

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
TRANSMITTAL OF AIRWAYS/ROUTES DATA RECORD

AIRWAY NO or ROUTE

T349

ROUTINE or DOCKET NO

23-ASO-32

<u>FROM</u> NEWER	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> GILBI	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-128243) TERRAIN	<u>COORDINATES</u> 260844.57N/0803742.55W 262418.00N/0804115.00W	<u>ELEV MSL</u> 336 22	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1400	<u>MOCA</u> 1400	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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-REASONS

<u>FROM</u> GILBI	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> KNRAD	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-004362) TERRAIN	<u>COORDINATES</u> 263755.00N/0810801.00W 263409.00N/0811242.00W	<u>ELEV MSL</u> 285 29	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1300	<u>MOCA</u> 1300	<u>PUB</u> N	<u>MAA</u> 17500	<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
<u>COP</u>			<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>

SEGMENT REMARKS

NEW SEGMENT.
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CHANGES-REASONS



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<u>FROM</u> KNRAD	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> CUSEK	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-001375) TERRAIN	<u>COORDINATES</u> 264847.00N/0812108.00W 264324.00N/0811415.00W	<u>ELEV MSL</u> 349 68	<u>CONT OBS</u> Y	<u>AC</u> 5D	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1400	<u>MOCA</u> 1400	<u>PUB</u> N	<u>MAA</u> 17500	<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> 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-REASONS

<u>FROM</u> CUSEK	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> QUNCY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-004526) TERRAIN	<u>COORDINATES</u> 265640.00N/0813149.00W 270439.00N/0813345.00W	<u>ELEV MSL</u> 386 78	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1400	<u>MOCA</u> 1400	<u>PUB</u> N	<u>MAA</u> 17500	<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> 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-REASONS



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<u>FROM</u> QUNCY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> FEBRO		<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-001311) TERRAIN	<u>COORDINATES</u> 273334.00N/0814910.00W 271248.00N/0813809.00W	<u>ELEV MSL</u> 550 187	<u>CONT OBS</u> Y	<u>AC</u> 5D	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>		
<u>MRA</u> 1600	<u>MOCA</u> 1600	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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-REASONS

<u>FROM</u> FEBRO	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> YELLZ		<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-020098) TERRAIN	<u>COORDINATES</u> 275111.49N/0815201.53W 275257.00N/0815342.00W	<u>ELEV MSL</u> 823 442	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>		
<u>MRA</u> 1900	<u>MOCA</u> 1900	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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.

CHANGES-REASONS



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<u>FROM</u> YELLZ	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> WEZER	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-003145) TERRAIN	<u>COORDINATES</u> 275628.60N/0815451.30W 275318.00N/0815330.00W	<u>ELEV MSL</u> 829 449	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1900	<u>MOCA</u> 1900	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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.

CHANGES-REASONS

<u>FROM</u> WEZER	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> VARZE	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-002037) TERRAIN	<u>COORDINATES</u> 281237.40N/0820257.47W 280500.00N/0815845.00W	<u>ELEV MSL</u> 726 249	<u>CONT OBS</u> Y	<u>AC</u> 1A	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1800	<u>MOCA</u> 1800	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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.
GNSS MEA 2000 - MATCHES OVERLYING T341.

CHANGES-REASONS



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<u>FROM</u> VARZE	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> EXWAY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-003078) TERRAIN	<u>COORDINATES</u> 282328.00N/0821223.00W 283706.00N/0822154.00W	<u>ELEV MSL</u> 617 269	<u>CONT OBS</u> Y	<u>AC</u> 4D	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1700	<u>MOCA</u> 1700	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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-REASONS

CHANGED SEGMENTS VARZE-MILOW-MURDE TO VARZE-EXWAY.

CHANGED GNSS MEA FROM 1900 TO 2000 - CURRENT EVALUATION OF AMENDED SEGMENT.

<u>FROM</u> EXWAY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> CCITY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-002225) TERRAIN	<u>COORDINATES</u> 292818.70N/0825141.40W 285509.00N/0823048.00W	<u>ELEV MSL</u> 537 180	<u>CONT OBS</u> Y	<u>AC</u> 3C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1600	<u>MOCA</u> 1600	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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-REASONS

CHANGED SEGMENT MURDE-TROYR TO EXWAY-CCITY.



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<u>FROM</u> CCITY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> CODYS	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-002991) TERRAIN	<u>COORDINATES</u> 302100.00N/0835953.00W 295318.00N/0832839.00W	<u>ELEV MSL</u> 577 78	<u>CONT OBS</u> Y	<u>AC</u> 5D	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1600	<u>MOCA</u> 1600	<u>PUB</u> N	<u>MAA</u> 17500	<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> 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-REASONS

<u>FROM</u> CODYS	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> OLUGY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-002991) TERRAIN	<u>COORDINATES</u> 302100.00N/0835953.00W 302336.00N/0840127.00W	<u>ELEV MSL</u> 577 203	<u>CONT OBS</u> Y	<u>AC</u> 5D	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1600	<u>MOCA</u> 1600	<u>PUB</u> N	<u>MAA</u> 17500	<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
<u>COP</u>			<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>

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<u>FROM</u> OLUGY	<u>STATE</u> FL	<u>FB/FO</u> FB	<u>TO</u> OALDY	<u>STATE</u> AL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (12-001684) TERRAIN	<u>COORDINATES</u> 302917.00N/0841647.00W 304303.00N/0843409.00W	<u>ELEV MSL</u> 845 334	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 1900	<u>MOCA</u> 1900	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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-REASONS

<u>FROM</u> OALDY	<u>STATE</u> AL	<u>FB/FO</u> FB	<u>TO</u> LYFEE	<u>STATE</u> AL	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (01-000930) TERRAIN	<u>COORDINATES</u> 311508.00N/0851712.00W 312006.00N/0852257.00W	<u>ELEV MSL</u> 1299 380	<u>CONT OBS</u> Y	<u>AC</u> 5D	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 2300	<u>MOCA</u> 2300	<u>PUB</u> N	<u>MAA</u> 17500	<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> 2300
<u>COP</u>			<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>

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CHANGES-REASONS



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FLIGHT CHECK

DATE

07/26/2024

OFFICE

FPO

NAME

MICHAEL C MCCURDY

Digitally signed by

ALLAN WILL

Jul 29, 2024

APPROVED

DATE

09/26/2024

OFFICE

AJV-A423

TITLE

MANAGER

NAME

ALLAN WILL

Digitally signed by

ALLAN WILL

Jul 29, 2024

