

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

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City, State	Airport	Effective Date	Amdt. No.
NEWPORT, OR	NEWPORT MUNI	29 MAY 2014	2A

TAKEOFF MINIMUMS:

RWY 2, NA – OBSTACLES.
RWY 20, 34 STANDARD.
RWY 16, 500-3 OR STANDARD WITH MINIMUM CLIMB OF 310 FT PER NM TO 800.

TEXTUAL DEPARTURE PROCEDURES:

RWY 16-TURN RIGHT.

RWY 34-TURN LEFT.

ALL AIRCRAFT DEPARTING VIA ONP R-180 CW R-320 DEPART ON COURSE.
ALL OTHERS CONTINUE CLIMBING VIA ONP R-200 TO 1500 THEN CLIMBING LEFT TURN DIRECT ONP VORTAC. CROSS ONP VORTAC AT OR ABOVE 2200.

VISUAL CLIMB OVER AIRPORT:

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 16, TREES BEGINNING 15 FT FROM DER, 326 FT LEFT OF CENTERLINE, UP TO 51 FT AGL/171 FT MSL.
TREES BEGINNING 82 FT FROM DER, 372 FT LEFT OF CENTERLINE, UP TO 93 FT AGL/213 FT MSL.
TREES, BUILDINGS, AND POLES BEGINNING 137 FT FROM DER, 261 FT RIGHT OF CENTERLINE, UP TO 53 FT AGL/173 FT MSL.
TREES BEGINNING 158 FT FROM DER, 87 FT LEFT OF CENTERLINE, UP TO 133 FT AGL/222 FT MSL.
TREES BEGINNING 783 FT FROM DER, 370 FT RIGHT OF CENTERLINE, UP TO 118 FT AGL/238 FT MSL.
TREES BEGINNING 1253 FT FROM DER, 236 FT LEFT OF CENTERLINE, UP TO 122 FT AGL/279 FT MSL.
TREES BEGINNING 1262 FT FROM DER, 706 FT RIGHT OF CENTERLINE, UP TO 133 FT AGL/253 FT MSL.
TREES BEGINNING 1476 FT FROM DER, 721 FT LEFT OF CENTERLINE, UP TO 179 FT AGL/299 FT MSL.
TREE 1581 FT FROM DER, 66 FT RIGHT OF CENTERLINE, 119 FT AGL/ 239 FT MSL.
TREES BEGINNING 1786 FT FROM DER, 109 FT RIGHT OF CENTERLINE, UP TO 180 FT AGL/282 FT MSL.
TREES BEGINNING 2000 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 300 FT AGL/459 FT MSL.
TREES BEGINNING 2378 FT FROM DER, 41 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/246 FT MSL.
TREES BEGINNING 3840 FT FROM DER, 434 FT LEFT OF CENTERLINE, UP TO 142 FT AGL/262 FT MSL.
TOWER AND TREES BEGINNING 1.2 NM FROM DER, 1398 FT LEFT OF CENTERLINE, UP TO 165 FT AGL/422 FT MSL.
TREES BEGINNING 1.5 NM FROM DER, 2247 FT LEFT OF CENTERLINE, UP TO 146 FT AGL/417 FT MSL.
TREES BEGINNING 1.7 NM FROM DER, 3260 FT LEFT OF CENTERLINE, UP TO 145 FT AGL/465 FT MSL.
TREES BEGINNING 2.1 NM FROM DER, 3464 FT LEFT OF CENTERLINE, UP TO 125 FT AGL/575 FT MSL.

NOTE: RWY 20, GENERATOR 5 FT FROM DER, 80 FT LEFT OF CENTERLINE, 2 FT AGL/132 FT MSL.
BLDGS BEGINNING 312 FT FROM DER, 564 FT RIGHT OF CENTERLINE, UP TO 39 FT AGL/159 FT MSL.
TREE 449 FT FROM DER, 494 FT RIGHT OF CENTERLINE, 43 FT AGL/ 163 FT MSL.
BUSHES BEGINNING 700 FT FROM DER, 491 FT LEFT OF CENTERLINE, UP TO 33 FT AGL/153 FT MSL.
TREES BEGINNING 2822 FT FROM DER, 1160 FT LEFT OF CENTERLINE, UP TO 103 FT AGL/223 FT MSL.

