

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 FIELD (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	CLNC 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

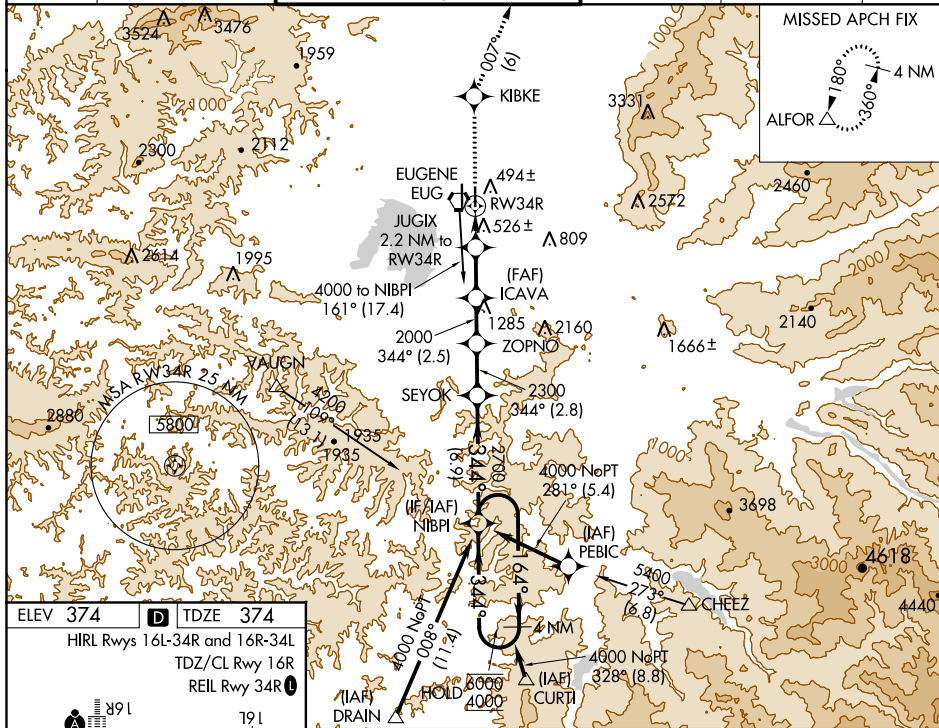


Diagram illustrating the runway layout and associated navigational aids:

- Runway 34L:** ELEV 374, TDZE 374, REIL Rwy 34R (Note: REIL is for 34L), 6000 X 150.
- Runway 34R:** ELEV 344, TDZE 344, REIL Rwy 34R, 6000 X 150.
- Navigation Aids:** VOR, VORTAC, NDB (A, AS, V, P, Q).
- Other Features:** TWR 494, 425, 344° to RW34R.

3000	KIBKE	tr 007°	ALFOR					NIBPI	4 NM	Holding Pattern
*LNAV only			JUGIX	ICAVA	ZOPNO	SEYOK				
			2.2 NM to RW34R	2000	2300	2700				
1.1 NM to RW34R				1120	2000	344°	164°	6000	4000	
RW34R			1.1 NM	1.1 NM	2.8 NM	2.5 NM	2.8 NM	6.9 NM	GP 3.00° TCH 50	
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			840-1		1000-1 $\frac{3}{4}$		1140-2 $\frac{1}{2}$		
	446 (500-1)			466 (500-1)		626 (700-1 $\frac{3}{4}$)		766 (800-2 $\frac{1}{2}$)		

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