

**FLIGHT STANDARDS SERVICE
COPTER LOC STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.25

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT</u> ASTORIA RGNL	<u>AIRPORT ID</u> KAST	<u>PROCEDURE NAME</u> COPTER LOC RWY 26	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> ASTORIA	<u>STATE</u> OR
<u>AIRPORT ELEVATION</u> 14	<u>TDZE</u> 14	<u>SUPERSEDED</u> COPTER LOC/DME 257	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 08/25/1988	<u>MAG VAR</u> 15E
<u>FACILITY</u> I-AST	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 07/19/2018	<u>CANCEL SUSPEND</u>	<u>EPOCH YEAR</u> 2020

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
WUNUG/AST VOR/DME 15.00 DME	IAF	JUPDO/AST VOR/DME 6.00 DME					204.00	9.00	2400
AST VOR/DME	IAF	JUPDO/AST VOR/DME 6.00 DME					024.00	6.00	2400
JUPDO/AST VOR/DME 6.00 DME CW		ZERDI/AST VOR/DME 6.00 DME					6.00 DME ARC (AST LR-072)		2400
ZERDI/AST VOR/DME 6.00 DME	IF	OBGEW/AST VOR/DME 5.00 DME					260.50	1.00 (I-AST)	1900
OBGEW/AST VOR/DME 5.00 DME		UWYUK/AST VOR/DME 3.00 DME					260.50	2.00 (I-AST)	1100

MISSED APPROACH

MAP:

AST 0.50 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2400 DIRECT AST VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
2. PROFILE STARTS AT ZERDI
3. **FAC:** 260.50 **FAF:** UWYUK/AST VOR/DME 3.00 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 2.54
4. **MIN ALT:** ZERDI/AST VOR/DME 6.00 DME 2400, OBGEW/AST VOR/DME 5.00 DME 1900, UWYUK/AST VOR/DME 3.00 DME 1100
8. **MSA FROM:** AST VOR/DME 004-184 4500, 184-004 3400

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:



CHART NOTE: DME FROM AST VOR/DME. SIMULTANEOUS RECEPTION OF I-AST AND AST DME REQUIRED
CHART NOTE: FOR INOPERATIVE ALS INCREASE VISIBILITY TO 1SM.

ADDITIONAL FLIGHT DATA:

CHART AST R-024 AT JUPDO.
CHART FAS OBST: 206 TRANSMISSION_LINE 460903N/1234915W.
HOLD W, RT, 079.00 INBOUND

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	COPTER														
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
H-LOC 26	460	3/4	446		NA			NA			NA				

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM COPTER LOC/DME 257 TO COPTER LOC RWY 26. - PROCEDURE IS STRAIGHT-IN TO RWY 26 AND CURRENT NAMING CONVENTIONS.
2. CHANGED FAC FROM 257 TO 260.50. - LOC MAGNETIC VARIATION UPDATED FROM 19E/1990 TO 15E/2020 AND MATCH I-AST LOC COURSE.
3. ADDED 4 DEGREES TO ALL OTHER COURSES, RADIALS, AND HEADINGS. - LOCALIZER, AST VOR/DME AND KAST AIRPORT MAGNETIC VARIATION UPDATED FROM 19E/1990 TO 15E/2020.
4. NAMED ALL DME FIXES. - FAAO 8260.19H PARAGRAPH 2-10-5.
5. RAISED ALL INITIAL SEGMENT ALTITUDES FROM 2300 TO 2400. - CRITERIA NOW REQUIRES THE USE OF AAOS(NEW CONTROLLING OBSTACLES).
6. RAISED MISSED APPROACH ALTITUDE FROM 2300 TO 2400. - MATCH INITIALS PER FPT.
7. RAISED MDA FROM 380 TO 460 AND CHANGED FAS OBST IN ADDITIONAL FLIGHT DATA FROM 110 TREE TO 206 TRANSMISSION LINE. - NEW FAS OBSTACLE.
8. REMOVED 202 TRANSMISSION TOWER FROM ADDITIONAL FLIGHT DATA. - NO LONGER REQUIRED.
9. ADDED CHART AST R-24 AT JUPDO TO ADDITIONAL FLIGHT DATA. - BEGINNING OF INITIAL ARC.
10. CHANGED VISIBILITY FROM 1/4 SM TO 3/4 SM. -34:1 PENETRATION.
11. CHANGED DIST FAF TO THLD FROM 2.5 TO 2.54. - MORE PRECISE LOCATION OF FAF.

PDF EDITS:

1. CORRECT FINAL TYPE IN MINIMUMS.
2. CHANGED HELIPORT TO AIRPORT AND SURFACE ELEVATION TO AIRPORT ELEVATION IN ALL HEADINGS.
3. DELETE THLD DISPLACEMENT NOTE FROM AIRSPACE.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☒ NBAA ☒ OTHER: SEA ARTCC, MMV FSS, USCG AST, ARPT MNGR, ANM-220, ATA

FLIGHT CHECKED BY		Digitally signed by	OFFICE	DATE	
PENDING		DONALD H LANIER	FIOG		
		Jun 07, 2018			
DEVELOPED BY		Digitally signed by	OFFICE	DATE	
LIAM DONAHUE		LIAM DONAHUE	AJV-5431	05/08/2018	
		May 16, 2018			
APPROVED BY		Digitally signed by	OFFICE	DATE	TITLE
PATRICK MULQUEEN		DONALD H LANIER	AJV-5430		MANAGER
		Jun 07, 2018			