NOTE: RWY 34, TREE 212 FT FROM DER, 408 FT LEFT OF CENTERLINE, 47 FT AGL/167 FT MSL.
TREE 319 FT FROM DER, 524 FT LEFT OF CENTERLINE, 55 FT AGL/175 FT MSL.
TREE 546 FT FROM DER, 242 FT LEFT OF CENTERLINE, 55 FT AGL/175 FT MSL.
TREE 965 FT FROM DER, 638 FT LEFT OF CENTERLINE, 109 FT AGL/189 FT MSL.
TREE 1212 FT FROM DER, 356 FT LEFT OF CENTERLINE, 106 FT AGL/186 FT MSL.
TREES BEGINNING 1420 FT FROM DER, 571 FT LEFT OF CENTERLINE, UP TO 122 FT AGL/202 FT MSL.
TREE 1487 FT FROM DER, 186 FT RIGHT OF CENTERLINE, 89 FT AGL/ 209 FT MSL.
TREES BEGINNING 1907 FT FROM DER, 874 FT RIGHT OF CENTERLINE, UP TO 87 FT AGL/234 FT MSL.
TREES BEGINNING 2419 FT FROM DER, 1120 FT RIGHT OF CENTERLINE, UP TO 121 FT AGL/241 FT MSL.

CONTROLLING OBSTACLES:

RWY 16: 525 FT MSL TREE (KONPT0781) 443204.15N/1240233.52W, 575 FT MSL TREE (KONPT0779) 443206.39N/1240230.56W.

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 16: 680 FT MSL TERRAIN/TREES 443215.00N/1240225.00W
ALL RWYS: 4222 FT MSL LOOKOUT TWR/TERRAIN 443017.00N/1233305.00W



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REMARKS:

FLIGHT INSPECTED BY:

PAUL KOSCHEKA SAC F1FO

08/30/1991

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:

AMANDA ROBBINS AJV-354

02/11/2014

APPROVED BY:

LARRY STROUT (MANAGER) AJV-354

APR 01 2014

COORDINATED WITH:

ATA, ALPA, AOPA, NBAA, ZSE, MMV FSS, ONP AMGR

CHANGES:

1. MODIFY TAKEOFF MINIMUMS RWY 16 FROM 500-2 TO 500-3.
2. REMOVE FROM IFR DEPARTURE PROCEDURE RWY 2 NA.
3. ADD TO TAKEOFF NOTES A MULTITUDE OF LOW CLOSE IN OBSTACLES.
4. ADD TWO CONTROLLING OBSTACLES TO RWY 16.

REASONS:

1. DURING PERIODIC REVIEW FOUND THE MOST RECENT SURVEY ADDED NUMEROUS OBSTACLES REQUIRING THE EXTENSION OF THE VISIBILITY FROM 2 SM TO 3 SM TO ENCOMPASS ALL RELEVANT OBSTACLES. PER INSTRUMENT FLIGHT PROCEDURES TEAM 3 MANAGEMENT, DID NOT EVALUATE OR REVIEW FOR AAOS.
2. CURRENT CRITERIA NO LONGER REQUIRES THE NA RWY TO BE MENTIONED OUTSIDE OF TAKEOFF MINIMUMS, ADMINISTRATIVE CHANGE.
3. DURING PERIODIC REVIEW EVALUATION A MULTITUDE OF SURVEYED OBSTACLES WERE IDENTIFIED AS LOW CLOSE INS.
4. THESE ARE TWO OF THE NEWEST SURVEYED OBSTACLES CONTROLLING THE NONSTANDARD CEILING AND VISIBILITY FOR RWY 16. LEFT 300FT TREE AS NOTE AS WE DID NOT EVALUATE FOR AAOS, INCLUDING PREVIOUS CONTROLLERS.

