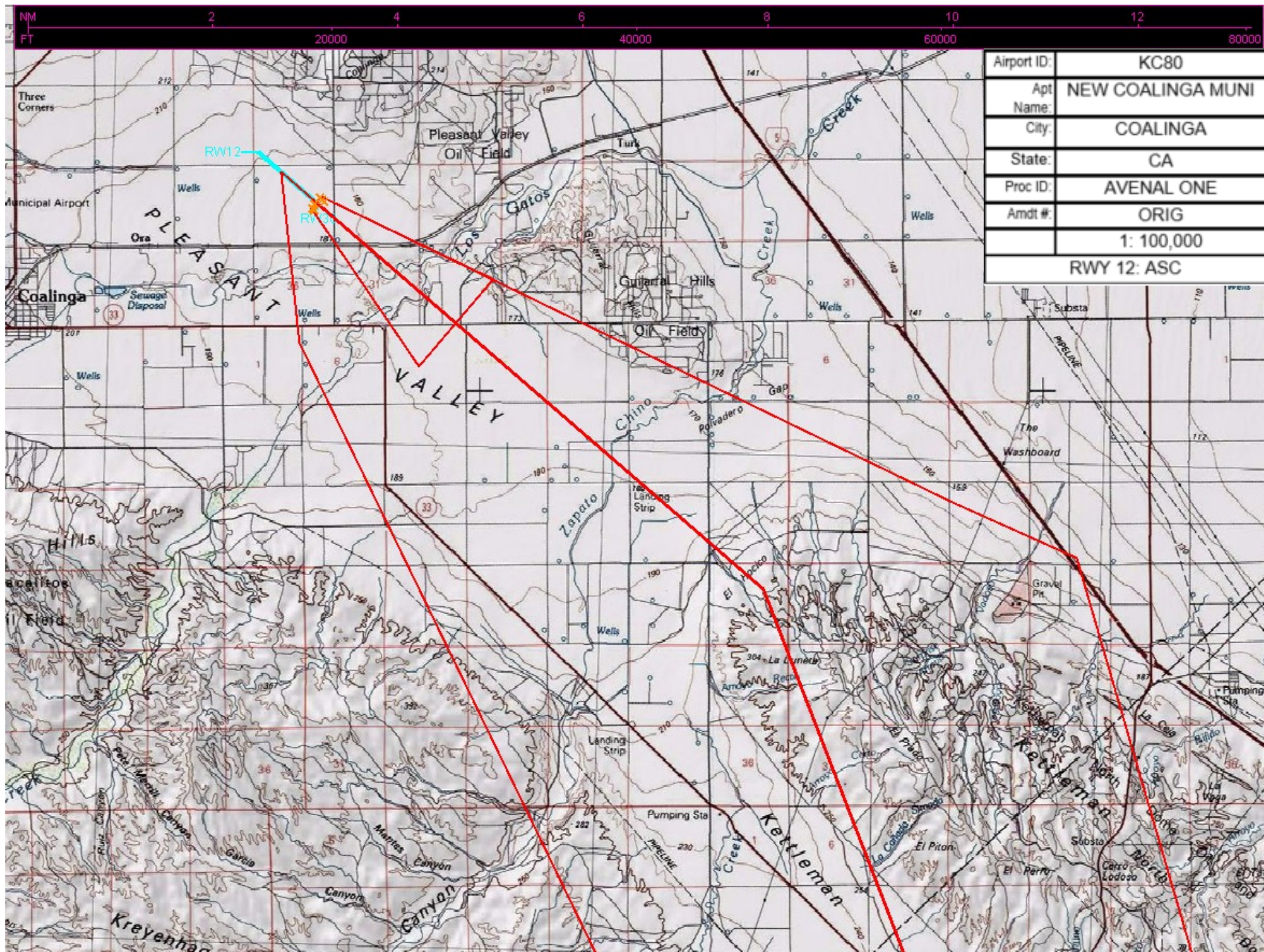
