

WAAS CH 53439 W16A	APP CRS 162°	Rwy Idg 5398 TDZE 152 Apt Elev 160
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RNAV (GPS) RWY 16
NEWPORT MUNI (ONP)

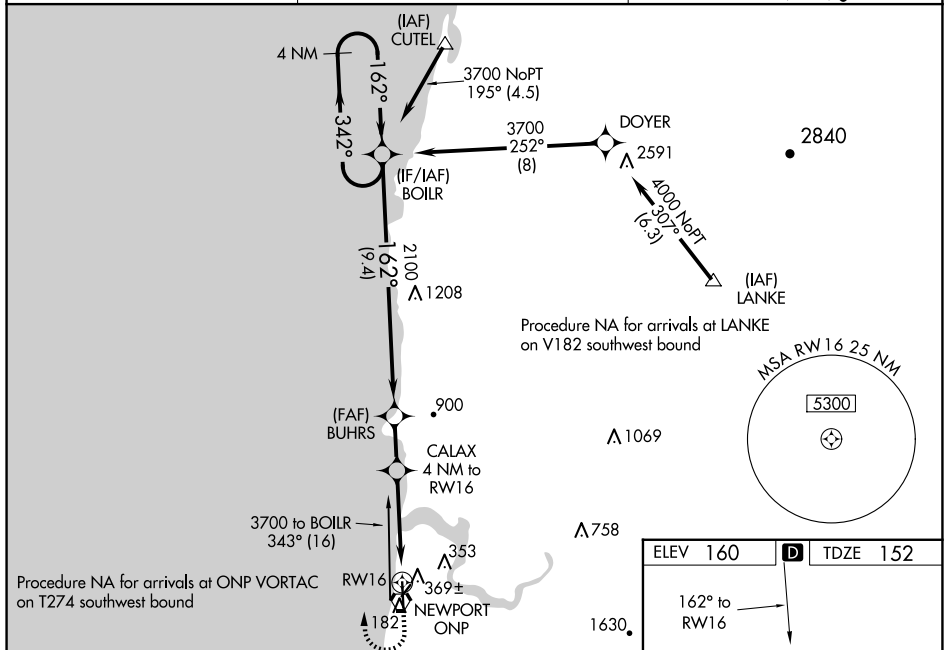
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting.

⚠ DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use Tillamook altimeter setting: increase LPV DA to 537 feet and LNAV/VNAV DA to 748 feet and all MDA 140 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ¾ mile and increase Circling Cat B visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 ½ mile, and increase LNAV Cat A/B visibility to 1 mile, Cat C/D to 1 ¾ mile. For inop MALSR when using Tillamook altimeter setting, increase LPV all Cats visibility to 1 ¼ mile, and LNAV Cat A/B visibility to 1 mile, LNAV Cat C/D to 1 ¾ mile. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH:
Climb to 600 then
climbing right turn to
3700 direct BOILR
and hold.

AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).		600 	3700 	BOILR
CATEGORY	A	B	C	D
LPV DA		402- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNNAV/ VNAV DA		613-1 $\frac{1}{8}$	461 (500-1 $\frac{1}{8}$)	
LNNAV MDA	620- $\frac{3}{4}$	468 (500- $\frac{1}{4}$)	620-1	468 (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)

