

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Route	Estimated Chart Date: 09/08/2022	APWS Task ID: 2FE1FAD20DA847B7B4475913CB9BAB2C	APWS Project ID: 1B15CA385007421FB42D245348403DA3
Procedure: T308 ENM VDME, AK TO WEREL, AK		Enroute: YES	Specialist: Jackson, Nicholas		Agreement Number:
Airport ID:			Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: STARTING POINT: ENM VOR/DME 624704.52N/1642915.12W</p> <p>AIRSPACE DOCKET: 20-AAL-45</p> <p>CONTACT: DONALD LANIER, 405.954.8242</p>					

QUALITY
2
CHECKED



Federal Aviation Administration

Memorandum

Date:

To: George Gonzalez, Acting Manager, Rules & Regulations Group, AJV-P2

From: B. G. Chew, Acting Group Manager, Operations Support Group,
Western Service Center, AJV-W2

Subject: Request for Notice of Proposed Rulemaking (NPRM) for Amendments to
Federal Airway T-308. (Regional Docket No. 20-AAL-45)

The Western Service Center (WSC), Operations Support Group (OSG), requests the establishment of Federal Airway T-308. The regional docket number for this Federal Airway action is 20-AAL-45.

Background

This amendment is part of a larger and comprehensive T-Route modernization project for the state of Alaska. The project mission statement is to modernize Alaska's Air Traffic Service, Area Navigation (RNAV) route structure using satellite based navigation.

Development of new T-Routes and optimization of existing T-Routes will enhance safety, increase efficiency, access, and will provide en route continuity that is not subject to the restrictions associated with ground based airway navigation.

As part of this project, the FAA evaluated the existing Colored Airway structure for: (a) direct replacement (i.e., overlay) with a T-Route that offers a similar or lower Minimum Enroute Altitude (MEA) or Global Navigation Satellite System Minimum Enroute Altitude (GNSS MEA); (b) the replacement of the colored airway with a T-Route in an optimized but similar geographic area while retaining similar or lower MEA; or (c) removal with no route structure (T-Route) restored in that area because value was determined to be insignificant.

Industry/users have indicated a desire that the FAA transition the Alaskan en route navigation structure away from any dependency on Non-Directional Beacons (NDB), and move to develop and improve the RNAV route structure.

The establishment of T-308 is part of the effort to modernize the Alaska T-Route structure. The purpose of the airway:

- 1) Replacement for the current V-510 between the EMMONAK, AK VOR/DME (ENM) and ANVIK, AK NDB (ANV). This segment of V-510 utilizes the ANV NDB which is planned for decommissioning. ANV NDB will be replaced by WP WEREL

[illegible]

Figure 2: Proposed T-308: ENM VOR/DME to WP WEREL



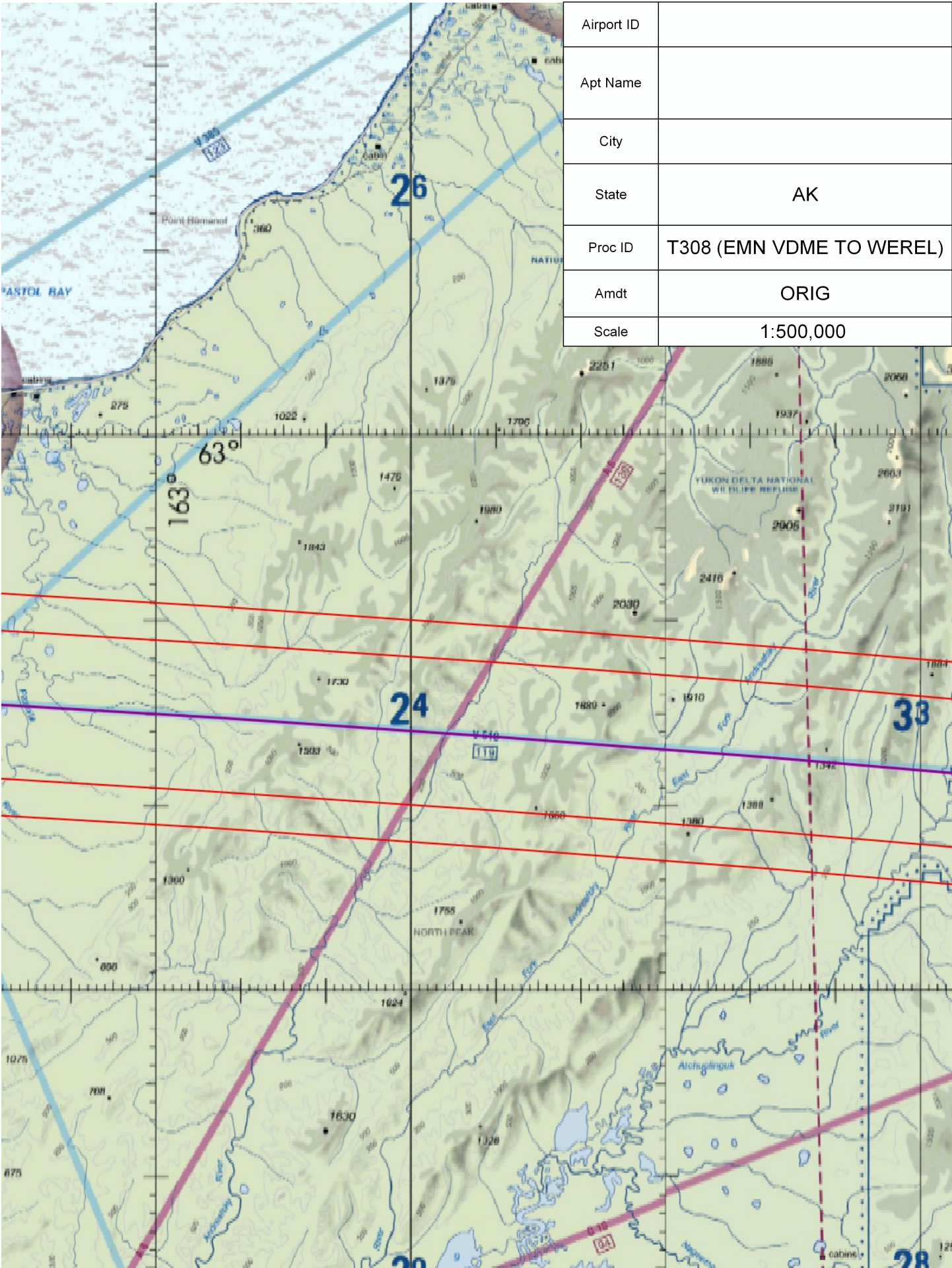
T-308 (ORIGINAL) Legal Description:

T308 EMMONAK, AK to WEREL, AK

EMMONAK, AK (ENM)	VOR/DME	(lat. 62°47'04.52"N., long. 164°29'15.12"W.)
WEREL, AK	WP	(lat. 62°38'29.25"N., long. 160°11'07.20"W.)

Proposed chart date for this action: 09/08/2022

For further information concerning this matter, please contact Derrick Aubuchon, PBN Specialist, Operations Support Group, Western Service Center, at (206) 231-2258.



Airport ID	
Apt Name	
City	
State	AK
Proc ID	T308 (EMN VDME TO WEREL)
Amdt	ORIG
Scale	1:500,000

