

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
AVENAL	ONE	AVE1.AVE	NONE		
<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DP ROUTE DESCRIPTION:

RWY 12: CLIMB ON HEADING 115.73 TO INTERCEPT AVE VOR/DME R-323 TO AVE VOR/DME THEN PROCEED ON COURSE.

RWY 30: CLIMBING RIGHT TURN TO HEADING 110.00 TO INTERCEPT AVE VOR/DME R-323 TO AVE VOR/DME THEN PROCEED ON COURSE.

VCOA RWY 30: OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS NEW COALINGA MUNI AIRPORT AT OR ABOVE 3500 BEFORE PROCEEDING ON COURSE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
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PROCEDURAL DATA NOTES:

PBN REQUIREMENTS NOTES:

EQUIPMENT REQUIREMENT NOTES:

TAKEOFF MINIMUMS:

RWY 1, 19: NA - ENVIRONMENTAL.

RWY 12: STANDARD.

RWY 30: STANDARD WITH MINIMUM CLIMB OF 310 FT PER NM TO 2100 OR 3000-3 FOR VCOA.

TAKEOFF OBSTACLES NOTES:

NOTE: RWY 12: VEHICLE ON ROAD BEGINNING 9 FT FROM DER, 362 FT LEFT OF CENTERLINE, UP TO 614 FT MSL.

NAVAID 15 FT FROM DER, 125 FT RIGHT OF CENTERLINE, 2 FT AGL/603 FT MSL.

VEHICLE ON ROAD BEGINNING 76 FT FROM DER, 506 FT RIGHT OF CENTERLINE, UP TO 614 FT MSL.

NOTE: RWY 30: NAVAID 14 FT FROM DER, 125 FT LEFT OF CENTERLINE, 1 FT AGL/626 FT MSL.

TERRAIN 43 FT FROM DER, 472 FT RIGHT OF CENTERLINE, 627 FT MSL.

VEHICLE ON ROAD BEGINNING 145 FT FROM DER, 456 FT RIGHT OF CENTERLINE, UP TO 645 FT MSL.

VEHICLE ON ROAD 202 FT FROM DER, 446 FT LEFT OF CENTERLINE, 643 FT MSL.

VEHICLE ON ROAD 330 FT FROM DER, 378 FT RIGHT OF CENTERLINE, 646 FT MSL.

VEHICLE ON ROAD BEGINNING 384 FT FROM DER, 1 FT LEFT OF CENTERLINE, UP TO 644 FT MSL.

VEHICLE ON ROAD 532 FT FROM DER, 362 FT RIGHT OF CENTERLINE, 647 FT MSL.

VEHICLE ON ROAD BEGINNING 655 FT FROM DER, ON AND LEFT OF CENTERLINE, UP TO 646 FT MSL.

VEHICLE ON ROAD BEGINNING 679 FT FROM DER, ON AND RIGHT OF CENTERLINE, UP TO 648 FT MSL.

VEHICLE ON ROAD BEGINNING 731 FT FROM DER, 113 FT LEFT OF CENTERLINE, UP TO 648 FT MSL.



CONTROLLING OBSTACLES:
RWY 30: 1419 FT AAO 361317.88N/1201918.15W (CLIMB GRADIENT), 1819 FT AAO 361456.66N/1202037.06W (CLIMB-TO ALTITUDE).

VISUAL CLIMB AREA OBSTACLE: 1419 FT MSL AAO 361317.88N/1201918.15W.
OBSTACLE OUTSIDE VISUAL CLIMB AREA MANDATING VCOA CLIMB TO ALTITUDE: 4559 FT MSL AAO 355640.03N/1201820.10W.

OBSTACLES MANDATING ODP DEVELOPMENT: RWY 12: 4559 FT MSL AAO 355640.03N/1201820.10W. **RWY 30:** 3839 FT MSL AAO 361815.40N/1202409.61W.

MSA:

LOST COMMUNICATIONS PROCEDURES:

ADDITIONAL FLIGHT DATA:

AIRPORTS SERVED:		
AIRPORT ID	CITY	STATE
C80	COALINGA	CA

COMMUNICATIONS:
CHART: AWOS, ZOA, FRESNO APCH

FIXES AND/OR NAVAIDS:

REMARKS:
MAXIMUM VEGETATION HEIGHT 60 FT PER FPT.
RWY 1/19 SURFACE IS ASPHALT/GRAVEL AND DOES NOT HAVE AN OIS SURVEY AND RUNWAY MARKINGS.

FLIGHT INSPECTED BY		OFFICE	DATE	
DANIEL C FAVORITE	<i>Digitally signed by</i>	FPO	05/12/2023	
	ERIC N SUSKI			
	Jun 28, 2023			
DEVELOPED BY		OFFICE	DATE	
FRANK JACKSON	<i>Digitally signed by</i>	AJV-A431	08/17/2022	
	FRANK JACKSON			
	Aug 24, 2022			
APPROVED BY		OFFICE	DATE	TITLE
JOHNNIE BAKER	<i>Digitally signed by</i>	AJV-A430		MANAGER
	ERIC N SUSKI			
	Jun 28, 2023			

REQUIRED EFFECTIVE DATE
ROUTINE

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:**ZOA, FRESNO APCH, AMGR

CHANGES - REASONS:
ORIGINAL.

