

LOC I-ONP  
**111.5**

APP CRS  
**162°**

Rwy Idg  
TDZE  
Apt Elev  
**5398**  
**152**  
**160**

ILS or LOC RWY 16

NEWPORT MUNI (ONP)

▼

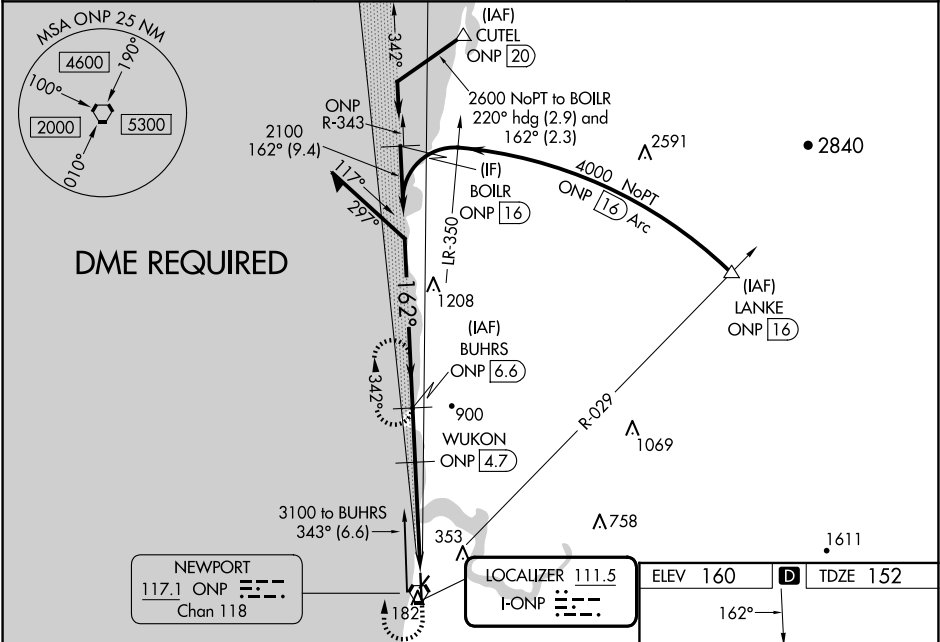
▲ NA

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 ¾ 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 ¾ mile and increase Circling Cat B visibility ¼ mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat C/D visibility to 1¾ mile. For inop MALSR when using Tillamook altimeter setting, increase S-ILS 16 all Cats visibility to 1¼ 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 <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	--------------------------------------	---------------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51)

Remain within 10 NM

BUHRS ONP 6.6

WUKON ONP 4.7

ONP R-343

ONP BUHRS ONP 6.6

ONP 2.1

ONP VORTAC ONP 0.7

\*LOC only.

GS 3.00° TCH 55

2600

2100

\*1480

1.9 NM

2.6 NM

1.4 NM

CATEGORY	A	B	C	D
S-ILS 16	402-¾ 250 (300-¾)			
S-LOC 16	660-¾ 508 (500-¾)		660-1 508 (500-1)	
CIRCLING	880-1 720 (800-1)	1000-1¼ 840 (900-1¼)	1400-3 1240 (1300-3)	1600-3 1440 (1500-3)

REIL Rwy 34 0

MIRL Rwy 2-20 0

HIRL Rwy 16-34 0