

<b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b> <b>VOR OR TACAN STANDARD INSTRUMENT APPROACH PROCEDURE</b> <b>FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23</b>								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
<b>TERMINAL ROUTES</b>										<b>MISSED APPROACH</b>							
FROM		TO			COURSE AND DISTANCE			ALTITUDE		MAP: EUG 0.90 DME FIX							
EUG VORTAC		WEBST/4.30 DME			347.99 / 4.30			3200		CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 4400 ON EUG VORTAC R-205 TO VAUGN/EUG 14.00 DME AND HOLD. CONTINUE CLIMB IN HOLD TO 4400.  ADDITIONAL FLIGHT DATA: HOLD SW, LT, 024.50 INBOUND. 539 AAO 441119N/1231156W CHART VDP AT 2.05 DME DISTANCE VDP TO THLD 1.16 NM. CHART EUG R-064 AT MOHWK. CHART EUG R-012 AT MALBN. WEBST TO RW16R: 3.01/50. CHART CIRCLING ICON CHART PLANVIEW NOTE: DME REQUIRED. FAC CROSSES RWY C/L EXTENDED 1433 FT FROM THLD.							
MOHWK/12.00 DME CCW (IAF)		MALBN/12.00 DME (NOPT)			12.00 DME ARC			5000									
MALBN/12.00 DME CCW		WEKOS/12.00 DME			12.00 DME ARC			3000									
WEKOS/12.00 DME (IF)		WEBST/4.30 DME			167.99 / 7.70 (EUG R-348)			1500									
1. PT <u>  L  </u> SIDE OF COURSE <u>  347.99  </u> OUTBOUND <u>  2800  </u> FT WITHIN <u>  10  </u> MILES OF <u>  WEBST  </u> (IAF) 2. _____ 3. FAC <u>  167.99  </u> FAF <u>  WEBST/4.30 DME  </u> DIST FAF TO MAP _____ THLD <u>  3.41  </u> 4. MIN. ALT <u>  WEBST 1500  </u> 8. MSA FROM: <u>  EUG VORTAC 190-280 4600, 280-190 5300  </u>										MAG VAR: 20E				EPOCH YEAR: 1980			
<b>MINIMUMS</b>																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		STANDARD @							
CATEGORY =====>	A			B			C			D			E				
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA		
S-16R	780	2400	417	780	2400	417	780	4000	417	780	5000	417					
CIRCLING	800	1	426	840	1	466	840	1 1/2	466	1100	2 1/4	726					
NOTES: CHART NOTE: DME REQUIRED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON EUGENE VORTAC AIRWAY RADIALS 216 CW 357. CHART PLANVIEW NOTE: DME REQUIRED. CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-16R CAT C, D VISIBILITY TO RVR 6000.																	
CITY AND STATE		EUGENE, OR		ELEVATION: 374		TDZE: 363		FACILITY IDENTIFIER:		EUG		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				VOR OR TACAN RWY 16R, AMDT 5B	
				MAHLON SWEET FIELD										SUP		VOR/DME OR TACAN RWY 16R	
														AMDT		5A	
														DATE		05/30/2013	

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>		ZSE, CASCADE APP/DEP CON, AMGR, EUG ATCT			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>RONALD SALPINO</div>				FIFO AJV-5433	DATE: 05/09/2016
APPROVED BY					
NAME: <div>LONNIE EVERHART</div> <div>MANAGER</div>				FIFO AJV-5430	DATE:
CHANGES:					
<div>1. UPDATED CIRCLING OBSTACLES AND RAISED CAT D CIRCLING FROM 940 TO 1100.</div> <div>2. ADDED NOTE "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA.</div> <div>3. UPDATED THE INOP NOTE TO INCLUDE CAT C AND CHANGED ALSF TO ALS.</div> <div>4. UPDATED NAME FROM VOR/DME OR TACAN TO VOR OR TACAN.</div> <div>5. UPDATED INOPERATIVE NOTE CHANGED FROM ALSFS TO ALS.</div> <div>6. ADDED NOTE; CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON EUGENE VORTAC AIRWAY RADIALS 216 CW 357, CHART NOTE : DME REQUIRED" AND "CHART PLANVIEW NOTE: DME REQUIRED"</div>					
REASONS:					
<div>1, 2. NEW CIRCLING CRITERIA APPLIED IAW 8260.3/8260.19 AND HIGHER CONTROLLING CAT D CIRCLING OBSTACLE IDENTIFIED.</div> <div>3. IAW THE 8260.3.</div> <div>4, 5, 6. IAW 8260.19 CRITERIA.</div>					

