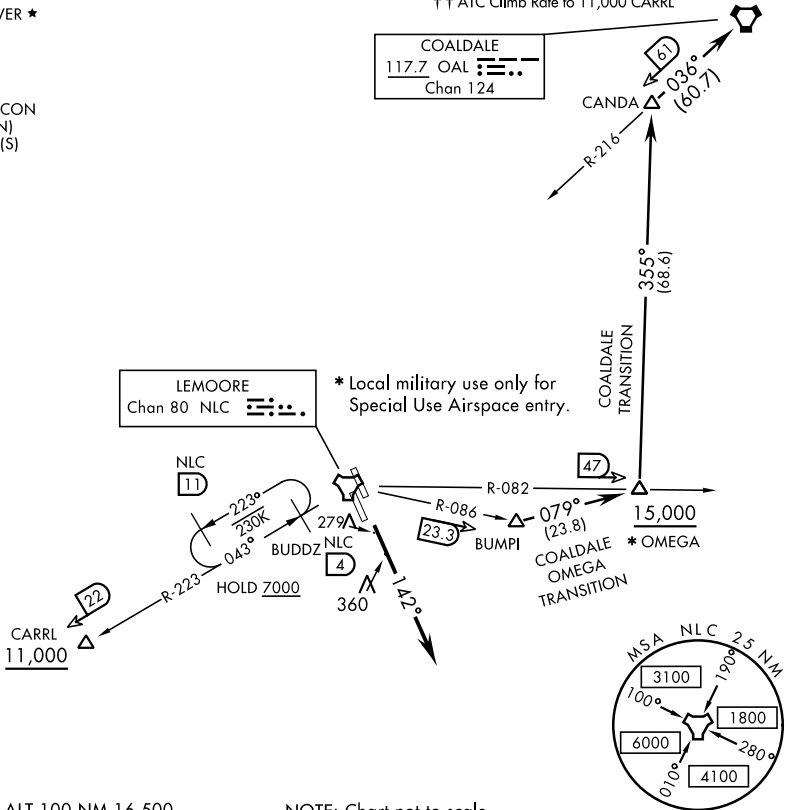


ATIS ★ 121.575 327.15
CLNC DEL
124.1 371.9
GND CON
121.65 305.2
LEMOORE TOWER ★
128.3 340.2
(Rwy 14L, 32L)
128.3 360.2
(Rwy 14R, 32R)
LEMOORE DEP CON
124.1 318.8 (N)
118.15 318.8 (S)

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|----------|----------|-----|-----|------|------|------|------|
| † 14L/R | V/V(fpm) | 320 | 640 | 960 | 1280 | 1600 | 1920 |
| †† 14L/R | V/V(fpm) | 364 | 728 | 1092 | 1456 | 1820 | 2184 |

† ATC Climb Rate to 15,000 OMEGA
†† ATC Climb Rate to 11,000 CARRL



EMERG SAFE ALT 100 NM 16,500

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14L/14R: Climb to 2000 via heading 142° then radar vectors to join assigned transition or route.

CARRL TRANSITION (REVES4.CARRL): From over CARRL thence as filed. Cross CARRL at or above 11,000.

COALDALE TRANSITION (REVES4.OAL): From over BUMPI direct OMEGA, direct CANDA, direct COALDALE VORTAC. Cross OMEGA at or above 15,000.

OMEGA TRANSITION (REVES4.OMEGA): From over BUMPI direct OMEGA thence as filed.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, fly departure heading to intercept NLC 10 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned route. Once established on departure radial climb to filed altitude.