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> ASTORIA RGNL	<u>AIRPORT ID</u> KAST	<u>PROCEDURE NAME</u> COPTER LOC RWY 26	<u>AMDT NO.</u> 2	<u>CITY</u> ASTORIA	<u>STATE</u> OR	<u>AIRPORT ELEVATION</u> 14	<u>FACILITY</u> I-AST
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
WUNUG/AST VOR/DME 15.00 DME

TO
JUPDO/AST VOR/DME 6.00 DME

<u>RNP</u>	<u>DISTANCE</u> 9.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	461637.58N/1233748.71W		1400	50	20	2C	1000					2400
2.TERRAIN	461637.58N/1233748.71W		1200 (1200)								AS1000	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:

INITIAL

FROM
AST VOR/DME

TO
JUPDO/AST VOR/DME 6.00 DME

<u>RNP</u>	<u>DISTANCE</u> 6.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	461557.00N/1235231.00W		1350	50	20	2C	1000					2400
4.TERRAIN	461557.00N/1235231.00W		1150 (1200)								AS1000	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:



ZERDI/AST VOR/DME 6.00 DME

HMAS

RF CENTER FIX/DISTANCE

OBGEW/AST VOR/DME 5.00 DME

HMAS

RF CENTER FIX/DISTANCE

REMARKS:

INTERMEDIATE: STEPDOWN

FROM

OBGEW/AST VOR/DME 5.00 DME

TO

UWYUK/AST VOR/DME 3.00 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	2.00											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
9.AAO	460948.76N/1234652.68W	600	50	20	2C	500					1100	
10.TERRAIN	460948.76N/1234652.68W	400 (400)								AS0	400	

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

FINAL

FROM

UWYUK/AST VOR/DME 3.00 DME

TO

AST 0.50 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	2.50		AST 0.50 DME	446								
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
11.TRANSMISSION_LINE (41-000519)	460902.52N/1234914.62W	206	20	3		250					460	

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:



MISSED APPROACH

FROM

AST 0.50 DME

TO

AST VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
								360			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2400
12.BRIDGE (41-000383)	461131.04N/1235100.28W	365	20	3	1A	1000					1400
13.TERRAIN	461045.00N/1235503.00W	109 (100)								AS1500	1600

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

AST VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
004-184	AAO	455808.50N/1234044.22W	129	14.3	3483	250	125	4E	1000			4500
184-004	AAO	463148.00N/1234300.00W	002	23.0	2362	250	125	4E	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MMV FSS, ZSE ARTCC



<u>AIRPORT</u> ASTORIA RGNL	<u>AIRPORT ID</u> KAST	<u>PROCEDURE NAME</u> COPTER LOC RWY 26	<u>AMDT NO.</u> 2	<u>CITY</u> ASTORIA	<u>STATE</u> OR	<u>AIRPORT ELEVATION</u> 14	<u>FACILITY</u> I-AST
<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KAST	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAST	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0	
<u>BACK-UP WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KKLS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KKLS	<u>DISTANCE</u> 40.85	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 100	
WX REMARKS:							
<u>PRIMARY NAVAID</u> I-AST	<u>MONITOR POINT</u>	<u>HRS OPERATION</u> 24	<u>CAT</u> 3				
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>			<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>			
RW14 - MIRL (PCL), REIL, VASI-4L			BSC-G				
RW32 - MIRL (PCL), PAPI-4L			BSC-G				
RW08 - MIRL (PCL), REIL (PCL), VASI-4L			NPI-G				
RW26 - MALSR (PCL), MIRL (PCL)			PIR-G				
<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>	
<u>FINAL APPROACH COURSE AIMING</u>							
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE 713				
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE					
<u>CRITICAL TEMPERATURES</u>							
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>				
<u>CRITICAL TEMPERATURE REMARKS:</u>							
<u>"VISUAL PORTION OF FINAL" PENETRATIONS</u>							
Final Type	H-LOC 26						
20:1							
0							
Final Type	H-LOC 26						
34:1							
36 TREE (41-023187) 460927.32N/1235159.34W (4.17)							

QUALITY
5
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
ASTORIA RGNL	KAST	COPTER LOC RWY 26	2	ASTORIA	OR	14	I-AST

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - LESS THAN 1 NM FROM MAP.
FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KELSO ALTIMETER SETTING AND INCREASE MDA 100 FT.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
ASTORIA RGNL	KAST	COPTER LOC RWY 26	2	ASTORIA	OR	14	I-AST

PART D: AIRSPACE
DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.43
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.30
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	275.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM		TO 1500FT POINT	
WIDTH OF		SEGMENT AT 1500FT POINT	
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	

THRESHOLD COORDINATES (IF STR-IN) 460930.61N/1235211.22W

ARP COORDINATES 460928.70N/1235243.00W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 26 DISTANCE 0.49 NM

FAF COORDINATES 460915.94N/1234833.17W

FIX NAME COORDINATES

REMARKS
 NO 1500 FT POINT DUE TO THE NEED TO KEEP RESCUE HELICOPTERS BELOW ICING LEVEL AS MUCH AS POSSIBLE PER FPT.
 THRESHOLD COORDINATES LISTED ABOVE ARE FOR THE DISPLACED RUNWAY THRESHOLD.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
ASTORIA RGNL	KAST	COPTER LOC RWY 26	2	ASTORIA	OR	14	I-AST

PART E: PREPARED BY

NAME

LIAM DONAHUE

OFFICE

AJV-5431

DATE

05/08/2018

TITLE

AERONAUTICAL INFORMATION SPECIALIST