, and Circling Cat C visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 800 then climbing left turn to 4000 direct APPIN and hold.

KPOE ATIS  
134.85 282.2

POLK APP CON  
123.7 261.3

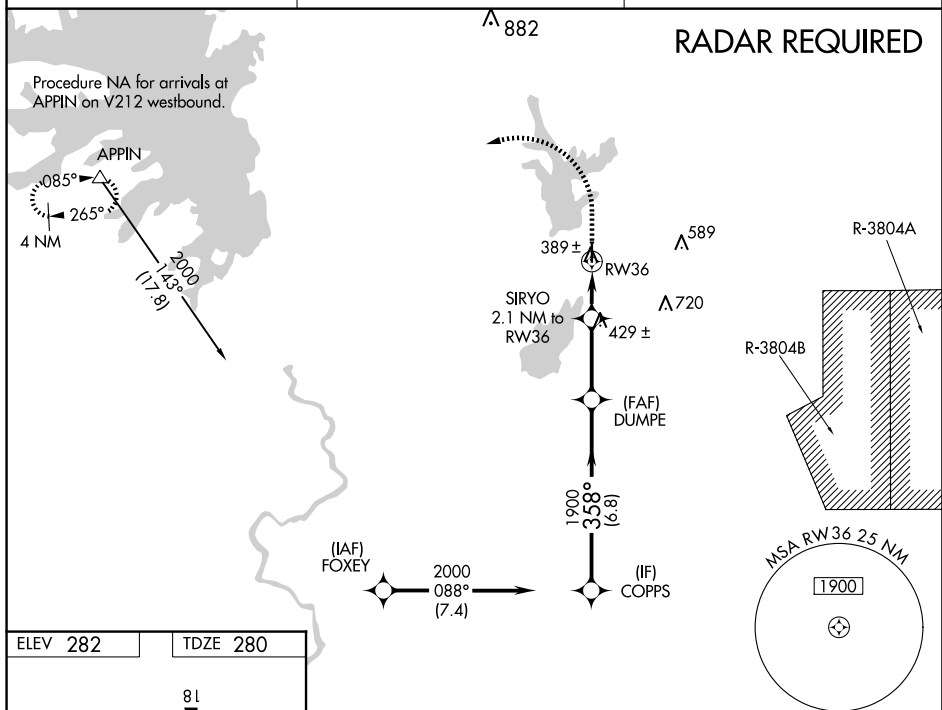
UNICOM  
122.8 (CTAF) **L**

Diagram illustrating a flight profile for a 360-degree turn, showing altitude, heading, and distance markers.

Key elements of the diagram:

- Altitudes:** 800, 4000, APPIN, 1900, 2000.
- Headings:** 358°.
- Distances:** 2.1 NM, 2.9 NM, 6.8 NM.
- Waypoints:** RW36, SIRYO (2.1 NM to RW36), DUMPE, COPPS.
- Turn Angle:** 3.00° TCH 50.
- Vertical Segment:** 0.4% UP, 360° x 75.

| CATEGORY | A                    | B                    | C                      | D  |
|----------|----------------------|----------------------|------------------------|----|
| LP MDA   | 680-1                | 400 (400-1)          | 680-1½<br>400 (400-1½) | NA |
| LNAV MDA | 720-1                | 440 (500-1)          | 720-1½<br>440 (500-1½) | NA |
| CIRCLING | 760-1<br>478 (500-1) | 800-1<br>518 (600-1) | 1000-2<br>718 (800-2)  | NA |

REIL Rwy 18 and 36  
MIRL Rwy 18-36

358° to RW36