QUALITY  
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## STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FEEDER	EUG VORTAC	WEBST/4.30 DME	1. AAO	440753.30N/1231845.74W	1039 (2C)	2000	AT161	3200
			2. TERRAIN	440753.30N/1231845.74W	839 (800)		AS1500	2300
INITIAL: ARC	MOHWK/12.00 DME	MALBN/12.00 DME	3. AAO	441240.00N/1225903.00W	3366 (2C)	1000	AT634	5000
	CCW		4. TERRAIN	441240.00N/1225903.00W	3166 (3200)		AS1500	4700
INITIAL: ARC STEPDOWN	MALBN/12.00 DME	WEKOS/12.00 DME	5. AAO	441918.00N/1230112.00W	1027 (4E)	1000	AT973	3000
	CCW		6. TERRAIN	441906.00N/1230303.00W	391 (400)		AS1500	1900
INTERMEDIATE	WEKOS/12.00 DME	WEBST/4.30 DME	7. TOWER (41-000609)	441236.00N/1231056.00W	560 (4D)	500	AT440	1500
			8. TERRAIN	441152.11N/1231220.70W	336 (300)		AS1000	1300
FINAL	WEBST/EUG 4.30	EUG 0.90 DME FIX	9. TANK (41-021038)	440946.25N/1231125.71W	519 (1A)	250		780
	DME							
2. PROCEDURE TURN	WEBST	10 NM	10. AAO	441617.00N/1232108.00W	1723 (2A)	1000		2800
			11. TERRAIN	441617.00N/1232108.00W	1523 (1500)		AS1000	2500
3. MISSED APPROACH	MAP: EUG 0.90 DME FIX	VAUGN/14.00 DME				ASC		4400
	ELEV: 470		12. AAO	435418.70N/1232239.30W	2135 (6A)	1000		3200
			13. TERRAIN	435418.70N/1232239.30W	1935 (1900)		AS1500	3400
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 426	14. CTRL TWR (41-	440703.27N/1231245.92W	494 (2C)	300	800
CATEGORY B	1.5 NM	450	466	15. TWR (41-001057)	440559.18N/1231022.39W	514 (1A)	300	HAA 840
CATEGORY C	1.7 NM	450	466	16. TANK (41-021038)	440946.25N/1231125.71W	519 (1A)	300	HAA 840
CATEGORY D	2.3 NM	550	726	17. AAO	440328.86N/1231316.75W	799 (2C)	300	1100
CATEGORY E	4.5 NM	550						
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAD: EUG VORTAC							
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
190-280	AAO	287/17.0	3536 (6C)	4600				
280-190	AAO	309/27.4	4297 (6C)	5300				
CITY AND STATE	ELEVATION: 374			FACILITY	PROCEDURE AND AMENDMENT NO:			REGION
EUGENE, OR	AIRPORT NAME: MAHLON SWEET FIELD			EUG VORTAC	VOR OR TACAN RWY 16R, AMDT 5B			ANM

