

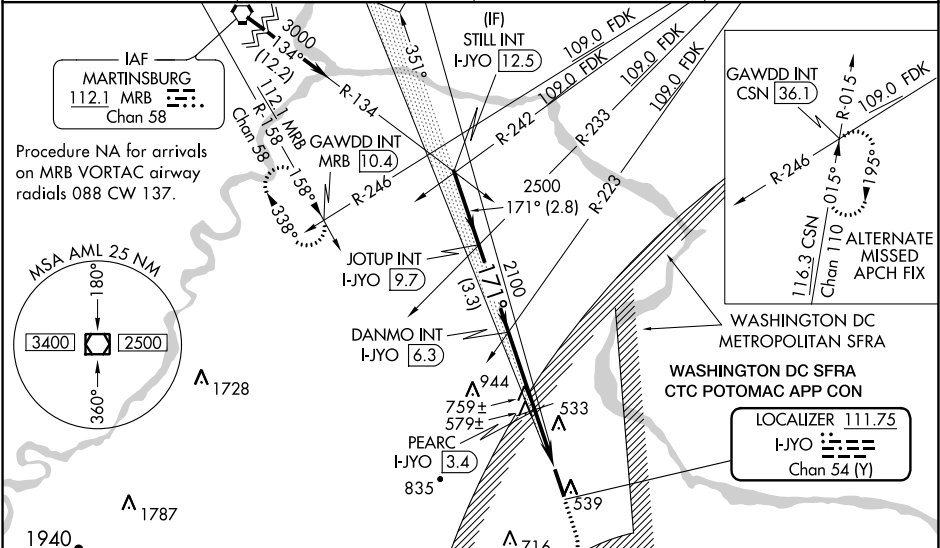
LOC/DME I-JYO 111.75 Chan 54(Y)	APP CRS 171°	Rwy Idg 5500 TDZE 383 Apt Elev 389
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ILS or LOC RWY 17
LEESBURG EXECUTIVE (JYO)

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 $\frac{1}{4}$ 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 APP CON 126.1 338.25	CLNC DEL 118.55	UNICOM 122.975 (CTAF) 0
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ELEV 389	TDZE 383
171° 5.3 NM from FAF	
REIL Rws 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.				
*LOC only				
GS 3.00° TCH 45				
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)	1240-2 $\frac{1}{2}$	857 (900-2 $\frac{1}{2}$)
CIRCLING	1240-1 $\frac{1}{4}$	851 (900-1 $\frac{1}{4}$)	1240-2 $\frac{1}{2}$	1240-2 $\frac{3}{4}$
			851 (900-2 $\frac{1}{2}$)	851 (900-2 $\frac{3}{4}$)
PEARC FIX MINIMUMS				
S-LOC 17	840-1	457 (500-1)	840-1 $\frac{1}{4}$	457 (500-1 $\frac{1}{4}$)
CIRCLING	840-1	451 (500-1)	860-1 $\frac{1}{2}$	1040-2
			471 (500-1 $\frac{1}{2}$)	651 (700-2)