

WAAS
CH **82419**
W15A

APP CRS
152°

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

RNAV (GPS) RWY 15

CURTIS L BROWN JR FLD (EYF)

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DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 454 feet, LNAV/VNAV DA to 601 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cats C and D visibility ¼ 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 ESURE and hold, continue climb-in-hold to 3100.

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

TDZE 132

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

3100 ESURE

3100 ← 332°

152° →

152°

2000

2000

6 NM

4.6 NM

1.1 NM

* 1.1 NM to RW15

RW15

* LNAV only.

GP 3.00°

TCH 45

CATEGORY	A	B	C	D
LPV DA		382-1	250 (300-1)	
LNAV/VNAV DA		529-1½	397 (400-1½)	
LNAV MDA	660-1	528 (600-1)	660-1½ 528 (600-1½)	660-1¾ 528 (600-1¾)
CIRCLING	660-1	528 (600-1)	880-2¼ 748 (800-2¼)	880-2½ 748 (800-2½)

REIL Rwy 15 and 33 0

MIRL Rwy 15-33 0

ELIZABETHTOWN, NORTH CAROLINA

Orig-A 22APR21

34°36'N-78°35'W

CURTIS L BROWN JR FLD (EYF)

RNAV (GPS) RWY 15

WAAS
CH **70519**
W33A

APP CRS
332°

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

RNAV (GPS) RWY 33

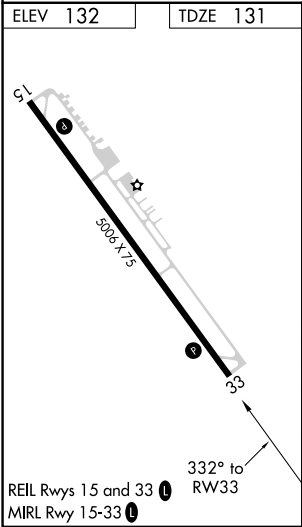
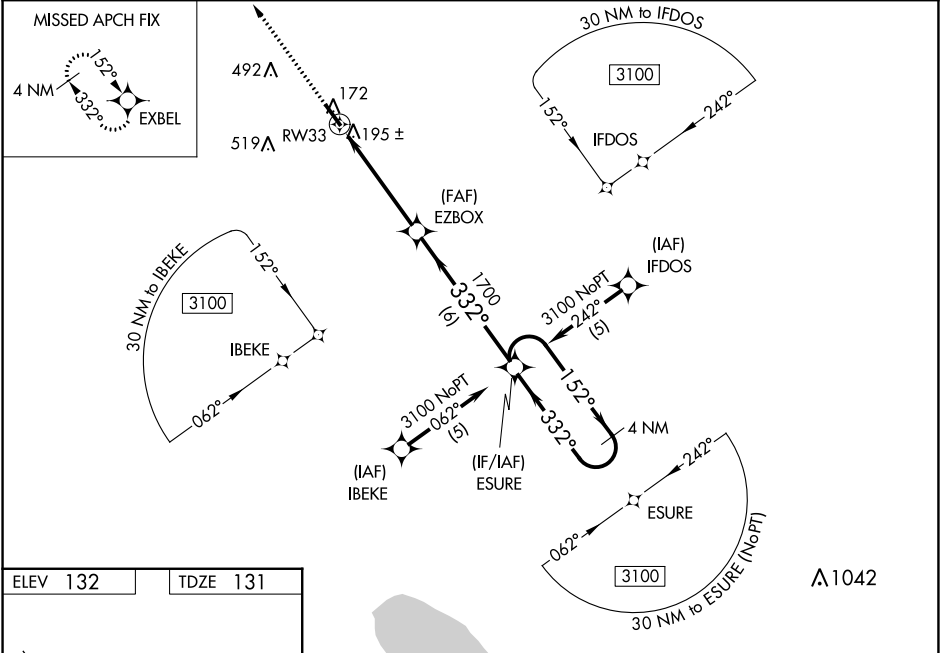
CURTIS L BROWN JR FLD (EYF)

RNP APCH.

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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3100	EXBEL	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 33).			4 NM Holding Pattern
*LNAV only.		EZBOX	1700	332°	152°
		RW33		1700	
		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 $\frac{1}{2}$)	

VOR/DME	FAY	APP CRS	Rwy Idg	5006
114.85		152°	TDZE	132
Chan 95(Y)			Apt Elev	132

VOR/DME RWY 15

CURTIS L BROWN JR FLD (EYF)

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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 ¼ SM.

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

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

