

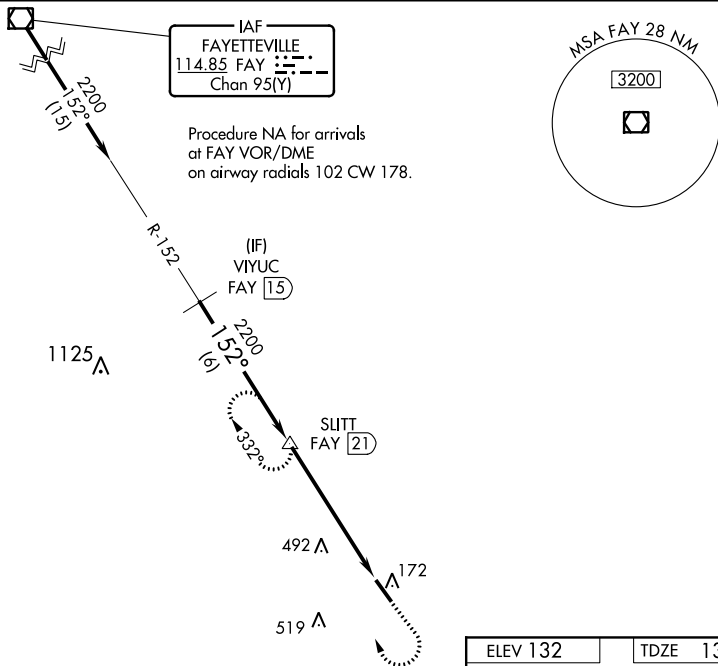
VOR/DME FAY 114.85 Chan 95(Y)	APP CRS 152°	Rwy Idg 5006 TDZE 132 Apt Elev 132
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VOR/DME RWY 15
CURTIS L BROWN JR FLD (EYF)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting; increase all MDA 80 feet and increase S-15 Cats C and D and Circling Cat C and D visibility $\frac{1}{4}$ SM.

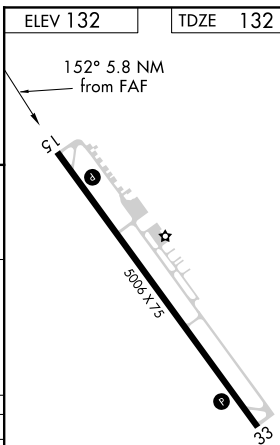
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLTT/21 DME and hold.

AWOS-3P 119.475	FAYETTEVILLE APP CON 133.0 290.25	UNICOM 122.8 (CTAF) L
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The diagram illustrates the VGSB approach procedure for runway 15 at LAX. It shows a four-segment flight path starting from a holding point at 2200 feet. The first segment is a 152° turn over a distance of 6 NM. The second segment is a 3.28° climb over a distance of 5.8 NM, reaching a TCH of 43 feet. The third segment is a descent to 26.8 feet. The fourth segment is a final approach to the runway. Key features include the VGSB and RNAV glidepaths, which are not coincident due to a 3.00/TCH 32 offset. The diagram also shows the VYUC and SLITT waypoints, the 1000 and 2200 foot altitudes, and the 152° and 3.28° angles.

CATEGORY	A	B	C	D
S-15	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	760-2 628 (700-2)
CIRCLING	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	880-2¼ 748 (800-2¼)	880-2½ 748 (800-2½)



ELIZABETHTOWN, NORTH CAROLINA
Amdt 2A 22APR21

34°36'N-78°35'W

CURTIS L BROWN JR FLD (EYF)
VOR/DME RWY 15

SE-2, 08 SEP 2022 to 06 OCT 2022