

WAAS CH 81900 W34B	APP CRS 344°	Rwy Idg 6000 TDZE 374 Apt Elev 374
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RNAV (GPS) Y RWY 34R
MAHLON SWEET FLD (EUG)

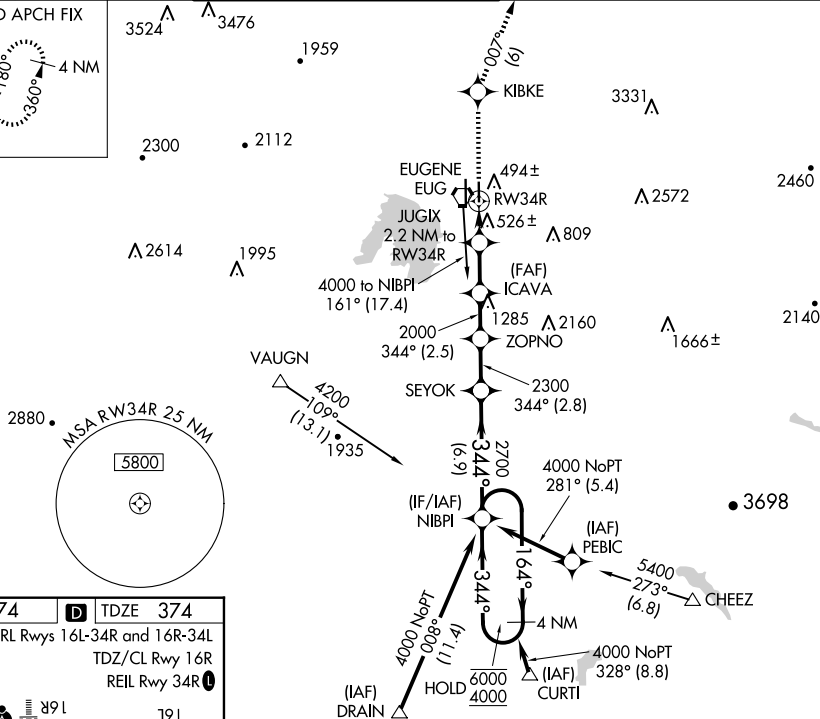
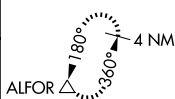
RNP APCH.

- T** Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
A Use of FD or AP providing RNAV track guidance required during simultaneous operations.
 Rwy 34R helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct KIBKE then on track 007° to ALFOR and hold.

ATIS	CASCADE APP CON ★	EUGENE TOWER ★	GND CON	CNLC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95

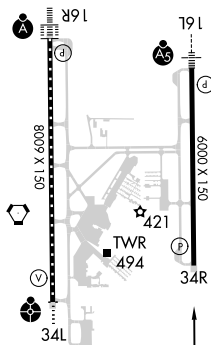
MISSED APCH FIX



ELEV 374	D	TDZE 374
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HIRL Rwy 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R **L** $344^\circ \longrightarrow$

3000 ↑	KIBKE ✦	fr 007°	ALFOR △												
*LNAV only				JUGIX 2.2 NM to RW34R ICAVA 2000 ZOPNO 2300 SEYOK 2700 NIBPI 4 NM Holding Pattern 164° → 6000 ← 344° 4000 GP 3.00° TCH 50											
				RW34R 1.1 NM 1.1 NM 2.8 NM 2.5 NM 2.8 NM 6.9 NM											
CATEGORY				A			B			C			D		
LPV DA							636- $\frac{7}{8}$			262 (300- $\frac{7}{8}$)					
INAV/ VNAV DA							661- $\frac{7}{8}$			287 (300- $\frac{7}{8}$)					
LNAV MDA				780-1			406 (500-1)			780-1 $\frac{1}{8}$			406 (500-1 $\frac{1}{8}$)		
C CIRCLING				820-1 446 (500-1)			840-1 466 (500-1)			1000-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)			1140-2 $\frac{1}{2}$ 766 (800-2 $\frac{1}{2}$)		

RNAV (GPS) Y RWY 34R