

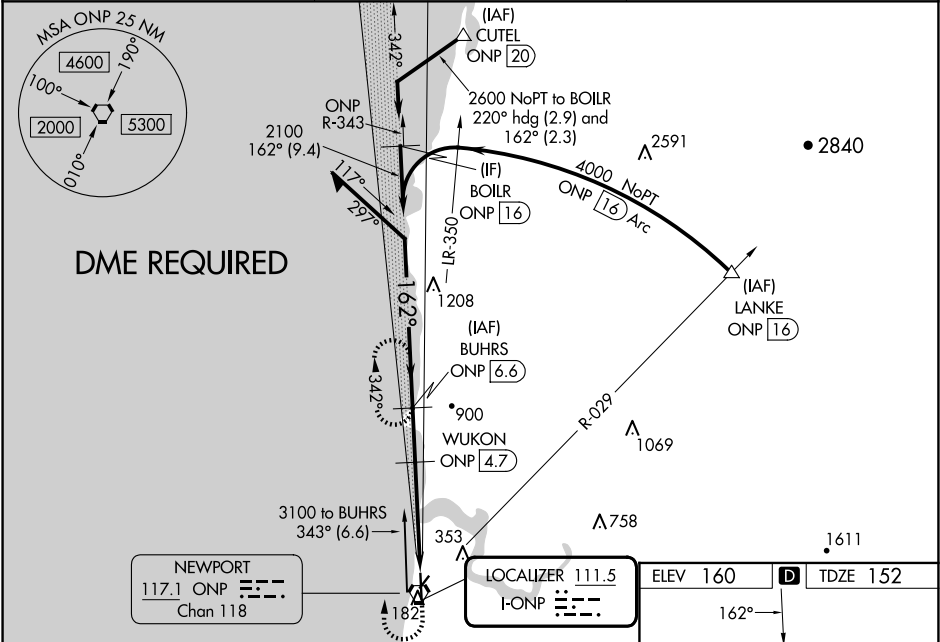
LOC I-ONP 111.5	APP CRS 162°	Rwy Idg TDZE Apt Elev	5398 152 160
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ILS or LOC RWY 16
NEWPORT MUNI (ONP)

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 $\frac{3}{4}$ 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 $\frac{3}{8}$ mile and increase Circling Cat B visibility $\frac{1}{4}$ mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat C/D visibility to $1\frac{3}{8}$ mile. For inop MALSR when using Tillamook altimeter setting, increase S-ILS 16 all Cats visibility to $1\frac{1}{4}$ 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)
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51)				
Remain within 10 NM				
2600				
342°				
162°				
GS 3.00° TCH 55				
2100				
*1480				
-1.9 NM - 2.6 NM - 1.4 NM				
CATEGORY	A	B	C	D
S-ILS 16	402- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
S-LOC 16	660- $\frac{3}{4}$ 508 (500- $\frac{3}{4}$)		660-1 508 (500-1)	
CIRCLING	880-1 720 (800-1)	1000-1 $\frac{1}{4}$ 840 (900-1 $\frac{1}{4}$)	1400-3 1240 (1300-3)	1600-3 1440 (1500-3)

