

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

NEWPORT MUNI (ONP)

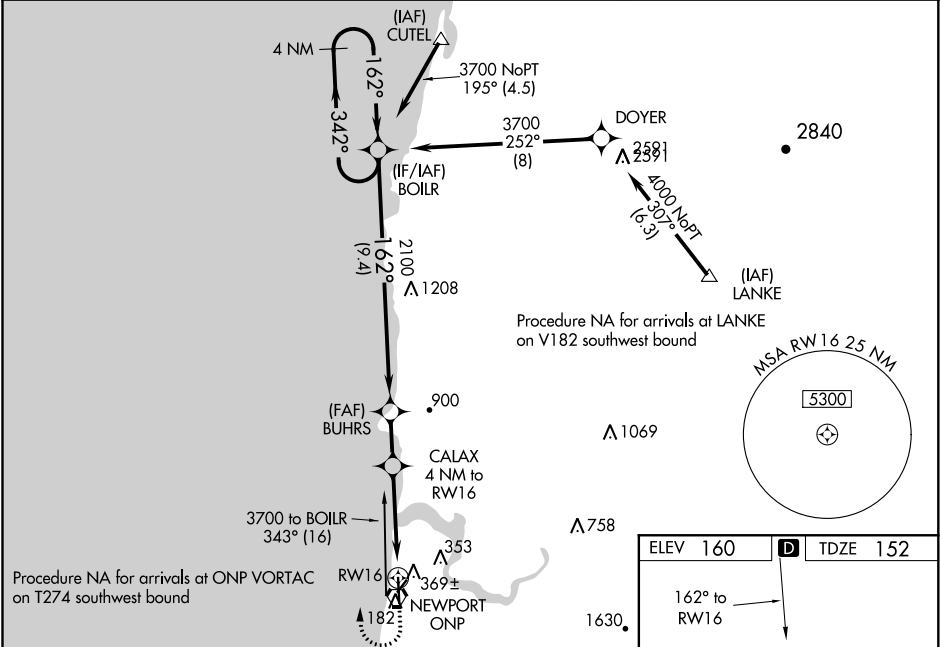
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting.

⚠ 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 $\frac{3}{8}$ mile and increase Circling Cat B visibility $\frac{1}{4}$ mile. For inop MALS, increase LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ mile, and increase LNAV Cat A/B visibility to 1 mile, Cat C/D to $1\frac{3}{8}$ mile. For inop MALS when using Tillamook altimeter setting, increase LPV all Cats visibility to $1\frac{1}{4}$ mile, and LNAV Cat A/B visibility to 1 mile, LNAV Cat C/D to $1\frac{3}{4}$ mile. Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ 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	*LNAV only
		3700 ← 342° 162° → 2100		2100	*1.3 NM to RW16	
		9.4 NM		2 NM	2.7 NM	1.3 NM
CATEGORY	A	B	C	D		
LPV DA	402- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	613-1 $\frac{1}{8}$		461 (500-1 $\frac{1}{8}$)			
LNAV MDA	620- $\frac{3}{4}$		468 (500- $\frac{3}{4}$)		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)	

ELEV 160 TDZE 152

REIL Rwy 34 0
MIRL Rwy 2-20 0
HIRL Rwy 16-34 0