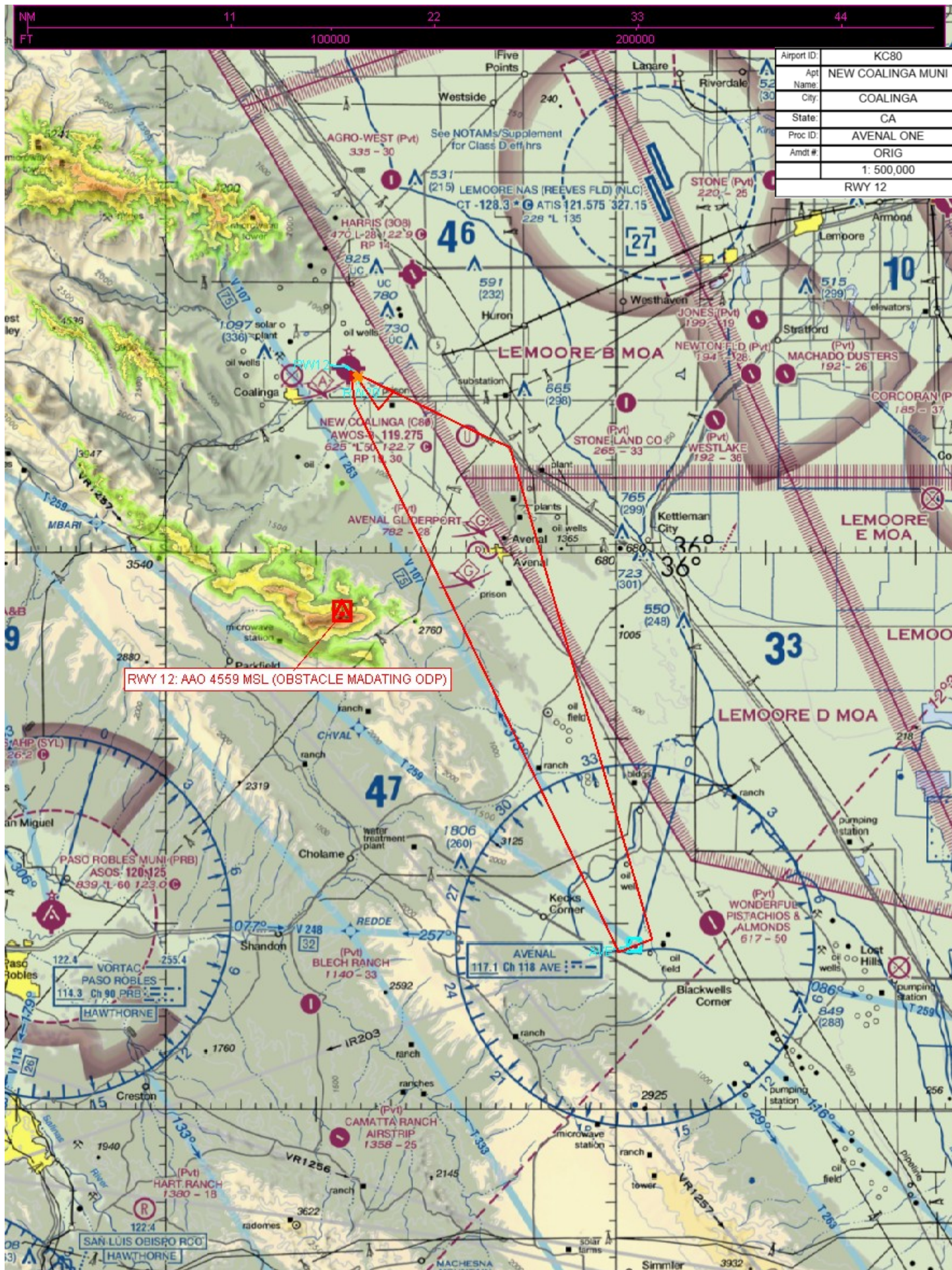


