

WAAS CH 81827 W16A	APP CRS 164°	Rwy Ldg TDZE Apt Elev	6000 369 374
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RNAV (GPS) Y RWY 16L

MAHLON SWEET FLD (EUG)

RNP APCH.

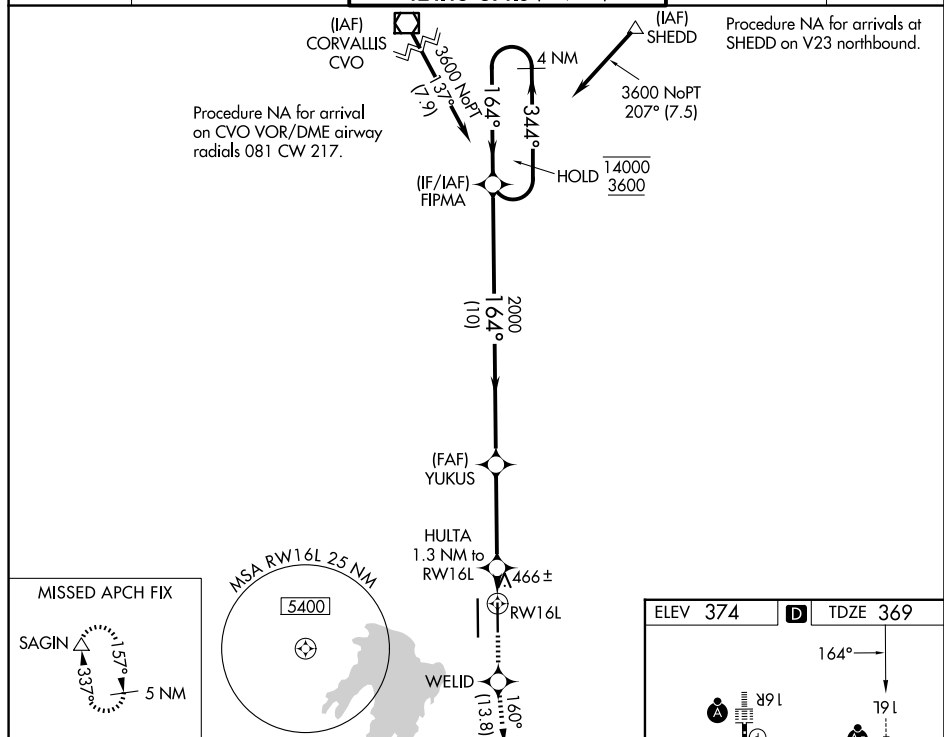
- A** Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For Inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM, increase LNAV Cat C/D visibility to 1 SM.

MALSR



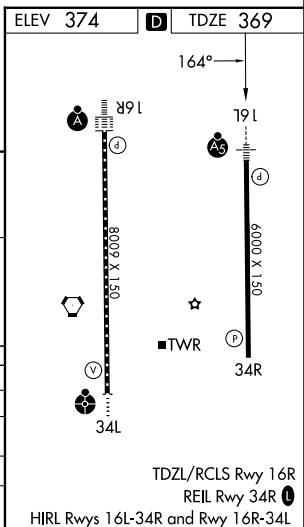
MISSED APPROACH: Climb to 5500 direct WEJD and on track 160° to SAGIN and hold, continue climb-in-hold to 5500.

ATIS 125.225	CASCADE APP CON★ 119.6 348.7	EUGENE TOWER★ 118.9 (CTAF) 0 371.9 (16R/34L) 124.15 371.9 (16L/34R)	GND CON 121.7 269.5	UNICOM 122.95
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The diagram illustrates the approach procedure for YUKUS (RW16L). It shows a holding pattern at 4 NM altitude with a 344° heading and a 164° turn. The FIPMA (Final Approach Fix) is located 10 NM from the runway. The YUKUS VORTAC is at 2000 feet. The RW16L runway is 1.3 NM long. The diagram also indicates the presence of a WELID (Weather Radar) and SAGIN (Satellite Navigation) system. The approach is labeled as *LNAV only.

CATEGORY	A	B	C	D
LPV DA		569-½	200 (200-½)	
LNAV/VNAV DA		632-½	263 (300-½)	
LNAV MDA	720-½	351 (400-½)	720-⅝	351 (400-⅝)
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)



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