

WAAS
CH **70519**
W33A

APP CRS
332°

Rwy Idg
TDZE **131**
Apt Elev **132**

RNAV (GPS) RWY 33

CURTIS L BROWN JR FLD (EYF)

RNP APCH.

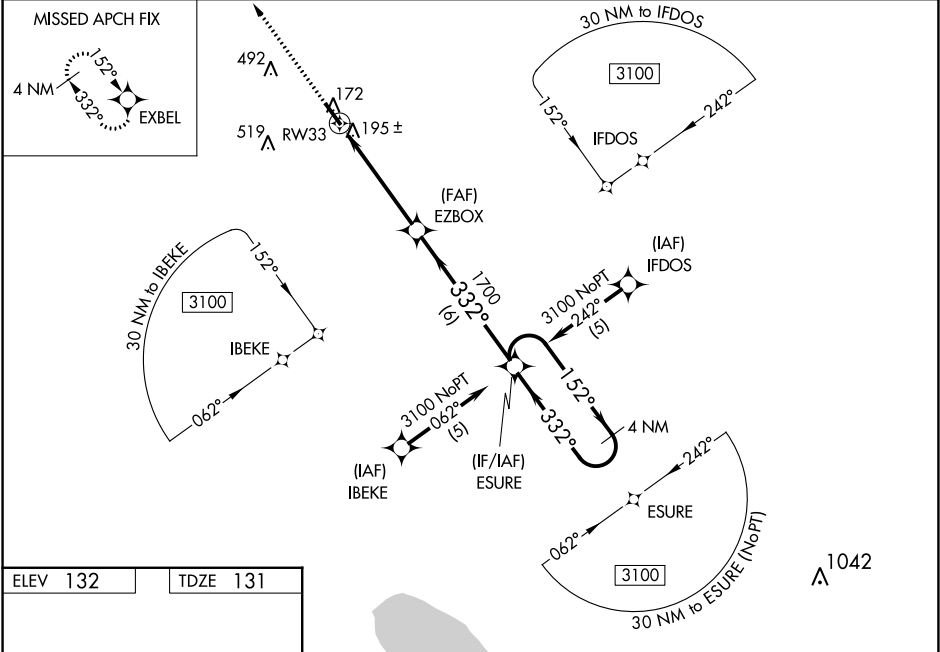
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⚠

Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 453 feet, LNAV/VNAV DA to 537 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{4}$ SM, LNAV Cats C and D and Circling Cats C and D visibility $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

AWOS-3P 119.475	FAYETTEVILLE APP CON 133.0 290.25	UNICOM 122.8 (CTAF) 0
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ELEV 132

TDZE 131

REIL Rwy 15 and 33 0

MIRL Rwy 15-33 0

3100

EXBEL

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 33).

4 NM Holding Pattern

*LNAV only.

RW33

EZBOX

1700

1700

332°

152°

3100

1.3 NM

3.4 NM

6 NM

GP 3.00° TCH 51

CATEGORY	A	B	C	D
LPV DA		381- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		465-1 $\frac{1}{4}$	334 (400-1 $\frac{1}{4}$)	
LNAV MDA	580-1	449 (500-1)	580-1 $\frac{1}{4}$ 449 (500-1 $\frac{1}{4}$)	580-1 $\frac{1}{2}$ 449 (500-1 $\frac{1}{2}$)
CIRCLING	580-1 448 (500-1)	660-1 528 (600-1)	880-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$)	880-2 $\frac{1}{2}$ 748 (800-2 $\frac{1}{2}$)