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Graphical DP	Estimated Chart Date: 12/29/2022	APWS Task ID: 9C52145ACFBA4EDBBEE6D6C9FEC8D30	APWS Project ID: 223008BFC9874A9081A1A29CBA916A93
Procedure: AVENAL (OBSTACLE) ONE		Enroute: YES	Specialist: Jackson, Frank		Agreement Number:
Airport ID: C80			Airport City: COALINGA		State: CA
Facility ID: AVE	Facility Type: VOR_DME	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: VFR TO IFR AIRPORT, ORIGINAL PROCEDURE.</div> <div>ACTIVE DATA USED.</div> <div>DOCKET #21-AWP-44.</div> <div>CONTACT: ERIC SUSKI, AJV-A431 LEAD, 405.954.7331.</div> <div><i>Digitally signed by</i> ERIC N SUSKI Jun 28, 2023</div> <div>QUALITY 15 CHECKED</div> <div>QUALITY 8 CHECKED</div>					

FIPC BASIC FORM						
PROCEDURE: AVENAL (OBSTACLE) ONE			AIRPORT NAME: NEW COALINGA MUNI		AIRPORT ID: KC80	SPECIAL CONTROL NO: SP-03-083-23
FAC ID: AVE1		CITY: COALINGA			ST: CA	ORIG CHART DATE: 06/15/2023
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 9C52145ACFBA4EDBBEE6D6C9FEC8D30		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 05/12/2023	CREW #: VN234	N #: N79	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: daniel c favorite @ 05/12/2023 17:14			PRINTED NAME: FAVORITE, DANIEL CHARLES			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Evaluated AVE 1 ODPs at KC80 for runways 30 and 12, both Sat.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		





Airport ID:	KC80
Apt Name:	NEW COALINGA MUNI
City:	COALINGA
State:	CA
Proc ID:	AVENAL ONE
Amdt #:	ORIG
	1: 500,000
	RWY 12

RWY 12: AAO 4559 MSL (OBSTACLE MADING ODP)

Airport ID:	KC80
Apt Name:	NEW COALINGA MUNI
City:	COALINGA
State:	CA
Proc ID:	AVENAL ONE
Amdt #:	ORIG
	1: 100,000
	RWY 30

