ILS or LOC RWY 16

NEWPORT MUNI (ONP)

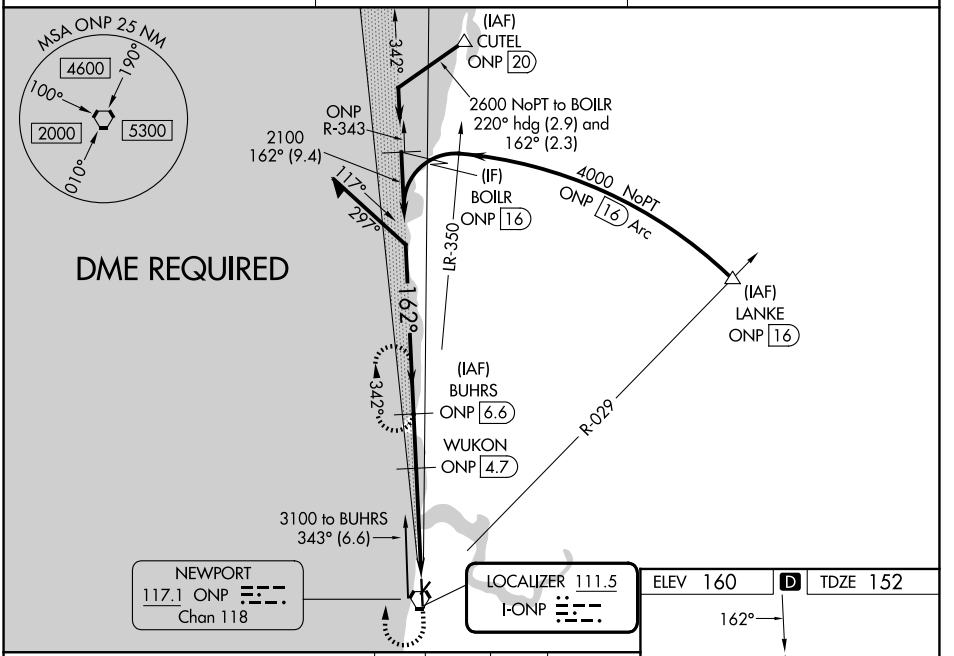
LOC I-ONP	APP CRS	Rwy Ldg	5398
111.5	162°	TDZE	152
		Apt Elev	160

T 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 ⅜ 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 1⅜ 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.

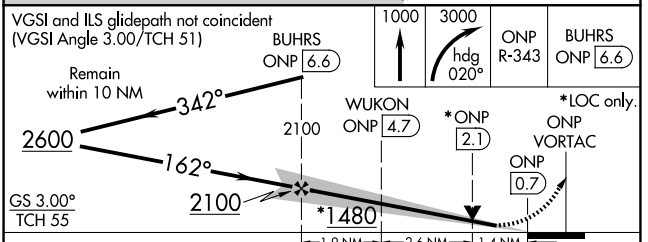
MALSR (A5)

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.

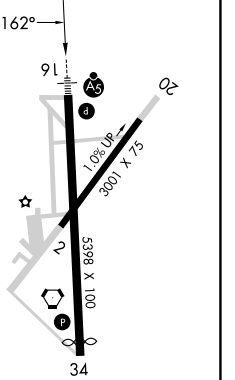
AWOS-3PT	SEATTLE CENTER	UNICOM
133.9	125.8 291.7	122.8 (CTAF) L



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



ELEV 160 D TDZE 152



REIL Rwy 34 L
MIRL Rwy 2-20 L
HIRL Rwy 16-34 L

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)

NW-1, 03 SEP 2026 to 01 OCT 2026
NW-1, 03 SEP 2026 to 01 OCT 2026