

## TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T242

ROUTINE or DOCKET NO

19-AAL-67

<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>
BARROW (BRW) VOR/DME	AK	FB	WUPUV	AK	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	711733.00N/1565006.00W	200	Y	4E	2000	MT-300
TERRAIN	702454.00N/1560533.00W	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>
1900	1900	Y	17500						1900

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

SEGMENT REMARKS

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

CHANGES-REASON

SEGMENT FROM LACIL TO BARROW (BRW) VOR/DME SPLIT - WUPVU ADDED TO FACILITATE LOWER MEA  
MRA LOWERED FROM 8000 TO 1900 - NEW CONTROLLING OBSTACLE  
MOCA RAISED FROM 1800 TO 1900 - NEW CONTROLLING OBSTACLE  
MEA LOWERED FROM 8000 TO 1900- ATC REQUEST TO LOWER MEA

7/7/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/1/2022.

- 1) CHANGED CHANGES AND REASONS FROM "MOCA RAISED FROM 1800 TO 1400" TO "MOCA RAISED FROM 1800 TO 1900" - AAO OBSTACLE UPDATED
- 2) CHANGED CHANGES AND REASONS FROM "MRA LOWERED FROM 8000 TO 1400" TO "MRA LOWERED FROM 8000 TO 1900"
- 3) CHANGED CHANGES AND REASONS FROM "MEA LOWERED FROM 8000 TO 1800" TO "MEA LOWERED FROM 8000 TO 1900"
- 4) CHANGED CHANGES AND REASONS FROM "...BARROW (BRW) VOR/DME SPLIT - WUPUV" TO "...BARROW (BRW) VOR/DME SPLIT - WUPVU" - CORRECTED MISSPELLING OF TO POINT
- 5) TO POINT NAME CHANGED FROM WUPUV TO WUPVU - CORRECTION
- 6) AAO TERRAIN POINT COORDINATES UPDATED AND ELEVATION CHANGED FROM 332MSL TO 200MSL - TARGETS TERRAIN EVALUATION UPDATED
- 7) ROC CHANGED FROM 1000 TO 2000 - UPDATED TERRAIN EVALUATION
- 8) 300 FT MOUNTAINOUS REDUCTION ADDED
- 9) CONTROLLING OBSTACLE (Y) CHANGED FROM AIRSPACE TERRAIN TO AAO - AAO OBSTACLE UPDATED
- 10) MRA/MOCA CHANGED FROM 1400 TO 1900 - AAO OBSTACLE UPDATED
- 11) PUB CHANGED FROM "N" TO "Y" - MOCA-MEA DIFFERENCE NOW GREATER THAN 500FT
- 12) GNSS MEA CHANGED FROM 1800 TO 1900 - AAO OBSTACLE UPDATED

10/11/2023: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/7/2023.

- 1) TO POINT CHANGED FROM WUPVU TO WUPUV - FPT CORRECTION

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WUPUV	AK	FB	LACIL	AK	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	692730.00N/1550724.00W	942	Y	4E	2000	
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TERRAIN	693121.00N/1550542.00W	649				
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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>
3000	3000	Y	17500						5900

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

## SEGMENT REMARKS

ATC REQUESTED MEA FOR TWO-WAY VHF COMMUNICATIONS  
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE

## CHANGES-REASON

SEGMENT FROM LACIL TO BARROW (BRW) VOR/DME SPLIT - WUPVU ADDED TO FACILITATE LOWER MEA  
MRA LOWERED FROM 8000 TO 3000 - NEW CONTROLLING OBSTACLE  
MOCA RAISED FROM 1800 TO 3000 - NEW CONTROLLING OBSTACLE  
MEA LOWERED FROM 8000 TO 5900- ATC REQUEST TO LOWER MEA

7/7/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/1/2022.

- 1) FROM POINT CHANGED FROM "WUPUV" TO "WUPVU" - CORRECTED SPELLING
- 2) ROC UPDATED FROM 1000 TO 2000 - SEGEMENT FULLY CONTAINED WITHIN MOUNTAINOUS AREA
- 3) CONTROLLING OBSTACLE (Y) CHANGED FROM AIRSPACE TERRAIN TO AAO - ROC UPDATED FOR AAO
- 4) MRA/MOCA CHANGED FROM 2000 TO 3000 - ROC UPDATED
- 5) CHANGED CHANGES AND REASONS FROM "...BARROW (BRW) VOR/DME SPLIT - WUPUV" TO "...BARROW (BRW) VOR/DME SPLIT - WUPVU" - CORRECTED MISSPELLING OF TO POINT
- 6) CHANGED CHANGES AND REASONS FROM "MOCA RAISED FROM 1800 TO 2000" TO "MOCA RAISED FROM 1800 TO 3000"
- 7) CHANGED CHANGES AND REASONS FROM "MRA LOWERED FROM 8000 TO 2000" TO "MRA LOWERED FROM 8000 TO 3000"

10/11/2023: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/7/2023.

- 1) FROM POINT CHANGED FROM WUPVU TO WUPUV - FPT CORRECTION

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LACIL	AK	FB	KUTDE	AK	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	681142.00N/1534748.00W	7428	Y	4E	2000	
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TERRAIN	681142.00N/1534748.00W	7227
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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>
13500	9500	N	17500		13500				9500

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

## SEGMENT REMARKS

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

## CHANGES-REASON

MRA/MOCA RAISED FROM 9400 TO 9500 - NEW CONTROLLING OBSTACLE  
MEA LOWERED FROM 15000 TO 9500 - ATC REQUESTING LOWER MEA

7/7/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/1/2022.  
1) REMOVED "MCA ADDED DUE TO ADJACENT MEAS" FROM CHANGES AND REASONS

08/31/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/07/2023.  
1. ADDED MRA 13500, MEA 13500 - PER FLIGHT CHECK REPORT.

