

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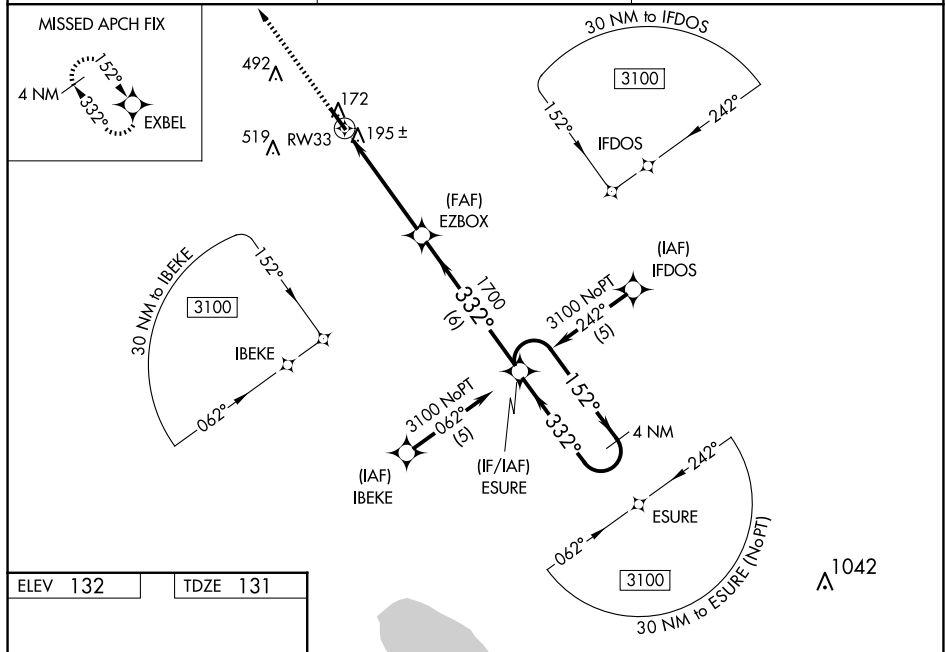
RNAV (GPS) RWY 33

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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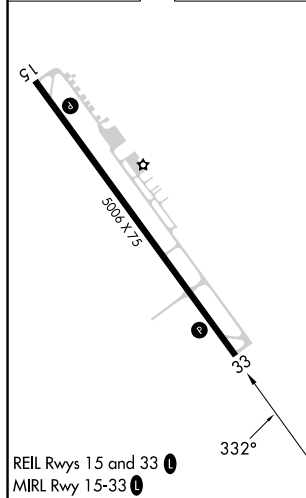


Diagram illustrating a 4 NM Holding Pattern for RW33. The pattern is oriented 152°/332°. The diagram shows the VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 33). The diagram includes a scale bar for 1.3 NM, 3.4 NM, and 6 NM. The diagram also includes a scale bar for 1.3 NM, 3.4 NM, and 6 NM. The diagram also includes a scale bar for 1.3 NM, 3.4 NM, and 6 NM.