

WAAS  
CH **70519**  
**W33A**

APP CRS  
**332°**

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

**5006**

**131**

**132**

**RNAV (GPS) RWY 33**

CURTIS L BROWN JR FLD (EYF)

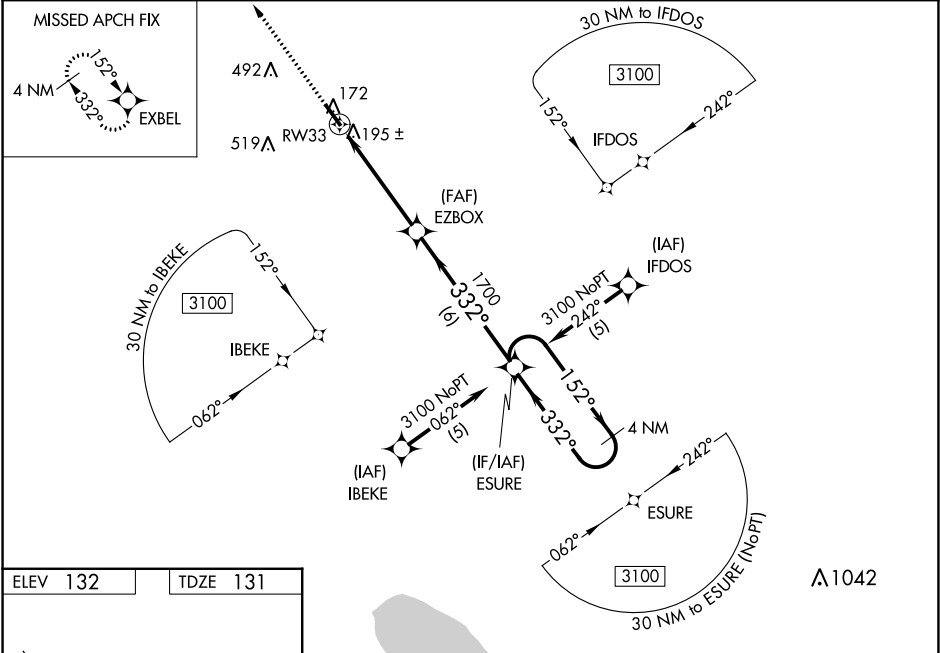
RNP APCH.

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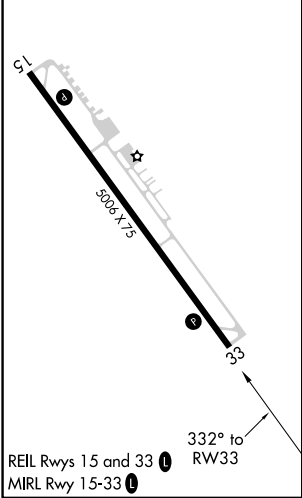
Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 453 feet, LNAV/VNAV DA to 537 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility  $\frac{1}{4}$  SM, LNAV 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 <b>119.475</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>132</b>	TDZE <b>131</b>
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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.		EZBOX 1700	332°	3100
	RW33	*1.3 NM to RW33	1700	GP 3.00° TCH 51
		1.3 NM	3.4 NM	6 NM
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 $\frac{1}{2}$ )