

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

NEWPORT MUNI (ONP)

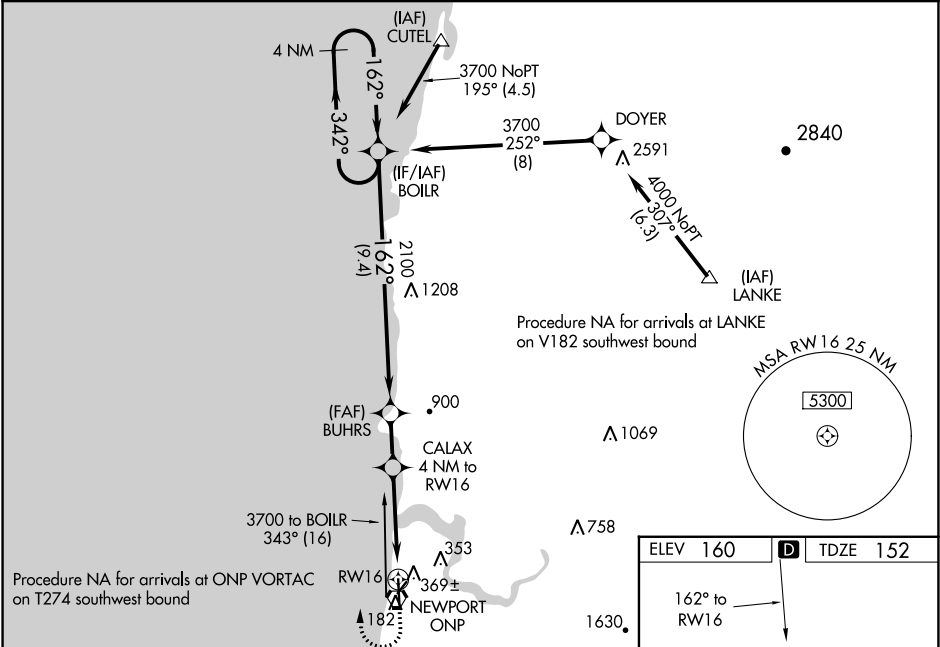
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use Tillamook altimeter setting: increase LPV 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 ⅔ mile and increase Circling Cat B visibility ¼ mile. For inop MALS, 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 ⅔ mile. For inop MALS 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 ⅓ mile. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MALS

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
GP 3.00° TCH 55		BOILR		BUHRS	CALAX 4 NM to RW16	*1.3 NM to RW16
3700		342°		162°	2100	*1480
9.4 NM		2 NM		2.7 NM	1.3 NM	
CATEGORY	A	B	C	D		
LPV DA	402-¾		250 (300-¾)			
LNAV/VNAV DA	613-1 ⅙		461 (500-1 ⅙)			
LNAV MDA	620-¾		468 (500-¾)		620-1 468 (500-1)	
CIRCLING	880-1 720 (800-1)		1000-1 ¼ 840 (900-1 ¼)		1400-3 1240 (1300-3) 1600-3 1440 (1500-3)	

ELEV 160

TDZE 152

162° to RW16

91

1010 UP

3001 X 75

5398 X 100

34

REIL Rwy 34

MIRL Rwy 2-20

HIRL Rwy 16-34