

WAAS CH 70519 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	5006 131 132
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RNAV (GPS) RWY 33

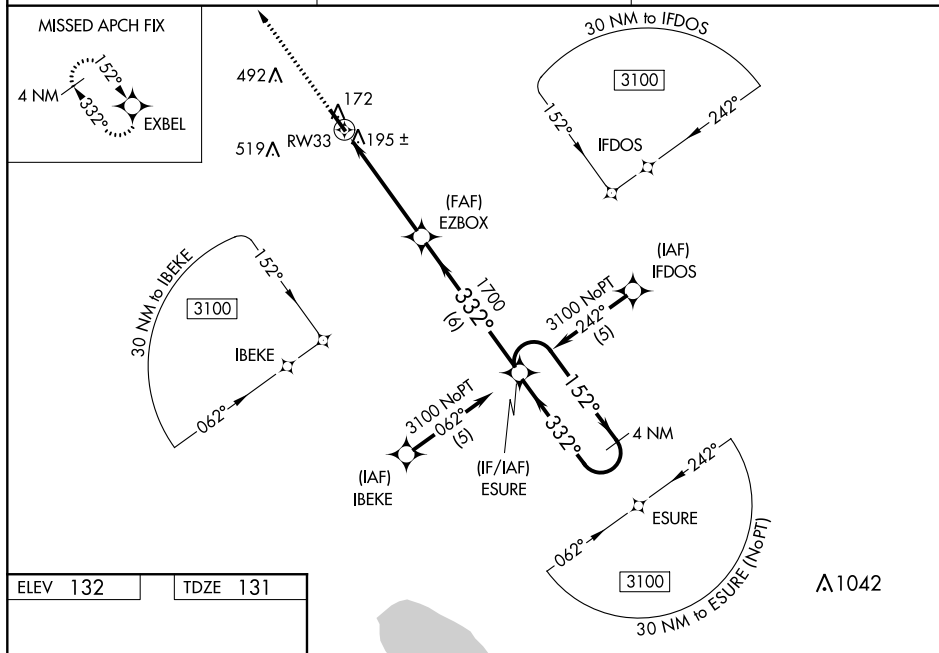
CURTIS L BROWN JR FLD (EYF)

RNP APCH.

⚠ 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 -15°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
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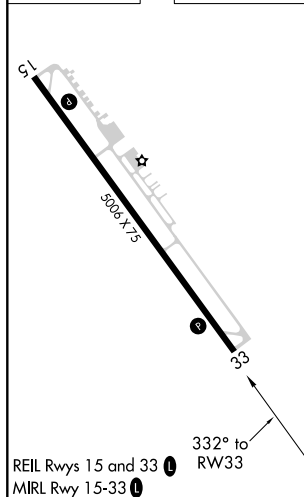


Diagram illustrating the RW33 RNAV approach for the 3100 runway. The diagram shows the 4 NM Holding Pattern, the 152° turn to 3100, the 332° turn to 1700, and the 1700 turn to 1700. The diagram also shows the VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 33). The diagram includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA	381- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
RNAV/VNAV DA	465-1 $\frac{1}{4}$	334 (400-1 $\frac{1}{4}$)		
RNAV 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 $\frac{1}{2}$)