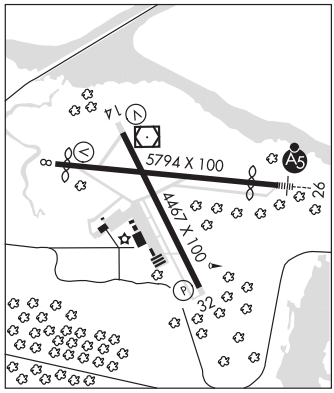
ASTORIA RGNL (AST)(KAST) P (CG) 3 SW UTC–8(–7DT) N46°09.48′ W123°52.72′
15 B NOTAM FILE AST

SEATTLE
H–1B, L–1C
IAP

RWY 08–26: H5794X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 38′. Thld dsplcd 300′. Tree.
RWY 26: MALSR. Thld dsplcd 713′. Fence.
RWY 14–32: H4467X100 (ASPH) S–60, D–76, 2D–119 MIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 55′. Berm.
RWY 32: PAPI(P4L)—GA 4.0° TCH 61′.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5794 TODA–5794 ASDA–5194 LDA–4894
RWY 14: TORA–4467 TODA–4467 ASDA–4467 LDA–4467
RWY 26: TORA–5794 TODA–5794 ASDA–5494 LDA–4780
RWY 32: TORA–4467 TODA–4467 ASDA–4467 LDA–4467



SERVICE: S3 **FUEL** 100LL, JET A, A+ **LGT** ACTVT MIRL Rwy 08–26 and Rwy 14–32, MALSR Rwy 26 and REIL Rwy 08—CTAF. **MILITARY— JASU** 1(MD–3) **FUEL** A+ (avbl 1600–0100Z‡, C503–861–1222. OT C503–298–7531, $50 fee.NC–100LL, A) **FLUID** SP

AIRPORT REMARKS: Attended 1600–0100Z‡. Migratory flocks of waterfowl on and invof arpt. High concentration helicopter opr in area. For fuel outside nml working hrs ctc 503–298–7531. 100LL: Mil fuel avbl on gen AVN/FBO ramp, US govt aircard acptd. Ctc Astoria Maint Ctl 171.35 15 min prior to entering CG ramp. C503–861–6288. Rwy 14–32 has basic markings with side stripes.

AIRPORT MANAGER: 503-298-0909

WEATHER DATA SOURCES: ASOS 135.375 (503) 994–0014.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (MC MINNVILLE RADIO)
Ⓡ **SEATTLE CENTER APP/DEP CON** 124.2

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.

CONTINUED ON NEXT PAGE

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AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE AST.

(VL) (L) VORW/DME 114.0 AST Chan 87 N46º09.70´ W123º52.82´ at fld. 11/15E.

VOR unusable:
000º–018º byd 40 NM
019º–029º byd 40 NM blo 5,500´
019º–029º byd 57 NM
023º–034º byd 35 NM blo 5,500´
030º–050º byd 40 NM
034º–049º byd 30 NM blo 5,500´
049º–059º byd 30 NM blo 7,500´
051º–061º byd 40 NM blo 9,500´
051º–061º byd 55 NM
062º–077º byd 40 NM
078º–088º byd 40 NM blo 8,500´
078º–088º byd 62 NM
084º–104º byd 34 NM blo 6,000´
089º–104º byd 40 NM blo 8,500´
089º–104º byd 64 NM
105º–121º byd 40 NM
122º–132º byd 40 NM
122º–132º byd 67 NM
124º–154º byd 33 NM blo 7,000´
133º–164º byd 40 NM
154º–174º byd 36 NM blo 7,000´
165º–175º byd 40 NM blo 10,000´
165º–175º byd 56 NM

DME unusable:
079º–092º byd 35 NM blo 7,000´
334º–004º byd 28 NM blo 6,300´

VOR unusable:
174º–204º byd 15 NM blo 8,000´
176º–305º byd 40 NM
184º–214º byd 10 NM blo 3,300´
184º–244º byd 5 NM blo 2,000´
204º–214º byd 20 NM blo 8,000´
214º–244º byd 30 NM blo 6,000´
244º–324º byd 12 NM blo 2,000´
244º–324º byd 25 NM blo 5,000´
324º–334º byd 30 NM blo 5,500´
327º–337º byd 40 NM blo 7,100´
327º–337º byd 53 NM
334º–004º byd 20 NM blo 5,500´
338º–359º byd 40 NM

ILS 109.5 I–AST Rwy 26. Class IE. ILS monitored by zse consly.