

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

V253

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> |
|-------------|--------------|--------------|--------------------|--------------|--------------|------------|-----------------|
| CANEK | ID | | BOISE (BOI) VORTAC | ID | | | |

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>CONT OBS</u> | <u>AC</u> | <u>ROC</u> | <u>ADJUSTMENTS</u> |
|--------------------|--------------------|-----------------|-----------------|-----------|------------|--------------------|
|--------------------|--------------------|-----------------|-----------------|-----------|------------|--------------------|

| | | | | | | |
|-----|------------------------|------|---|----|------|--|
| AAO | 432124.00N/1154427.00W | 4869 | Y | 4E | 2000 | |
|-----|------------------------|------|---|----|------|--|

| | | | | | | |
|---------|------------------------|------|--|--|--|--|
| TERRAIN | 432942.00N/1155727.00W | 4586 | | | | |
|---------|------------------------|------|--|--|--|--|

| <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> |
|------------|-------------|------------|------------|--------------|----------------|----------------------|----------------|----------------------|-----------------|
| 7000 | 7000 | N | 17500 | | 7000 | NW | 9500 | SE | |

| <u>COP</u> | <u>FIX MRA</u> | <u>FIX MCA</u> | <u>MTA</u> |
|------------|----------------|----------------|------------|
| | | BOI 7500N | |

SEGMENT REMARKS

AS 1200, BUFFER 500
RETAIN MEA AND UNPUBLISHED MOCA.

CHANGES-REASON

INCREASED MCA FLAG AT BOISE (BOI) VORTAC FROM 7400 N TO 7500 N - NEW CONTROLLING OBSTACLE.
ADDED DUEL MEAS 7000 NW AND 9500 SE - CANEK DME ONLY FIX.

| <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> |
|--------------------|--------------|--------------|-----------|--------------|--------------|------------|-----------------|
| BOISE (BOI) VORTAC | ID | | BANGS | ID | | | |

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>CONT OBS</u> | <u>AC</u> | <u>ROC</u> | <u>ADJUSTMENTS</u> |
|--------------------|--------------------|-----------------|-----------------|-----------|------------|--------------------|
|--------------------|--------------------|-----------------|-----------------|-----------|------------|--------------------|

| | | | | | | |
|-----------------|------------------------|------|---|----|------|----------|
| TOWER 16-000211 | 434618.00N/1160520.00W | 7701 | Y | 5E | 2000 | SA - 650 |
|-----------------|------------------------|------|---|----|------|----------|

| | | | | | | |
|---------|------------------------|------|--|--|--|--|
| TERRAIN | 434621.00N/1160612.00W | 6719 | | | | |
|---------|------------------------|------|--|--|--|--|

| <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> |
|------------|-------------|------------|------------|--------------|----------------|----------------------|----------------|----------------------|-----------------|
| 9100 | 9100 | N | 17500 | | 9100 | S | 10500 | N | |

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

SEGMENT REMARKS

AS 1200, BUFFER 500

CHANGES-REASON

MOCA INCREASED FROM 9000 TO 9100 - NEW CONTROLLING OBSTACLE.
CHANGED MEA FROM 9000 TO DIRECTIONAL MEAS 9100 S 10500 N - NEW CONTROLLING OBSTACLE AND BANGS IS A DME ONLY FIX.

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V253

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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> |
| BANGS | ID | | DONNELLY (DNJ) VOR/DME | ID | | | |

| | | | | | | |
|--------------------|--------------------|-----------------|-----------------|-----------|------------|--------------------|
| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>CONT OBS</u> | <u>AC</u> | <u>ROC</u> | <u>ADJUSTMENTS</u> |
|--------------------|--------------------|-----------------|-----------------|-----------|------------|--------------------|

| | | | | | | |
|-----|------------------------|------|---|----|------|--|
| AAO | 442639.00N/1160818.00W | 8458 | Y | 4E | 2000 | |
|-----|------------------------|------|---|----|------|--|

| | | |
|---------|------------------------|------|
| TERRAIN | 442639.00N/1160818.00W | 8258 |
|---------|------------------------|------|

| | | | | | | | | | |
|------------|-------------|------------|------------|--------------|----------------|----------------------|----------------|----------------------|-----------------|
| <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> |
| 10500 | 10500 | N | 17500 | | 10500 | | | | |

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

SEGMENT REMARKS

AS 1200, BUFFER 500

CHANGES-REASON

MEA AND MOCA INCREASED FROM 10400 TO 10500 - NEW CONTROLLING OBSTACLE.

| | | | |
|---------------------|-------------|---------------|-------------|
| <u>FLIGHT CHECK</u> | <u>DATE</u> | <u>OFFICE</u> | <u>NAME</u> |
|---------------------|-------------|---------------|-------------|

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED.

Digitally signed by
WARDELL HENNING
Dec 04, 2019

| | | | | |
|--|-------------|---------------|--------------|-----------------|
| <u>APPROVED</u> | <u>DATE</u> | <u>OFFICE</u> | <u>TITLE</u> | <u>NAME</u> |
| <i>Digitally signed by</i> WARDELL HENNING Nov 27, 2019 | | AJV-A430 | MANAGER | LONNIE EVERHART |