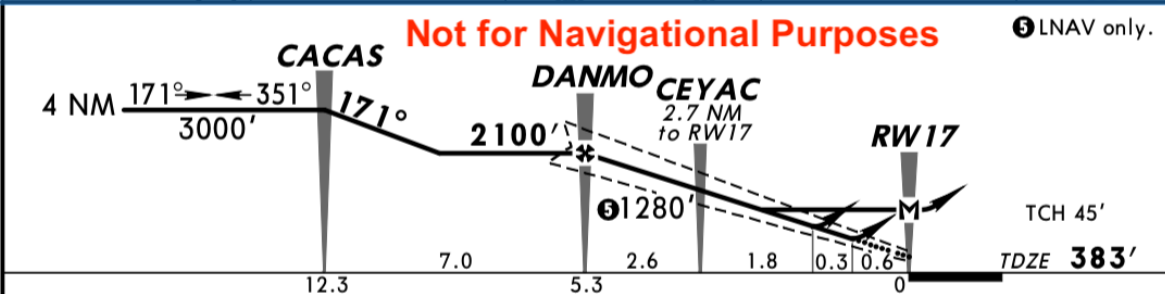
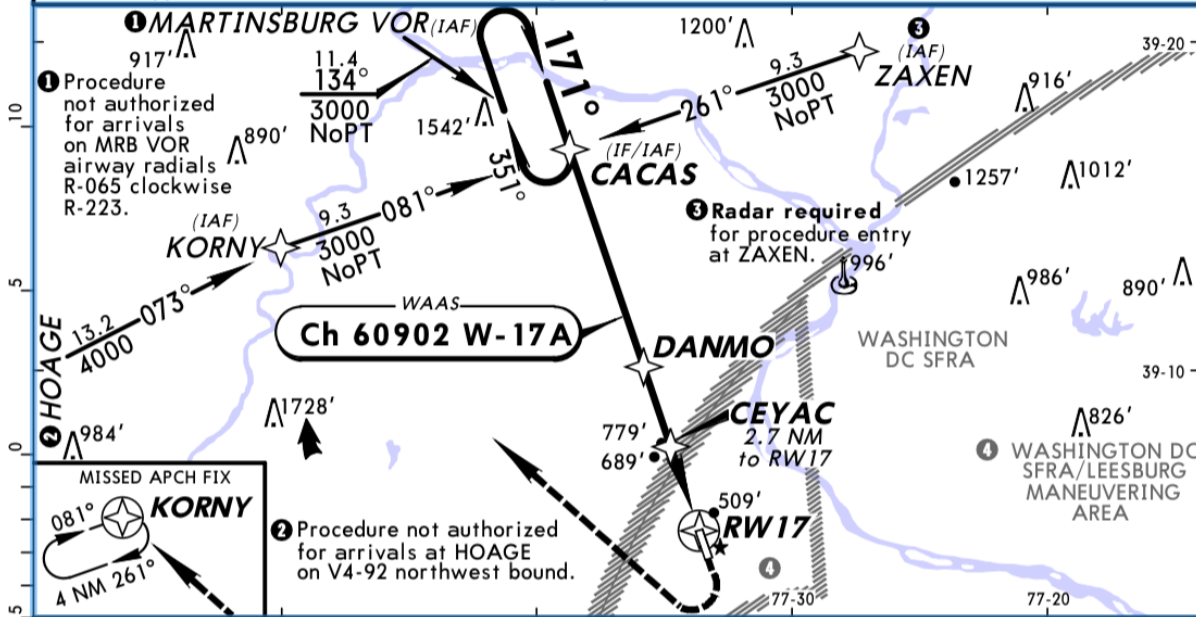


AWOS-3 125.22		POTOMAC Approach (R) 126.1		LEESBURG EXECUTIVE UNICOM CTAF 122.97	
WAAS Ch 60902 W-17A	Final Aptch Crs 171°	Minimum Alt DANMO 2100' (1717')	LPV DA(H) (CONDITIONAL) 633' (250')	Apt Elev 390' TDZE 383'	3600'
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct KORNLY and hold.					MSA RW17

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Washington Dulles Intl altimeter setting. 2. Baro-VNAV not authorized when using Washington Dulles Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Washington DC SFRA, contact Potomac Approach control. 7. Pilot controlled lighting 122.97.



Gnd speed-Kts	70	90	100	120	140	160	ODALS	1100'	4000'	→	KORNLY
Glide Path Angle 3.00°	372	478	531	637	743	849	REIL PAPI	↑	RT	→	
MAP at RW17											

TERPS			1 STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting			1 CIRCLE-TO-LAND With Local Altimeter Setting						
LPV DA(H) 633' (250')		LNAV/VNAV DA(H) 725' (342')		LNAV MDA(H) 940' (557')		Max Kts		MDA(H)				
ODALS out		ODALS out		ODALS out		90		940' (550') - 1				
A	1		1		1		120		940' (550') - 1			
140							940' (550') - 1½					
B					1½		1⅝		165		1040' (650') - 2	
C												
D												
With Washington Dulles Intl Altimeter Setting						With Washington Dulles Intl Altimeter Setting						
LPV DA(H) 665' (282')		LNAV/VNAV DA(H) 757' (374')		LNAV MDA(H) 980' (597')		Max Kts		MDA(H)				
ODALS out		ODALS out		ODALS out		90		980' (590') - 1				
A	1		1⅛		1		120		980' (590') - 1			
140							980' (590') - 1¾					
B					1⅝		1¾		165		1080' (690') - 2¼	
C												
D												

1 When VGSI inop, Straight-in/Circling Rwy 17 procedure not authorized at night.