

U.S. DEPARTMENT of TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
GRAPHIC DEPARTURE PROCEDURE (DP)

Bearings, headings, courses, tracks, and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation.
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DP Name	Number	DP Computer Code	Superseded Number	Dated	Effective Date
KAUNAKAKAI	ONE	HMK1.MKK			29 MAY 2014

TYPE: OBSTACLE

DP ROUTE DESCRIPTION:

TAKEOFF RWY 5: CLIMBING LEFT TURN HEADING 340.00 TO 1000 THEN CLIMBING LEFT TURN DIRECT MKK VORTAC, THENCE...

TAKEOFF RWY 17: CLIMB HEADING 169.04 TO 1300 THEN CLIMBING RIGHT TURN DIRECT MKK VORTAC, THENCE...

TAKEOFF RWY 23: CLIMBING LEFT TURN HEADING 170.00 TO 1700 THEN CLIMBING RIGHT TURN DIRECT MKK VORTAC, THENCE...

TAKEOFF RWY 35: CLIMB HEADING 349.03 TO 1000 THEN CLIMBING LEFT TURN DIRECT MKK VORTAC, THENCE...

VCOA RUNWAYS 5 AND 23: OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS MOLOKAI AIRPORT SOUTHWEST BOUND AT OR ABOVE 1800 ON MKK R-067 TO MKK VORTAC, THENCE...

....CLIMB IN MKK VORTAC HOLD PATTERN (HOLD SW, RT, 056.00 INBOUND) TO CROSS MKK AT OR ABOVE MEA/MCA FOR ROUTE OF FLIGHT.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

Transition Name	Transition Computer Codes	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	Crossing Altitudes/Fixes
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PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS:

TAKEOFF MINIMUMS:

RWY 17: STANDARD

RWY 5: 300-1 WITH MINIMUM CLIMB OF 325 FT PER NM TO 1500 OR STANDARD WITH MINIMUM CLIMB OF 540 FT PER NM TO 800 OR 1500 – 2 ½ FOR CLIMB IN VISUAL CONDITIONS.

RWY 35: 300-1 OR STANDARD WITH MINIMUM CLIMB OF 535 FT PER NM TO 800

RWY 23: STANDARD WITH MINIMUM CLIMB OF 435 FT PER NM TO 1500 OR 1500 – 2 ½ FOR CLIMB IN VISUAL CONDITIONS.



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TAKEOFF OBSTACLES NOTES:

NOTE: RWY 5, RISING TERRAIN AND VEHICLES ON ROADWAY BEGINNING 14 FT FROM DER, 238 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/476 FT MSL. VEHICLES ON ROADWAY BEGINNING 28 FT FROM DER, 484 FT LEFT OF CENTERLINE, UP TO 17 FT AGL/509 FT MSL. MULTIPLE FENCES AND BUSHES BEGINNING 49 FT FROM DER, 95 FT LEFT OF CENTERLINE, UP TO 21 FT AGL/480 FT MSL. MULTIPLE FENCES AND BUSHES BEGINNING 437 FT FROM DER, 65 FT RIGHT OF CENTERLINE, UP TO 31 FT AGL/490 FT MSL. MULTIPLE TREES AND BUSHES BEGINNING 735 FT FROM DER, 496 FT LEFT OF CENTERLINE, UP TO 27 FT AGL/551 FT MSL. MULTIPLE BUSHES AND VEHICLES ON ROADWAY BEGINNING 950 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 17 FT AGL/552 FT MSL. ELECTRICAL SYSTEM 1367 FT FROM DER, 78 FT RIGHT OF CENTERLINE, 35 FT AGL/528 FT MSL. MULTIPLE TOWERS, POLES, AND TREES BEGINNING 1887 FT FROM DER, 33 FT RIGHT OF CENTERLINE, UP TO 43 FT AGL/ 602 FT MSL. MULTIPLE TOWERS, POLES AND TREES BEGINNING 2386 FT FROM DER, 644 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/617 FT MSL.

NOTE: RWY 17, BUSH 46 FT FROM DER, 266 FT RIGHT OF CENTERLINE, 13 FT AGL/443 FT MSL. VEHICLES ON ROADWAY BEGINNING 124 FT FROM DER, 505 FT LEFT OF CENTERLINE, UP TO 17 FT AGL/443 FT MSL. VEHICLES ON ROADWAY BEGINNING 484 FT FROM DER, 590 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/443 FT MSL.

NOTE: RWY 23, TREES BEGINNING 691 FT FROM DER, 491 FT LEFT OF CENTERLINE, UP TO 77 FT AGL/470 FT MSL. TREES BEGINNING 1.9 NM FROM DER, 2279 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/880 FT MSL. TREES BEGINNING 2.2 NM FROM DER, 541 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/1208 FT MSL.