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PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</b>  2. ASOS ON SERVICE A, HRS OPERATION: 24, LOCATION: ON AIRPORT. 3. BACK-UP ALTIMETER NOT REQUIRED, REDUNDANT PER FPO. 4. AS REQUIRED BY CURRENT/FORECASTED WEATHER, TWR PERSONNEL WILL ILLUMINATE THE APPROPRIATE RWY/APC LIGHTS FOR PERIOD (06:00-14:00Z HOURS) TWR IS CLOSED. 5. VGSi DATA: 3.00/50  ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.82NM CAT C: 2.86NM CAT D: 3.73NM  NO ADDITIONAL AIRSPACE REQUIRED.  1. COURSE REVERSAL HAS A LEFT PROCEDURE TURN PER ATC.  2. OBST #7, 41-000609 HAS A 0/0 ACCURACY CODE, REQUEST HAS BEEN MADE WITH ORE'S, TEMPORARILY ASSIGNED A 4/D AND WILL GET FLIGHT CHECK TO VERIFY.  3. VEGETATION HEIGHT 100 FT PER FPO.  4. INTERMEDIATE CONTROLLING OBSTACLE IS THE SAME FOR SI AND PT.  5. OPTIMUM SI COURSE IS 166.41M, 167.99M IS PUBLISHED AND WAS COORDINATED FOR THIS AMENDMENT.													
1. COMMUNICATIONS WITH: ZSE ARTCC EUG APP CON CASCADE APP CON				2. WEATHER SERVICE				3. ALTIMETER SETTING															
SATISFACTORY ON:				N W S		OTHER: ASOS		SOURCE:KEUG															
				F A A				DISTANCE:															
				A / C				HOURS REMOTE OPERATION:															
X	V H F	X	U H F		H F	LOCATION: KEUG														ADJUSTMENT: 0			
4. MONITOR STATUS		PRIMARY NAVAID: EUG VORTAC																		ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.82NM CAT C: 2.86NM CAT D: 3.73NM			
		MONITOR POINT: POCC																					
		HRS OPTN:		CAT 1		CAT 3		24															
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 16R (PCL)																NO ADDITIONAL AIRSPACE REQUIRED.  1. COURSE REVERSAL HAS A LEFT PROCEDURE TURN PER ATC.  2. OBST #7, 41-000609 HAS A 0/0 ACCURACY CODE, REQUEST HAS BEEN MADE WITH ORE'S, TEMPORARILY ASSIGNED A 4/D AND WILL GET FLIGHT CHECK TO VERIFY.  3. VEGETATION HEIGHT 100 FT PER FPO.  4. INTERMEDIATE CONTROLLING OBSTACLE IS THE SAME FOR SI AND PT.  5. OPTIMUM SI COURSE IS 166.41M, 167.99M IS PUBLISHED AND WAS COORDINATED FOR THIS AMENDMENT.			
				(S) SALS																			
		X		MALSR 16L (PCL)																			
		X		HIRL 16L, 16R, 34L, 34R																			
				MIRL																			
		X		REIL 34R (PCL)																			
		X		TDZ 16R																			
		X		C/L 16R, 34L																			
		X		OTHER (SPECIFY) VASI-4L 34L ODALS 34L (PCL) PAPI-4L 16L (PCL), 16R, 34R (PCL)																			
6. RUNWAY MARKINGS		BASIC								NO ADDITIONAL AIRSPACE REQUIRED.  1. COURSE REVERSAL HAS A LEFT PROCEDURE TURN PER ATC.  2. OBST #7, 41-000609 HAS A 0/0 ACCURACY CODE, REQUEST HAS BEEN MADE WITH ORE'S, TEMPORARILY ASSIGNED A 4/D AND WILL GET FLIGHT CHECK TO VERIFY.  3. VEGETATION HEIGHT 100 FT PER FPO.  4. INTERMEDIATE CONTROLLING OBSTACLE IS THE SAME FOR SI AND PT.  5. OPTIMUM SI COURSE IS 166.41M, 167.99M IS PUBLISHED AND WAS COORDINATED FOR THIS AMENDMENT.													
		ALL WEATHER PIR-G 16L, 16R, 34L, 34R																					
		INSTRUMENT																					
7. RUNWAY VISUAL RANGE		APPROACH 16R, 34L								NO ADDITIONAL AIRSPACE REQUIRED.  1. COURSE REVERSAL HAS A LEFT PROCEDURE TURN PER ATC.  2. OBST #7, 41-000609 HAS A 0/0 ACCURACY CODE, REQUEST HAS BEEN MADE WITH ORE'S, TEMPORARILY ASSIGNED A 4/D AND WILL GET FLIGHT CHECK TO VERIFY.  3. VEGETATION HEIGHT 100 FT PER FPO.  4. INTERMEDIATE CONTROLLING OBSTACLE IS THE SAME FOR SI AND PT.  5. OPTIMUM SI COURSE IS 166.41M, 167.99M IS PUBLISHED AND WAS COORDINATED FOR THIS AMENDMENT.													
		MIDFIELD 16R, 34L																					
		ROLL OUT 16R, 34L																					
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:				NO ADDITIONAL AIRSPACE REQUIRED.  1. COURSE REVERSAL HAS A LEFT PROCEDURE TURN PER ATC.  2. OBST #7, 41-000609 HAS A 0/0 ACCURACY CODE, REQUEST HAS BEEN MADE WITH ORE'S, TEMPORARILY ASSIGNED A 4/D AND WILL GET FLIGHT CHECK TO VERIFY.  3. VEGETATION HEIGHT 100 FT PER FPO.  4. INTERMEDIATE CONTROLLING OBSTACLE IS THE SAME FOR SI AND PT.  5. OPTIMUM SI COURSE IS 166.41M, 167.99M IS PUBLISHED AND WAS COORDINATED FOR THIS AMENDMENT.													
		DISTANCE FROM RWY:				ELEV GP ANTENNA:																	
						THRESHOLD CROSSING HEIGHT:																	
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD 1433				FT. FROM THRESHOLD				NO ADDITIONAL AIRSPACE REQUIRED.  1. COURSE REVERSAL HAS A LEFT PROCEDURE TURN PER ATC.  2. OBST #7, 41-000609 HAS A 0/0 ACCURACY CODE, REQUEST HAS BEEN MADE WITH ORE'S, TEMPORARILY ASSIGNED A 4/D AND WILL GET FLIGHT CHECK TO VERIFY.  3. VEGETATION HEIGHT 100 FT PER FPO.  4. INTERMEDIATE CONTROLLING OBSTACLE IS THE SAME FOR SI AND PT.  5. OPTIMUM SI COURSE IS 166.41M, 167.99M IS PUBLISHED AND WAS COORDINATED FOR THIS AMENDMENT.											
		X		ON CENTERLINE				FT. FROM CENTERLINE															
10. WAIVERS: NONE																							
PART D - PREPARED BY: RONALD SALPINO										DATE: 05/09/2016													
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5433													

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