

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

ROUTINE or DOCKET NO

21-AEA-22

<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>
COLIN	VA	FB	SHLBK	MD	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 (24-037752)	382258.71N/0762634.58W	563		2C	1000	
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TERRAIN	381839.00N/0763345.00W	154	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	Y	11000						5000

<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-REASON01/13/23: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/18/22. 1.
UPDATED MOCA TO Y,MAA TO 11000 AND MEA TO 5000 - DUE TO ATC REQUEST

<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>
SHLBK	MD	FB	QUENS	MD	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 (24-037752)	382258.71N/0762634.58W	563		2C	1000	
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TERRAIN	382406.00N/0762618.00W	118	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						1800

<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
32
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

ROUTINE or DOCKET NO

21-AEA-22

<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>
QUENS	MD	FB	PRNCZ	MD	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 (24-000857)	383820.00N/0760331.00W	408		4D	1000	
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TERRAIN	383433.00N/0761533.00W	22	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						1700

<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>
PRNCZ	MD	FB	SMYRNA (ENO) VORTAC	DE	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 (10-000148)	390349.10N/0753426.10W	524		2C	1000	
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TERRAIN	384351.00N/0760303.00W	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>
1600	1600	N	17500						1800

<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

QUALITY
32
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

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ROUTINE or DOCKET NO

21-AEA-22

<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>
SMYRNA (ENO) VORTAC	DE	FB	BRIEF	NJ	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 (34-000052)	392731.00N/0751211.00W	577		4D	1000	
TERRAIN	392948.00N/0751118.00W	137	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

GNSS MEA IS DUE TO BOMBAY HOOK NATIONAL WILDLIFE REFUGE.

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>
BRIEF	NJ	FB	JIIMS	NJ	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 (34-000132)	392953.00N/0750430.00W	433		5D	1000	
TERRAIN	393209.00N/0750015.00W	137	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

NEW SEGMENT.

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

CHANGES-REASON

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

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JIIMS	NJ	FB	LEBVE	NJ	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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AAO	393851.00N/0744927.00W	348		4E	1000	
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TERRAIN	393851.00N/0744927.00W	147	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>
1400	1400	N	17500						1800

<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>
LEBVE	NJ	FB	COYLE (CYN) VORTAC	NJ	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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AAO	394954.00N/0742530.00W	404		4E	1000	
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TERRAIN	394900.00N/0742554.00W	200	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

NEW SEGMENT.

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

CHANGES-REASON

TRANSMITTAL OF AIRWAYS/ROUTES DATA

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COYLE (CYN) VORTAC	NJ	FB	DIXIE	NJ	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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AAO	395133.00N/0742351.00W	414		4E	1000	
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TERRAIN	395118.00N/0742412.00W	213	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

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>
DIXIE	NJ	FB	KENNEDY (JFK) VOR/DME	NY	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 (34-000643)	401641.40N/0740449.50W	609		3E	1000	
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TERRAIN	402339.00N/0740036.00W	305	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>
1700	1700	N	17500						2000

<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

TRANSMITTAL OF AIRWAYS/ROUTES DATA

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KENNEDY (JFK) VOR/DME	NY	FB	KEEPM	NY	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>
BUILDING (36-000454)	404526.00N/0734254.00W	604		4D	1000	
TERRAIN	404815.00N/0733509.00W	367	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>
1700	1700	N	17500						2000

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

SEGMENT REMARKS

NEW SEGMENT.

AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE - 400 BUFFER TO SAVE A CRDINAL ALTITUDE.

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>
KEEPM	NY	FB	CALVERTON (CCC) VOR/DME	NY	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 (36-001107)	405323.00N/0725711.00W	821		5D	1000	
TERRAIN	404854.00N/0732530.00W	383	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>
1900	1900	N	17500						2000

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

SEGMENT REMARKS

NEW SEGMENT.

AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE - 400 BUFFER USED TO SAVE A CARDINAL ALTITUDE

CHANGES-REASON

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

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CALVERTON (CCC) VOR/DME	NY	FB	KEYED	NY	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>
AAO	405715.00N/0724942.00W	447		4E	1000	
TERRAIN	405239.00N/0724509.00W	242	Y			

AAO

405715.00N/0724942.00W

447

4E

1000

TERRAIN

405239.00N/0724509.00W

242

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						1900

COPFIX MRAFIX MCAMTASEGMENT 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>
KEYED	NY	FB	VIKKY	NY	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>
AAO	405839.00N/0724045.00W	404		4E	1000	
TERRAIN	405845.00N/0723836.00W	127	Y			

AAO

405839.00N/0724045.00W

404

4E

1000

TERRAIN

405845.00N/0723836.00W

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

COPFIX MRAFIX MCAMTASEGMENT REMARKS

NEW SEGMENT.

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

CHANGES-REASONQUALITY
32
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

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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>
VIKKY	NY	FB	FLIBB	CT	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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AAO	411703.00N/0722818.00W	312		4E	1000	
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TERRAIN	411618.00N/0722909.00W	42	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>
1400	1400	N	17500						1700

<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>
FLIBB	CT	FB	YODER	CT	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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AAO	411842.00N/0722351.00W	437		4E	1000	
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TERRAIN	411842.00N/0722351.00W	236	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

NEW SEGMENT.

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

CHANGES-REASONQUALITY
32
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

ROUTINE or DOCKET NO

21-AEA-22

<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>
YODER	CT	FB	KURTY	CT	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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AAO	412406.00N/0721645.00W	647		4E	1000	
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TERRAIN	412315.00N/0721921.00W	351	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>
1700	1700	N	17500						2100

<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.

GNSS MEA 2100 IN LIEU OF MCA KURTY 2100 NE.

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>
KURTY	CT	FB	YANTC	CT	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 (09-000279)	412503.00N/0721153.28W	1511	Y	1A	1000	
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TERRAIN	412809.00N/0721215.00W	629				
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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>
2600	2600	N	17500						2600

<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

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

ROUTINE or DOCKET NO

21-AEA-22

<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>
YANTC	CT	FB	JEWIT	CT	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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AAO	414427.00N/0714933.00W	945		4E	1000	
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TERRAIN	413948.00N/0715057.00W	688	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>
2000	2000	N	17500						2400

<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>
JEWIT	CT	FB	FOSTY	RI	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 (44-000083)	415032.57N/0714011.29W	1069		2C	1000	
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TERRAIN	414557.00N/0714915.00W	820	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>
2100	2100	N	17500						2500

<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

QUALITY
32
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

ROUTINE or DOCKET NO

21-AEA-22

<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>
FOSTY	RI	FB	WOONS	RI	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 (44-000083)	415032.57N/0714011.29W	1069		2C	1000	
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TERRAIN	415339.00N/0713915.00W	698	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>
2100	2100	N	17500						2400

<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>
WOONS	RI	FB	MILIS	MA	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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TANK (44-000155)	415936.00N/0713417.00W	802		2B	1000	
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TERRAIN	415942.00N/0712703.00W	541	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>
1900	1900	N	17500						2000

<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 (300) USED TO EVALUATE AIRSPACE - 300 BUFFER USED TO SAVE CARDINAL ALTITUDE.

CHANGES-REASONQUALITY
32
CHECKED

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T224

ROUTINE or DOCKET NO

21-AEA-22

<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>
MILIS	MA	FB	BOSTON (BOS) VOR/DME	MA	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 (25-000538)	421449.10N/0710253.50W	990		4D	1000	
TERRAIN	421242.00N/0710651.00W	639	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>
2000	2000	N	17500						2300

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

SEGMENT REMARKS

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

CHANGES-REASON

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<u>NAME</u>	<i>Digitally signed by</i>
	11/04/2022	FPO	BOB S. PRESSLER	ALLAN WILL Jan 18, 2023

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>	<i>Digitally signed by</i>
		AJV-A420	MANAGER	MARLON ROBINSON	ALLAN WILL Jan 18, 2023