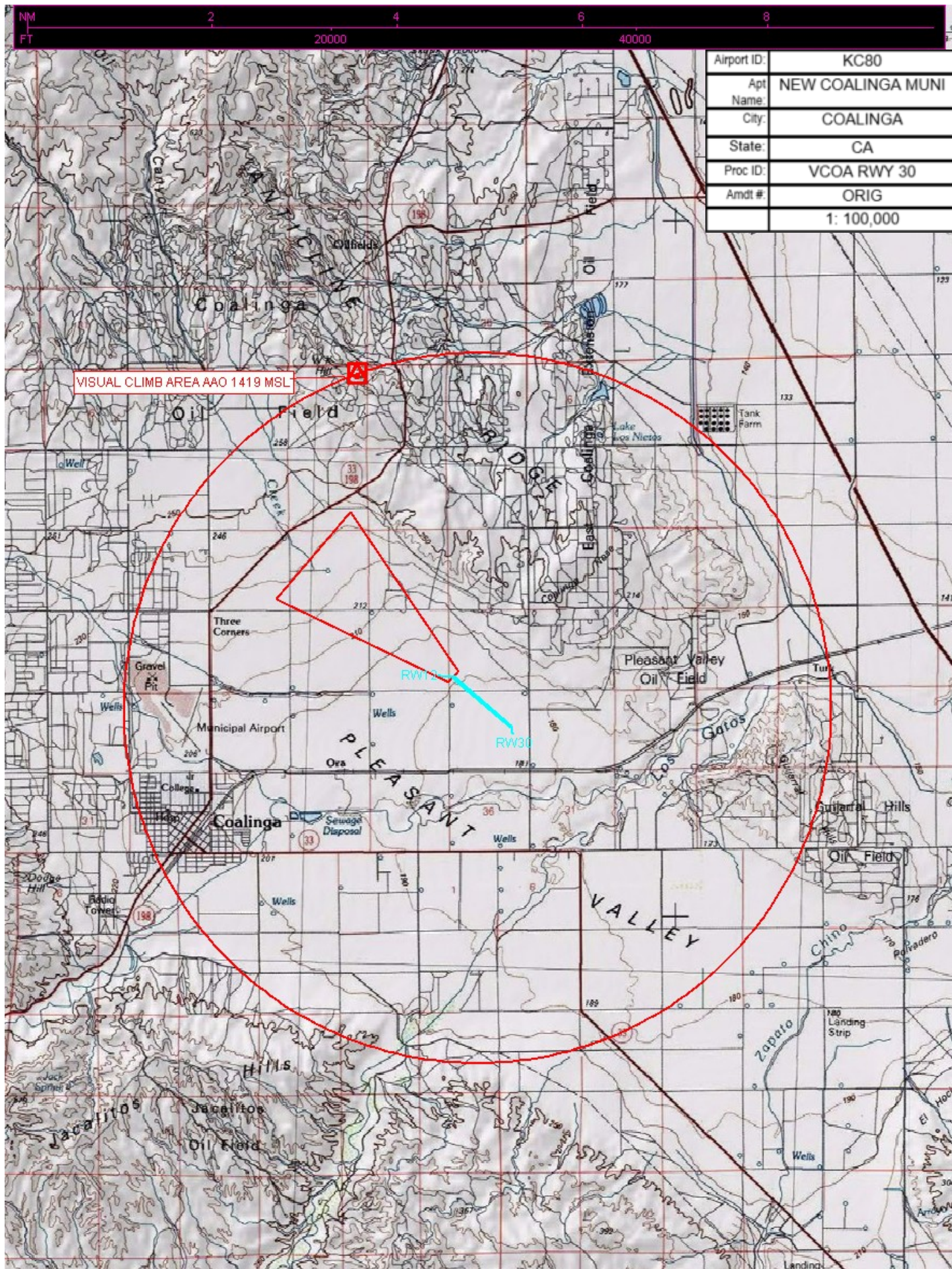


Airport ID:	KC80
Apt Name:	NEW COALINGA MUNI
City:	COALINGA
State:	CA
Proc ID:	AVENAL ONE
Amdt #:	ORIG
	1: 500,000
	RWY 30

RWY 30: AAO 3839 MSL
(Obstacle Mandating ODP)

RWY 30 AAO 1819 MSL (CLIMB-TO ALTITUDE)

RWY 30 AAO 1419 MSL (CLIMB GRADIENT)



Airport ID:	KC80
Apt Name:	NEW COALINGA MUNI
City:	COALINGA
State:	CA
Proc ID:	VCOA RWY 30
Amdt #:	ORIG
	1: 100,000

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**New Coalinga Municipal Airport
Coalinga, California**

**RNAV (GPS) RWY 30 (New)
RWY 12 (Obstacle) Departure Procedure (Textual) (New)
RWY 30 (Obstacle) Departure Procedure (Textual) (New)**

Description of Proposed Action:

The Federal Aviation Administration (FAA) is proposing three new instrument flight rules (IFR) procedures at New Coalinga Municipal Airport (C80), Coalinga, California. The Proposed Action would convert C80 from a visual flight rules (VFR) airport to an IFR airport.

Figure 1 depicts the proposed Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 30 approach procedure (yellow) with altitude restrictions in feet (ft) mean sea level (MSL) and a sample of 2021 (September to November) historical departure flight tracks (blue). **Figure 2** depicts the (obstacle) departure procedures (ODP) and a sample of historical departure tracks.