NOTE RWY 35: BUSH 28 FT FROM DER, 288 FT LEFT OF CENTERLINE, 12 FT AGL/461 FT MSL. BUSH 48 FT FROM DER, 118 FT RIGHT OF CENTERLINE, 14 FT AGL/463 FT MSL. FENCE BEGINNING 70 FT FROM DER, ON CENTERLINE THROUGH 35 FT LEFT OF CENTERLINE, 4 FT AGL/460 FT MSL. MULTIPLE BUSHES VEHICLES ON ROADWAY AND TREES BEGINNING 107 FT FROM DER, 48 FT RIGHT OF CENTERLINE, UP TO 65 FT AGL/514 FT MSL. BUSHES BEGINNING 133 FT FROM DER, 34 FT LEFT OF CENTERLINE, UP TO 26 FT AGL/489 FT MSL. BUSHES BEGINNING 1170 FT FROM DER, 259 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/514 FT MSL. TREES BEGINNING 2286 FT FROM DER, 407 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/615 FT MSL. TREES BEGINNING 2942 FT FROM DER, 75 FT RIGHT OF CENTERLINE, UP TO 123 FT AGL/648 FT MSL.

CONTROLLING OBSTACLES:

RWY 5: 617 FT MSL TREE, 210940.04N/1570505.31W; 913 FT MSL TREE, 211038.17N-1570339.18W; 623 FT MSL POLE, 210934.68N-1570427.17W; 1217 FT MSL AAO, 211105.24N-1570222.43W; 1282 FT MSL AAO, 211105.95N-1570216.88W.

RWY 23: 1241 FT MSL TREE 210752.42N/1570824.31W, 1208 FT MSL TREE 210743.08N/1570814.27W.

RWY 35: 648 FT MSL TREE 210956.03N/1570540.37W.

RWY 5, 23 (VCOA): 1392 FT MSL TREE 210755.79N/1570850.97W, 1505 FT MSL TOWER 210833.00N/1570926.00W.

OBSTACLE MANDATING ODP ROUTE DEVELOPMENT: RWY 17- 1525 FT MSL AAO 210806.69N/1570935.31W. RWY 5, 23- 5161 FT MSL AAO 210625.90N/1565159.80W. RWY 35- 1505 FT MSL TOWER 210833.00N/1570926.00W

LOST COMMUNICATIONS PROCEDURES:

ADDITIONAL FLIGHT DATA:

AIRPORTS SERVED:

MOLOKAI, KAUNAKAKAI, HI.

QUALITY
2
CHECKED

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COMMUNICATIONS:

ATIS, CLNC DEL, PHMK GROUND CONTROL, PHMK ATCT, HONOLULU CENTER.

FIXES AND/OR NAVAIDS:

REMARKS:

REQUESTED FLIGHT CHECK 4D ACCURACY ON 1505 FT MSL TOWER (15-000337) 210833.00N/1570926.00W.

FLIGHT INSPECTED BY:

John Jeffers *[Signature]* 2/26/14

REQUIRED EFFECTIVE DATE:

DEVELOPED BY:

LONNIE EVERHART (JOHN LINDSEY)

AJV-354 *[Signature]*

09/11/2013

ROUTINE

APPROVED BY:

LARRY STROUT

AJV-354 *[Signature]*

FEB 07 2014

COORDINATED WITH:

ALPA, AOPA, NBAA, ZHN, ARPT MGR, PHMK ATCT, HNL CERAP.

CHANGES:

1. ADDED "OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE".
2. CHANGED RWY 17 TAKEOFF PROCEDURE FROM HEADING 169 TO 169.04 AND CLIMB TO ALTITUDE FROM 1500 TO 1300.
3. CHANGED CLIMB IN HOLD INBOUND HEADING FROM 236.00 TO 056.00.
4. CHANGED VCOA MINIMUMS FROM 1900 – 2 ½ TO 1500 – 2 ½.
5. CHANGED RWY 35 MINIMUMS FROM "200 – 1" TO 300 – 1" AND MINIMUM CLIMB OF 441 TO 535 FT PER NM TO 800...
6. CHANGED RWY 23 MINIMUMS FROM 446 FT PER NM TO 1600 TO READ 535 FT PER NM TO 1500.
7. CHANGED RWY 5 MINIMUMS FROM "STANDARD WITH 395 FT PER NM TO 1600..." TO READ "300-1 WITH MINIMUM CLIMB OF 325 FT PER NM TO 1500 OR STANDARD WITH MINIMUM CLIMB OF 540 FT PER NM TO 800..."
8. CHANGED RWY 35 TAKEOFF PROCEDURE HEADING FROM 349 TO READ 349.03 AND LOWERED CTA FROM 1500 TO 1000.
9. CHANGED RWY 5 CTA FROM 1500 TO 1000 AND HEADING FROM 040 TO 340.
10. UPDATED TAKEOFF OBSTACLE NOTES.

REASONS:

1. IAW 8260.46D PARA 2-1b (11).
2. NEW CONTROLLING OBSTACLES.
3. TO AVOID PENETRATIONS DUE TO HIGH TERRAIN EAST OF MKK.
4. IAW 8260.3B VOL 4 TABLE 4-2 AND PARA 4.3 (FIGURE 4-4).

QUALITY
2
CHECKED

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- 5-7. TO ENSURE AIRCRAFT INTERCEPT MKK R-030 PRIOR TO MKK VORTAC.
- 8. RUNWAY ALIGNMENT TO THE HUNDREDTHS PLACE AND NEW CONTROLLING OBSTACLES.
- 9. NEW CONTROLLING OBSTACLES AND TO AVOID HIGHER TERRAIN TO THE EAST.
- 10. IAW 8260.54A.

1/30/2014: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/11/2013

- 1. REFORMATTED VCOA INFORMATION TO COMPLY WITH 8260.46D CHANGE 3. TRL

