

LOC I-ONP  
**111.5**

APP CRS  
**162°**

Rwy Ldg  
TDZE **152**  
Apt Elev **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-3PT<br><b>133.9</b> | SEATTLE CENTER<br><b>125.8 291.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--------------------------------------|---------------------------------|

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

BUHRS ONP 6.6

WUKON ONP 4.7

1000

3000

hdg 020°

ONP R-343

BUHRS ONP 6.6

\*LOC only.

ONP VORTAC

ONP 2.1

ONP 0.7

| 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

NEWPORT, OREGON

Amtd 2A 30MAR17

44°35'N-124°03'W

NEWPORT MUNI (ONP)

ILS or LOC RWY 16