

LOC I-ONP	APP CRS	Rwy Idg	5398
111.5	162°	TDZE	152
		Apt Elev	160

ILS or LOC RWY 16

NEWPORT MUNI (ONP)

⚠ 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

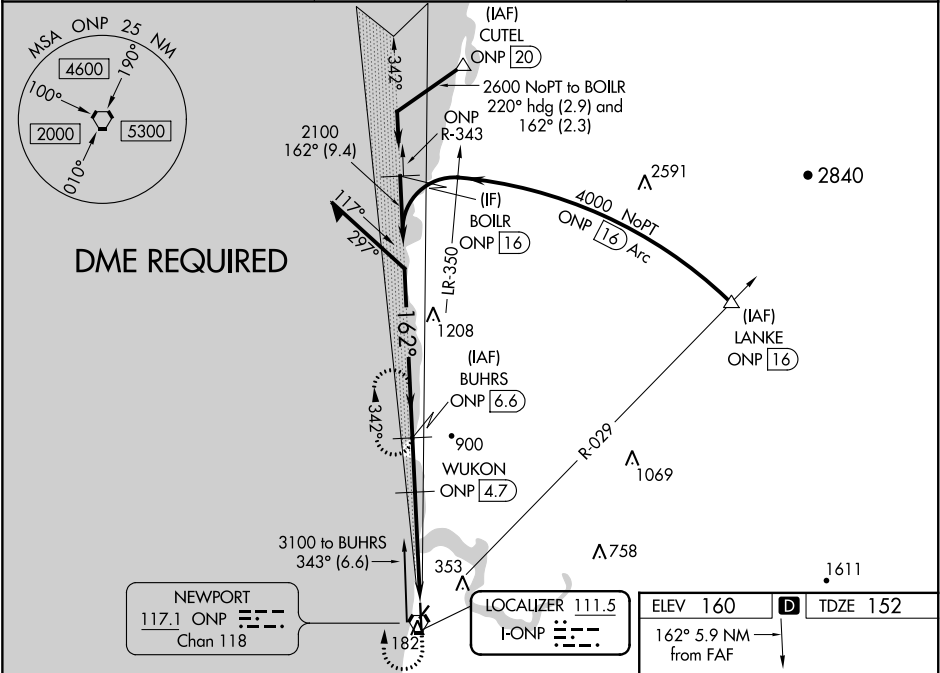
⚠ **NA** NA. When local altimeter setting not received, use Tillamook altimeter setting: increase DA to 537 feet and all MDA 140 feet; increase S-LOC 16 Cat C/D visibility 3/8 mile and increase Circling Cat B visibility 1/4 mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat 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

A5

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) 0
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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 2.1			
*LOC only.			
ONP VORTAC			
ONP 0.7			
1.9 NM — 2.6 NM — 1.4 NM			
CATEGORY	A	B	C
S-ILS 16	402-3/4 250 (300-3/4)		
S-LOC 16	660-3/4 508 (500-3/4)		
CIRCLING	880-1 720 (800-1)	1000-1 1/4 840 (900-1 1/4)	1400-3 1240 (1300-3)

ELEV 160

162° 5.9 NM from FAF

91

AS

1000 x 75

3001 x 75

5398 x 100

34

REIL Rwy 34 **0**

MIRL Rwy 2-20 **0**

HIRL Rwy 16-34 **0**