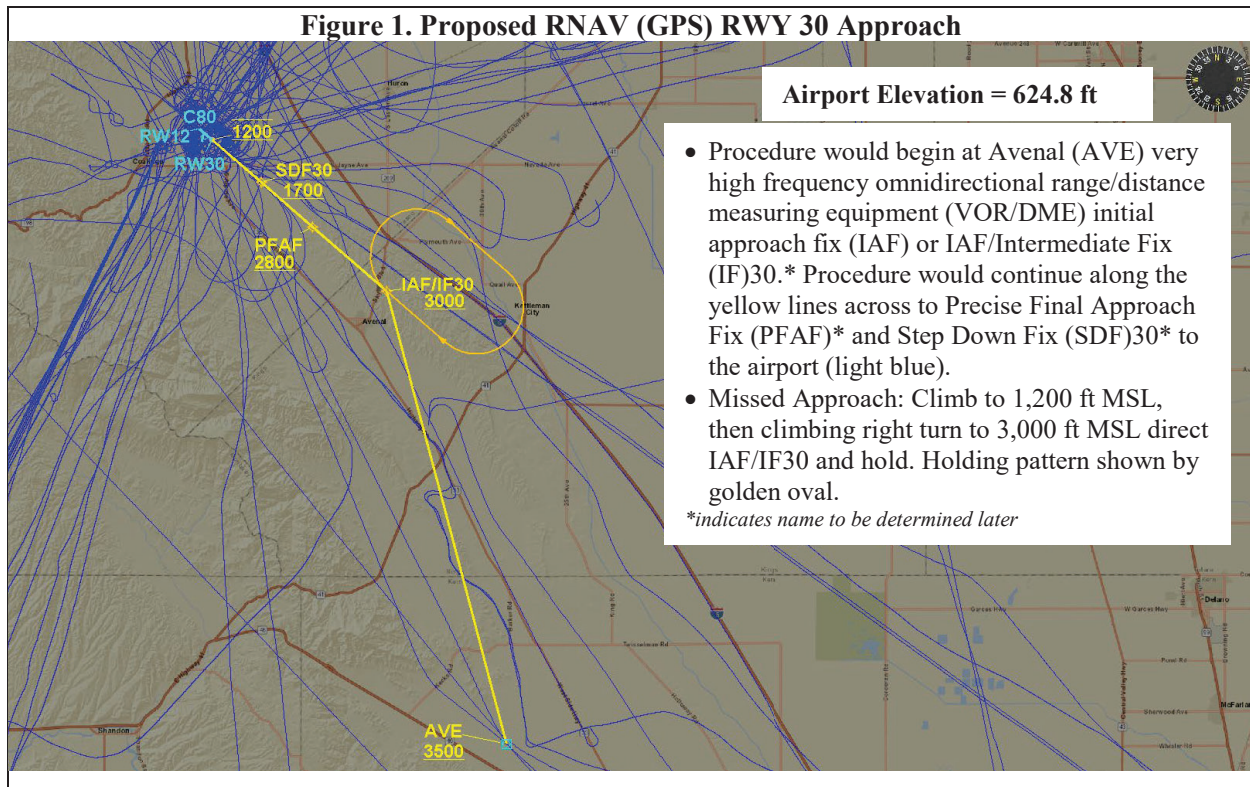
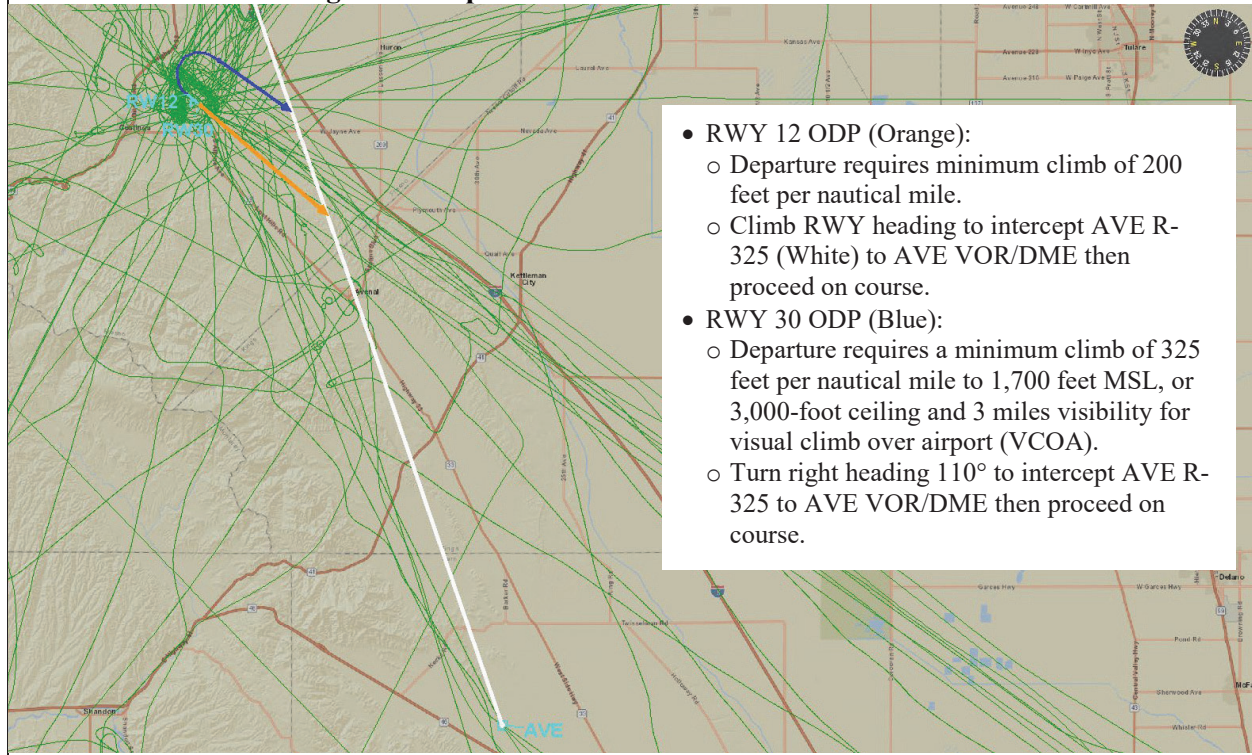