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KUTDE	AK	FB	TADUE	AK	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	654909.00N/1515906.00W	3842	Y	4E	2000	
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TERRAIN	654909.00N/1515906.00W	3641
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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>
5900	5900	N	17500						5900

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

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

## CHANGES-REASON

SEGMENT FROM JOKAP TO KUTDE SPLIT - TADUE ADDED TO FACILITATE LOWER MEA

MRA LOWERED FROM 6000 TO 5900 - NEW CONTROLLING OBSTACLE

MOCA RAISED FROM 5800 TO 5900 - NEW CONTROLLING OBSTACLE

MEA LOWERED FROM 6000 TO 5900- NEW CONTROLLING OBSTACLE

MCA REMOVED - LOWERED ADJACENT MEAS

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TADUE	AK	FB	JOKAP	AK	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	644600.00N/1512824.00W	1313		4E	2000	
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TERRAIN	640557.00N/1505912.00W	2040	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>
3400	3400	Y	17500						4000

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		JOKAP 10700 SE	

## SEGMENT REMARKS

ATC REQUESTED MEA FOR TWO-WAY VHF COMMUNICATIONS  
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE

## CHANGES-REASON

SEGMENT FROM JOKAP TO KUTDE SPLIT - TADUE ADDED TO FACILITATE LOWER MEA  
MRA/MOCA LOWERED FROM 6000/5800 TO 3400 - NEW CONTROLLING OBSTACLE  
MEA LOWERED FROM 6000 TO 4000 - ATC REQUESTED ALTITUDE  
CHANGED MCA FROM 11500 S AT JOKAP TO 10700 SE AT JOKAP

7/7/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/1/2022.

- 1) CHANGED CHANGES AND REASONS FROM "MRA/MOCA LOWERED FROM 6000/5800 TO 4000" TO "MRA/MOCA LOWERED FROM 6000/5800 TO 3400"
- 2) ADDED MCA AT JOKAP.
- 3) ADDED "CHANGED MCA FROM 11500 S AT JOKAP TO 10700 SE AT JOKAP" TO CHANGES AND REASONS.

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JOKAP	AK	FB	WEGNO	AK	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	630657.00N/1504036.00W	13298	Y	4E	2000	
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TERRAIN	630657.00N/1504036.00W	13097
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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>
15300	15300	N	17500						15300

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

## SEGMENT REMARKS

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

## CHANGES-REASON

SEGMENT FROM TALKEETNA (TKA) VOR/DME TO JOKAP SPLIT - WEGNO ADDED TO FACILITATE LOWER MEA  
MRA LOWERED FROM 16000 TO 15300 - NEW CONTROLLING OBSTACLE  
MEA LOWERED FROM 16000 TO 15300 - NEW CONTROLLING OBSTACLE  
MCA RAISED FROM 12100 N TO 12200 NW - SEGMENT SPLIT

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WEGNO	AK	FB	HUMUB	AK	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	623524.00N/1500942.00W	2123	Y	4E	2000	
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TERRAIN	623524.00N/1500942.00W	1922
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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>
4200	4200	N	17500						4600

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		WEGNO 12200 NW	

## SEGMENT REMARKS

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE  
GNSS MEA CHOSEN TO MATCH OVERLYING T381

## CHANGES-REASON

SEGMENT FROM TALKEETNA (TKA) VOR/DME TO JOKAP SPLIT - WEGNO ADDED TO FACILITATE LOWER MEA  
MRA/MOCA LOWERED FROM 16000/15300 TO 4200 - NEW CONTROLLING OBSTACLE  
MEA LOWERED FROM 16000 TO 4200 - NEW CONTROLLING OBSTACLE  
MCA RAISED FROM 12100 N TO 12200 NW - SEGMENT SPLIT  
GNSS MEA CHANGED FROM 4200 TO 4600 - RAISED TO MATCH OVERLYING T381. DIFFERENCE IN CONTROLLING OBSTACLES DUE TO OEA CONSTRUCTION.

10/11/23: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/7/2023.

1) GNSS MEA CHANGED FROM 4200 TO 4600 - MATCH OVERLYING T381

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HUMUB	AK	FB	TALKEETNA (TKA) VOR/DME	AK	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	622600.00N/1502236.00W	952	Y	4E	2000	
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TERRAIN	621948.00N/1500054.00W	944				
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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>
3000	3000	N	17500						3000

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		HUMUB 3100 NW	

## SEGMENT REMARKS

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

## CHANGES-REASON

SEGMENT FROM TALKEETNA (TKA) VOR/DME TO JOKAP SPLIT - HUMUB ADDED TO FACILITATE LOWER MEA  
 MRA/MOCA LOWERED FROM 16000/15300 TO 3000 - NEW CONTROLLING OBSTACLE  
 MEA LOWERED FROM 16000 TO 3000 - NEW CONTROLLING OBSTACLE  
 MCA LOWERED FROM 12100 N TO 3100 NW - SEGMENT SPLIT

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<u>NAME</u>
JAMES HAWLEY	8/23/2023	FICO	

*Digitally signed by*  
**RAKE MCGRAW**  
 Oct 23, 2023

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>
		AJV-A420	MANAGER	MARLON ROBINSON

*Digitally signed by*  
**RAKE MCGRAW**  
 Oct 23, 2023