

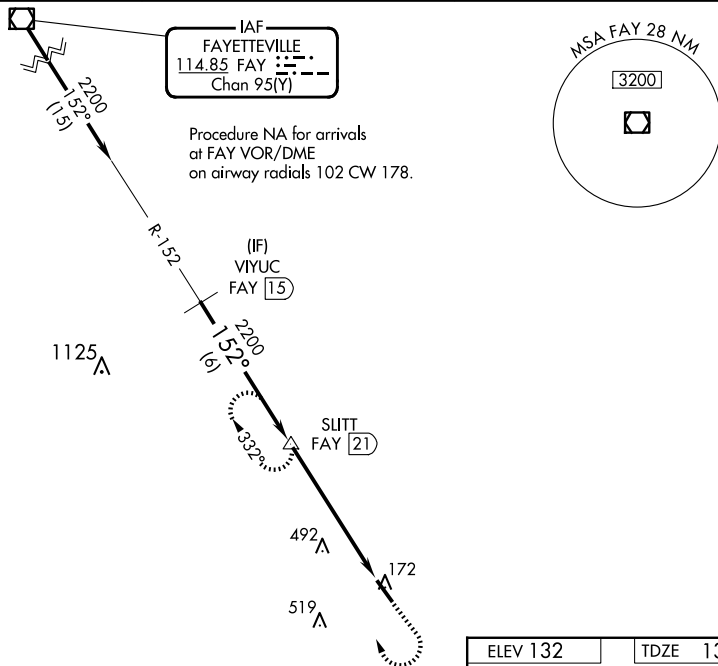
VOR/DME FAY 114.85 Chan 95 (Y)	APP CRS 152°	Rwy Idg 5006 TDZE 132 Apt Elev 132
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VOR/DME RWY 15
CURTIS L BROWN JR FLD (EYF)

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 SUIT/21 DME and hold.

AWOS-3P 119.475	FAYETTEVILLE APP CON 133.0 290.25	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 32).

Procedure Turn NA

2200 152° 2200

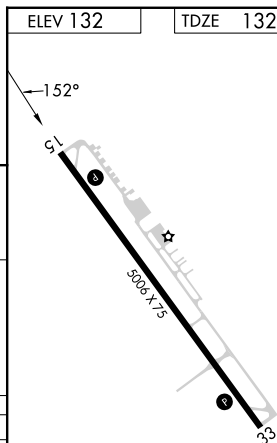
6 NM 3.28° TCH 43 5.8 NM

FAY 26.8

1000 2200 SLITT

↑ FAY R-152 △

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)



REIL Rwy 15 and 33 **L**
MIRL Rwy 15-33 **L**