

# TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

V14

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>
ONSOM	NM		WINNS	TX			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (35-000112)	332231.30N/1034614.30W	6079	Y	4D	1000	- SA 744

<u>TERRAIN</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>
	332324.00N/1034845.00W	4576

<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>
8000	6400	Y	17500		8000				

<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.  
MRA 8000 FROM ONSOM TO WINNS DUE TO CNM AND HOB ESV.

## CHANGES-REASON

MOCA CHANGED FROM 6300 TO 6400 - NEW CONTROLLING OBS.

<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>
WINNS	TX		FLATT	TX			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
WINDMILL (48-145131)	333530.38N/1025349.66W	4333		4D	1000	

<u>TERRAIN</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>
	333818.00N/1024906.00W	3822	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>
8000	5400	Y	17500		8000				

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
	FLATT 8000		

## SEGMENT REMARKS

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
MRA 8000 FROM WINNS TO FLATT DUE TO HOB AND TXO ESV.

## CHANGES-REASON

MOCA CHANGED FROM 5200 TO 5400 - NEW CONTROLLING OBS.

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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>
FLATT	TX		LUBBOCK (LBB) VORTAC	TX			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (48-176896)	333722.02N/1020153.44W	3976	Y	1A	1000	
TERRAIN	334203.00N/1022124.00W	3543				

<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>
5200	5000	Y	17500		5200				

<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.  
MRA 8000 AT FLATT DUE TO TXO ESV.

## CHANGES-REASON

COMBINED SEGAMENT FLATT TO SHALO AND SHALO TO LBB - REMOVED MEA BREAK.  
CHANGED PUB FROM NO TO YES - FOR CARDINAL ALTITUDE.  
GNSS MEA 5000 REMOVED FROM SHALO TO LUBBOCK - NO LONGER REQUIRED.

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<u>NAME</u>	<i>Digitally signed by</i>
	08/11/2022	FPO	MARK J ROGERS	<b>ERIC N SUSKI</b>
				Aug 15, 2022

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>	<i>Digitally signed by</i>
		AJV-A430	MANAGER	CASISMIR TABAKA	<b>ERIC N SUSKI</b>
					Aug 15, 2022