

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

V419

ROUTINE or DOCKET NO

<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>
MODENA (MXE) VORTAC	PA		MAZIE	PA			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (42-002723)	400516.00N-0752852.00W	1180		4D	1000	

<u>TERRAIN</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>
	400339.00N-0753524.00W	729	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>
3000	2200	N	17500		3000				

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
10 MXE	MAZIE 5000		

SEGMENT REMARKS

OFFSET COP DUE TO MODENA (MXE) VOR UNUSABLE R-047 TO R-057 BEYOND 10NM.

CHANGES-REASON

ADDED MRA FLAG DUE TO YARDLEY (ARD) VOR RESTRICTION UNUSABLE R-300 TO R-353 BELOW 5000. MEA/MRA CHANGED FROM 2500 TO 3000 DUE TO SBJ VOR R-237 ESV RESTRICTION.

<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>
MAZIE	PA		HARRS	PA			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (42-002723)	400516.00N-0752852.00W	1180		4D	1000	

<u>TERRAIN</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>
	400339.00N-0753524.00W	729	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>
2500	2200	N	17500		2500				

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
	HARRS 5000		

SEGMENT REMARKSCHANGES-REASONADDED MRA FLAG DUE TO ARD RESTRICTIONS.
RETAIN MEA.

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HARRS	PA		BIGGY	NJ			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (42-002723)	400516.00N-0752852.00W	1180		4D	1000	

<u>TERRAIN</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>
	400339.00N-0753524.00W	729	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>
2500	2200	N	17500		2500				

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
	BIGGY 5000		

SEGMENT REMARKS

CHANGES-REASON
ADDED MRA FLAG DUE TO ARD RESTRICTIONS.
RETAIN MEA.

<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>
BIGGY	NJ		SOLBERG (SBJ) VOR/DME	NJ			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
AAO	403554.00N-0744927.00W	1109		4E	1000	

<u>TERRAIN</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>
	403554.00N-0744927.00W	909	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>
2500	2200	N	17500		2500				

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

SEGMENT REMARKS

USED FOR V3. 1500 FEET OF AIRSPACE WAS APPLIED TO TERRAIN IN SEGMENT.

CHANGES-REASON
INCREASED MEA FROM 2000 TO 2500.



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V419

ROUTINE or DOCKET NO

FLIGHT CHECK	DATE	OFFICE		NAME
	ON FILE			
APPROVED	DATE	OFFICE	TITLE	NAME
		AJV-352	MANAGER	ADOLFO URRUTIA