Figure 2. Proposed RWY 12 ODP and RWY 30 ODP



The number of airport operations is not expected to change as a result of the Proposed Action. C80 data from 2020 reveals approximately 2,400 annual propeller aircraft operations.¹ Noise screening analysis was conducted using the initial screening module of the Terminal Area Routing Generation, Evaluation, and Traffic Simulation (TARGETS) Aviation Environmental Design Tool (AEDT) environmental plug-in. The noise screening analysis passed the Operations Test (OPS Test) indicating that no further noise analysis was needed to implement the Proposed Action.²

The Proposed Action does not involve land acquisition, physical disturbance, or construction activities. The following environmental impact categories were considered either not to be present or to have negligible or non-existent effects from the Proposed Action and, in accordance with Council on Environmental Quality (CEQ) regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Farmlands

1. The flight data was obtained from the FAA's Airport Data and Information Portal (ADIP) (<https://adip.faa.gov/agis/public/#/airportData/C80>).

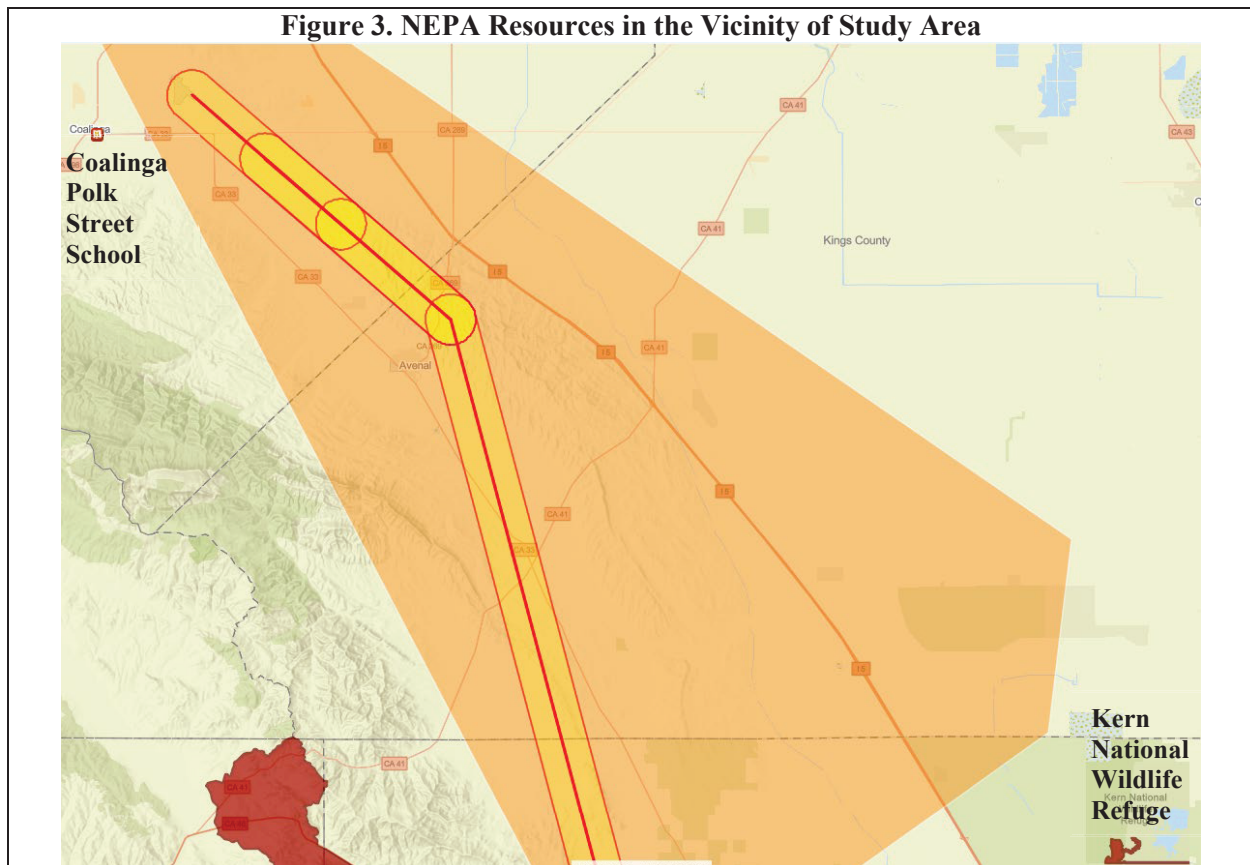
2. The OPS Test is a tool to help determine if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states that no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations).

- Hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Visual effects

The NEPAassist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality
- Department of Transportation Act, Section 4(f)
- National Historic Preservation, Section 106
- Noise and noise-compatible land use
- Environmental justice (a subcategory under the general heading of socioeconomic impacts)

The airport is within Ozone 1-hour, Ozone 8-hour, Particulate Matter (PM) 2.5 microns, PM 10 microns nonattainment and maintenance areas. The following **Figure 3** shows critical habitat (brown), a historical property (brown icon), and a wildlife refuge outside of the study area (orange).



