

LOC/DME I-JYO 111.75 Chan 54 (Y)	APP CRS 171°	Rwy Idg TDZE Apt Elev	5500 383 389
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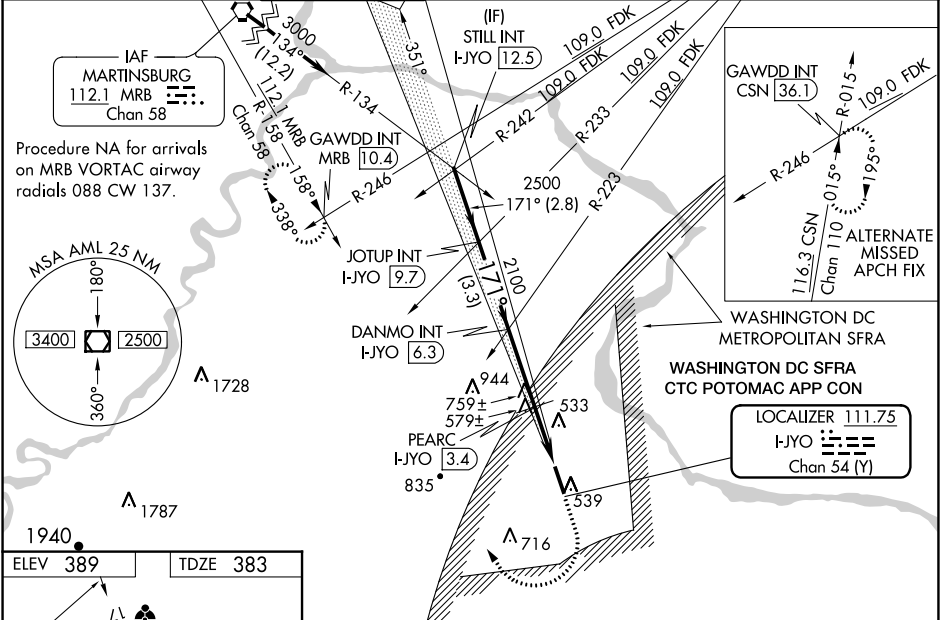
ILS or LOC RWY 17
LEESBURG EXEC (JYO)

NA When VGSI inop, Straight-in/Circling Rwy 17 procedure NA at night.
Inoperative table does not apply to S-LOC 17 Cats A/C and PEARC Fix minimums S-LOC 17 Cats A/B. For inoperative ODALS, increase PEARC Fix minimums S-LOC 17 Cats C/D visibility to 1 $\frac{1}{2}$ miles. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting; increase all DA 32 feet; increase all MDA 40 feet and PEARC Fix minimums S-LOC 17 Cats C/D visibility $\frac{1}{2}$ mile and Circling Cats C/D and PEARC Fix minimums Circling Cat D visibility $\frac{1}{4}$ mile; inoperative table does not apply to S-LOC 17 Cat C and PEARC Fix minimums S-LOC 17 Cats A/B/C.

ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 340° and MRB VORTAC R-158 to GAWDD INT/MRB 10.4 DME and hold, continue climb-in hold to 4000.

AWOS-3 125.225	POTOMAC 125.05	APP CON 338.25	LEESBURG TOWER ★ 127.5 (CTAF) 0	GND CON 120.5	CLNC DEL 120.5	CLNC DEL 118.55 (When twr closed)	UNICOM 122.975
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ELEV **389** TDZE **383**

171° 5.3 NM from FAF

REIL Rwy 17 and 35 **0**
HIRL Rwy 17-35 **0**

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

STILL INT

I-JYO

12.5

JOTUP INT

I-JYO

9.7

DANMO INT

I-JYO

6.3

PEARC

I-JYO

3.4

I-JYO

1.1

*1280 when using Washington Dulles Intl altimeter setting.

1200

4000

MRB R-158

GAWDD INT

3000

171°

2500

2100

2100

*1240

GS 3.00°

TCH 45

*LOC only

2.8 NM

3.3 NM

2.9 NM

2.3 NM

CATEGORY	A	B	C	D
S-ILS 17	633-1 250 (300-1)			
S-LOC 17	1240-1	857 (900-1)	1240-2½	857 (900-2½)
CIRCLING	1240-1¼	851 (900-1¼)	1240-2½	1240-2¾
			851 (900-2½)	851 (900-2¾)
PEARC FIX MINIMUMS				
S-LOC 17	840-1	457 (500-1)	840-1¼	457 (500-1¼)
CIRCLING	840-1	451 (500-1)	860-1½	1040-2
			471 (500-½)	651 (700-2)