

LOC I-ONP
111.5

APP CRS
162°

Rwy Idg
TDZE
Apt Elev
5398
152
160

ILS or LOC RWY 16

NEWPORT MUNI (ONP)

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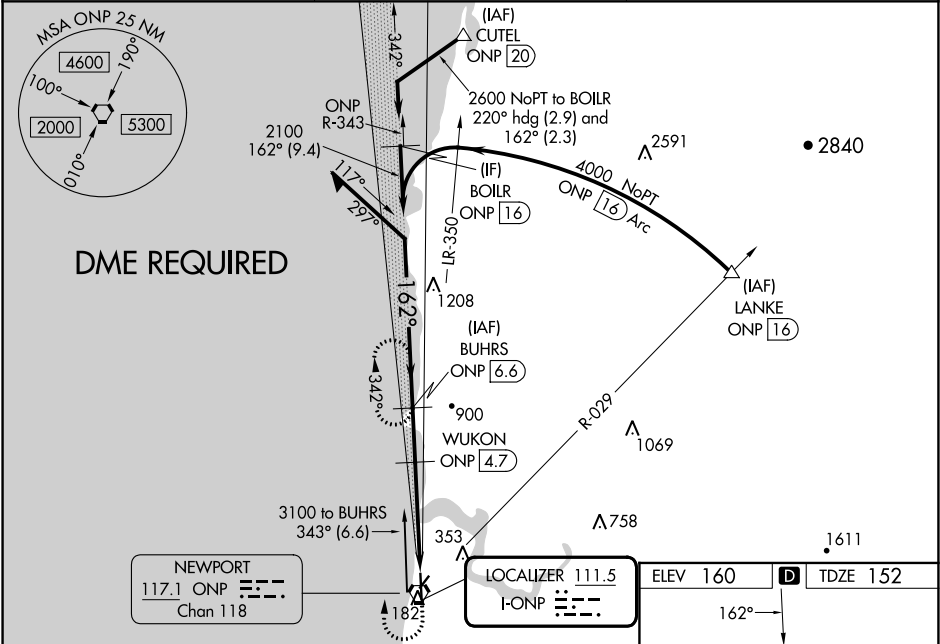
NA

Inop table does not apply to S-ILS Rwy 16, all Cats. DME required. VDP NA when using Tillamook altimeter setting. Rwy 16 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Tillamook altimeter setting; increase DA to 537 feet and all MDA 140 feet; increase S-LOC 16 Cat C/D visibility 3/8 mile and increase Circling Cat B visibility 1/4 mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat C/D visibility to 1 3/8 mile. For inop MALSR when using Tillamook altimeter setting, increase S-ILS 16 all Cats visibility to 1 1/4 mile and increase S-LOC 16 Cat A/B visibility to 1 mile. DME from ONP VORTAC. Simultaneous reception of I-ONP and ONP DME required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 020° and on ONP VORTAC R-343 to BUHRS/ONP 6.6 DME and hold, continue climb-in-hold to 3000.

AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	UNICOM 122.8 (CTAF)
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51)

Remain within 10 NM

342°

162°

2600

2100

GS 3.00° TCH 55

BUHRS ONP 6.6

WUKON ONP 4.7

1000

3000

hdg 020°

ONP R-343

BUHRS ONP 6.6

*LOC only.

ONP VORTAC

ONP 0.7

*1480

1.9 NM

2.6 NM

1.4 NM

CATEGORY	A	B	C	D
S-ILS 16	402-3/4 250 (300-3/4)			
S-LOC 16	660-3/4	508 (500-3/4)	660-1	508 (500-1)
CIRCLING	880-1 720 (800-1)	1000-1 1/4 840 (900-1 1/4)	1400-3 1240 (1300-3)	1600-3 1440 (1500-3)

REIL Rwy 34

MIRL Rwy 2-20

HIRL Rwy 16-34