

WAAS CH <b>53439</b> <b>W16A</b>	APP CRS <b>162°</b>	Rwy Ldg TDZE <b>152</b> Apt Elev <b>160</b>
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# RNAV (GPS) RWY 16

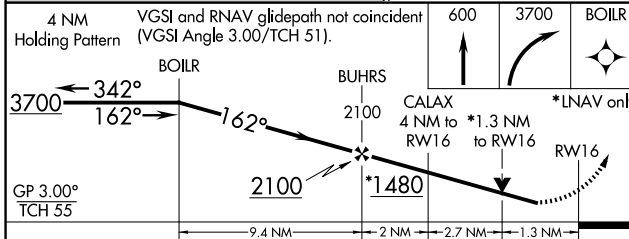
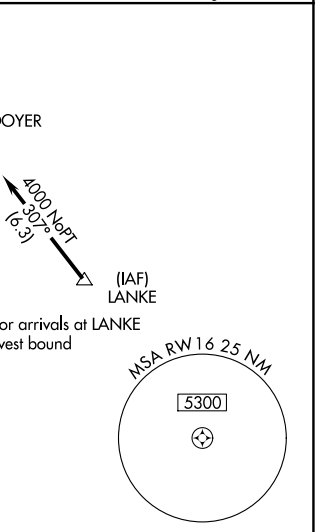
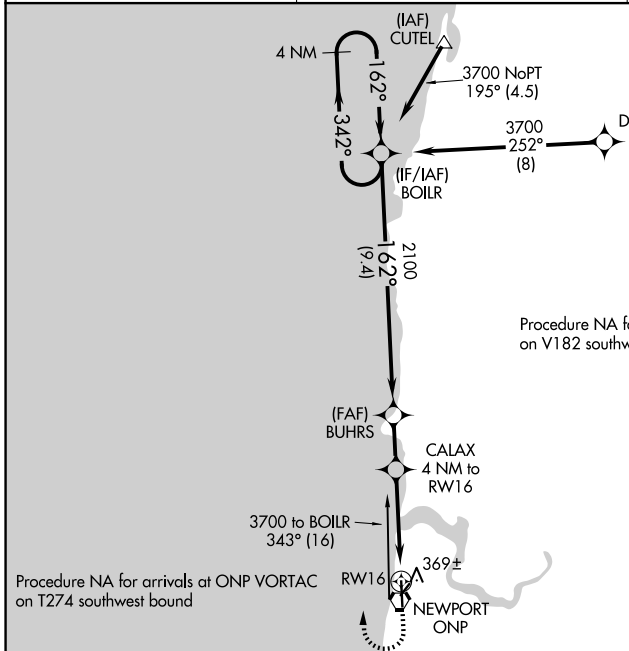
NEWPORT MUNI (ONP)

**⚠** 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 3/8 mile and increase Circling Cat B visibility 1/4 mile. For inop MALSRL, increase LNAV/VNAV all Cats visibility to 1 1/2 mile, and increase LNAV Cat A/B visibility to 1 mile, Cat C/D to 1 3/8 mile. For inop MALSRL when using Tillamook altimeter setting, increase LPV all Cats visibility to 1 1/4 mile, and LNAV Cat A/B visibility to 1 mile, LNAV Cat C/D to 1 3/4 mile. Rwy 16 helicopter visibility reduction below 3/4 SM NA.

**MALSRL**

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

AWOS-3PT <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 160	<b>D</b>	TDZE 152
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Detailed diagram of the final approach and landing area. It shows the 162° approach angle, the 342° heading, and the 162° heading. Key altitudes include 91, 45, 300, 100, and 34. A note states: "1.0% UP 3001 X 75".

CATEGORY	A	B	C	D
LPV DA		402-3/4	250 (300-3/4)	
LNAV/VNAV DA		613-1 1/8	461 (500-1 1/8)	
LNAV MDA	620-3/4	468 (500-3/4)	620-1	468 (500-1)
CIRCLING	880-1 720 (800-1)	1000-1 1/4 840 (900-1 1/4)	1400-3 1240 (1300-3)	1600-3 1440 (1500-3)

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

NW-1, 14 MAY 2026 to 11 JUN 2026

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