

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T210

ROUTINE or DOCKET NO

21-ASO-12

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
HADDE	FL	FB	MISSM	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-003768)	303300.78N/0830047.04W	582		1A	1000	
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TERRAIN	303330.00N/0830903.00W	219	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1600	1600	N	17500						1900

<u>COP</u>		<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

AIRWAY START POINT CHANGED FROM MARQO, FL TO HADDE, FL.

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
MISSM	FL	FB	OHLEE	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-003376)	301826.00N/0820748.00W	595		4D	1000	
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TERRAIN	302230.00N/0821545.00W	232	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1600	1600	N	17500						1900

<u>COP</u>		<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE

CHANGES-REASONQUALITY
2
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

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<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
OHLEE	FL	FB	MMKAY	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-003651)	300428.00N/0814822.00W	748		5D	1000	
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TERRAIN	300906.00N/0820321.00W	246	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1800	1800	N	17500						1900

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
MMKAY	FL	FB	MRUTT	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-002498)	294120.53N/0812917.57W	497		4D	1000	
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TERRAIN	291418.00N/0812757.00W	82	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1500	1500	N	17500						1800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

RETAIN GNSS MEA.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

INCREASED MOCA FROM 1300 TO 1500 - 497 TOWER REPLACES 283 AAO.

DECREASED MRA FROM 1800 TO 1500 - PER 8260.19I 8-8-1E1.

QUALITY
2
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

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<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
MRUTT	FL	FB	GUANO	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (12-000362)	290712.66N/0811926.70W	412		1A	1000	
TERRAIN	290633.00N/0811906.00W	127	Y			

<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1500	1500	N	17500						1800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		GUANO 1900 S	

SEGMENT REMARKS

RETAIN GNSS MEA.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

INCREASED MOCA FROM 1400 TO 1500 - 412 TOWER REPLACES 332 AAO.

DECREASED MRA FROM 1800 TO 1500 - PER 8260.19I 8-8-1E1.

ADDED FIX MCA GUANO 1900 S - NEW OBSTACLE NEXT SEGMENT.

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
GUANO	FL	FB	KIZER	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (12-002157)	285511.08N/0811906.57W	1740	Y	1A	1000	
TERRAIN	290521.00N/0811957.00W	131				

<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
2800	2800	N	17500						2800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>

SEGMENT REMARKS

NEW CONTROLLING OBSTACLE.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

MRA AND GNSS MEA INCREASED FROM 1800 TO 2800; MOCA INCREASED FROM 1400 TO 2800 - NEW CONTROLLING OBSTACLE.

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KIZER	FL	FB	EMSEE	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-002157)	285511.08N/0811906.57W	1740	Y	1A	1000	
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TERRAIN	285245.00N/0813333.00W	131				
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
2800	2800	N	17500						2800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

NEW CONTROLLING OBSTACLE.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

MRA AND GNSS MEA INCREASED FROM 1800 TO 2800; MOCA INCREASED FROM 1400 TO 2800 - NEW CONTROLLING OBSTACLE.

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
EMSEE	FL	FB	DAIYL	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-003209)	284620.24N/0813734.62W	416		1A	1000	
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TERRAIN	284903.00N/0813821.00W	209	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1500	1500	N	17500						1900

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

RETAIN MOCA AND GNSS MEA.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

HIGHEST OBSTACLE CHANGED FROM 410 AAO TO 416 TOWER.

MRA DECREASED FROM 1900 TO 1500 - PER 8260.19I 8-8-1E1.

TRANSMITTAL OF AIRWAYS/ROUTES DATA

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<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
DAIYL	FL	FB	AKOJO	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (12-004708)	284347.00N/0814338.00W	491		2C	1000	
TERRAIN	284718.00N/0814636.00W	147	Y			

<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1500	1500	N	17500						1800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>

SEGMENT REMARKS

RETAIN MOCA AND GNSS MEA.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

HIGHEST OBSTACLE CHANGED FROM 404 AAO TO 491 TOWER.

DECREASED MRA FROM 1800 TO 1500 - PER 8260.19I 8-8-1E1.

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
AKOJO	FL	FB	PUNQU	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (12-002196)	284049.00N/0814915.40W	595		2C	1000	
TERRAIN	283842.00N/0814409.00W	328	Y			

<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1600	1600	N	17500						2000

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>

SEGMENT REMARKS

RETAIN MOCA AND GNSS MEA.

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

HIGHEST OBSTACLE CHANGED FROM 529 AAO TO 595 TOWER.

DECREASED MRA FROM 2000 TO 1600 - PER 8260.19I 8-8-1E1.

TRANSMITTAL OF AIRWAYS/ROUTES DATA

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PUNQU	FL	FB	VARZE	FL	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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TOWER (12-002037)	281237.40N/0820257.47W	726		1A	1000	
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TERRAIN	283521.00N/0815342.00W	203	Y
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1800	1800	N	17500						1900

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

RETAIN GNSS MEA.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.

CHANGES-REASON

MOCA INCREASED FROM 1500 TO 1800 - 726 TOWER REPLACES 437 AAO.
DECREASED MRA FROM 1900 TO 1800 - PER 8260.19I 8-8-1E1.

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<i>Digitally signed by</i>	<u>NAME</u>
	04/05/2022	FPO	MARK D ADAMS	TROY E DEVINE

Apr 15, 2022

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>
		AJV-A410	MANAGER	JULIE MORGAN

Digitally signed by
CASIMIR L TABAKA
Feb 16, 2022