The study area covers sparsely populated areas with no anticipated noise impacts. Additionally, flight tracks would not change significantly. Therefore, adverse environmental impacts to the NEPA resources identified are not anticipated as a result of the Proposed Action.

The Instrument Flight Procedures (IFP) Information Gateway (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/) was reviewed for planned air traffic projects to assess cumulative impacts of the Proposed Action. It was determined that the Proposed Action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts are anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

Declaration of Exclusion:

The FAA has reviewed the above referenced Proposed Action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.


Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, *Procedures for Considering Environmental Impacts*, and FAA Order 1050.1F.


The applicable categorical exclusion is:

5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.


Recommended by:**Air Traffic Manager Review/Concurrence**

Signature: **JEFF B HUBERT**  Digitally signed by JEFF B HUBERT
 Date: 2022.03.16 16:40:02 -07'00' Date: _____
 Name: Jeff B Hubert
 Air Traffic Manager
 Oakland Air Route Traffic Control Center

Concurrence by:**Western Service Area Environmental Specialist**

Signature: **VIKAS UBEROI**  Digitally signed by VIKAS UBEROI
 Date: 2022.03.17 08:24:13 -07'00' Date: _____
 Name: Vikas Uberoi
 Environmental Protection Specialist, Operations Support Group
 Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: **BYRON G Y CHEW**  Digitally signed by BYRON G Y CHEW
 Date: 2022.03.22 12:47:36 -07'00' Date: _____
 Name: B. G. Chew
 Acting Group Manager, Operations Support Group
 Western Service Center, AJV-W2