

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T300

ROUTINE or DOCKET NO

19-ANE-5

FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
SSENA	NY	FB	STANK	NY	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
TREES	444530.00N/0740748.00W	2594	Y	4E	2000	MT -500
TERRAIN	444506.00N/0740942.00W	2234				

MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
4100	4100	N	17500						4100

COP	FIX MRA	FIX MCA	MTA

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT

FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
STANK	NY	FB	JONNN	NY	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
TREES	443836.00N/0735739.00W	3004		4E	2000	MT -500
TERRAIN	443836.00N/0735739.00W	2903	Y			

MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
4600	4600	N	17500						4600

COP	FIX MRA	FIX MCA	MTA

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT

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JONNN	NY	FB	UUBER	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>
TREES	442921.00N/0740342.00W	2922		4E	2000	MT -500
TERRAIN	442921.00N/0740342.00W	2821	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>
4500	4500	N	17500						4500

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		UUBER 5300 S	

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT.

<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>
UUBER	NY	FB	OPDIE	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>
TREES	442157.00N/0735412.00W	4927	Y	4E	2000	SA -658 MT-500
TERRAIN	442209.00N/0735512.00W	3963				

<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>
5800	5800	N	17500						5800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		OPDIE 6600 S	

SEGMENT REMARKSAS 1200 BUFFER 500
PRECIPITOUS TERRAINCHANGES-REASON

NEW ROUTE SEGMENT

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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>
OPDIE	NY	FB	GASSY	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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AAO	440648.00N/0735524.00W	5492	Y	4E	2000	
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TERRAIN	440648.00N/0735524.00W	5291				
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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>
7500	7500	N	17500						7500

<u>COP</u>		<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>
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SEGMENT REMARKSAS 1200 BUFFER 500
PRECIPITOUS TERRAINCHANGES-REASON

NEW ROUTE SEGMENT

<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>
GASSY	NY	FB	OTOLE	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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AAO	432515.00N/0740109.00W	2842	Y	4E	2000	
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TERRAIN	432321.00N/0735945.00W	2634				
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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>
4900	4900	Y	17500						4900

<u>COP</u>		<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>
				OTOLE 2800 N		

SEGMENT REMARKSAS 1200 BUFFER 500
PRECIPITOUS TERRAINCHANGES-REASON

NEW ROUTE SEGMENT

TRANSMITTAL OF AIRWAYS/ROUTES DATA

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ROUTINE or DOCKET NO

19-ANE-5

FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
OTOLE	NY	FB	ALBANY (ALB) VORTAC	NY	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
TREES	425812.00N/0735651.00W	635		4E	2000	MT -500
TERRAIN	425609.00N/0735424.00W	472	Y			

MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
2200	2200	N	17500						2200

COP	FIX MRA	FIX MCA	MTA

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT

FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
ALBANY (ALB) VORTAC	NY	FB	CANAN	NY	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
TREES	423527.00N/0732748.00W	1843		4E	2000	MT -500
TERRAIN	423527.00N/0732748.00W	1742	Y			

MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
3400	3400	N	17500						3400

COP	FIX MRA	FIX MCA	MTA
		CANAN 3600 SE	

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED TERRAIN FROM "1743" TO "1742" - NEW AIRSPACE TERRAIN AMSL IDENTIFIED.

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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>
CANAN	NY	FB	SHIGY	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>
TREES	422936.00N/0731915.00W	2305		4E	2000	MT -500
TERRAIN	422936.00N/0731915.00W	2204	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>
3900	3900	N	17500						3900

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

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED TERRAIN FROM "2205 @ 4422936.00N I 0731915.00W" TO "2204 @ 422936.00N/0731915.00W" - NEW AIRSPACE TERRAIN AMSL IDENTIFIED.

<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>
SHIGY	MA	FB	STELA	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>
TREES	421918.00N/0731042.00W	2354		4E	2000	MT -500
TERRAIN	421918.00N/0731042.00W	2253	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>
3900	3900	N	17500						4000

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

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASONAMENDED PRIMARY OBSTACLE FROM "TREE 2356 @ 421923.00N/0731041.10W" TO "TREES 2354 @ 421918.00N/0731042.00W" - NEW SEGMENT OBSTACLE IDENTIFIED.
AMENDED TERRAIN FROM "2256 @ 421923.00N I 0731041.10W" TO "2253 @ 421918.00N/0731042.00W" - NEW AIRSPACE TERRAIN IDENTIFIED.

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STELA	MA	FB	MOLDS	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>
TREES	421839.00N/0730930.00W	2305	Y	4E	2000	MT -500
TERRAIN	421712.00N/0730757.00W	2024				

<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>
3900	3900	N	17500						3900

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

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED TERRAIN FROM "2205 @ 421839.00N | 0730930.00W" TO "2024 @ 421712.00N/0730757.00W" - NEW AIRSPACE TERRAIN IDENTIFIED.

<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>
MOLDS	MA	FB	TOMES	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>
TREES	421309.00N/0730339.00W	1951	Y	4D	2000	MT -500
TERRAIN	421145.00N/0725939.00W	1706				

<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>
3500	3500	N	17500						3500

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

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED PRIMARY OBSTACLE FROM "WINDMILL 2074 @ 421603.72N/0730411.47W" TO "TREES @ 421309.00N/0730339.00W" - NEW CONTROLLING OBSTACLE IDENTIFIED.
AMENDED TERRAIN FROM "1727 @ 421156.40N | 0725936.10W" TO "1706 @ 421145.00N/0725939.00W" - NEW AIRSPACE TERRAIN IDENTIFIED.
AMENDED MRA/MOCA/GNSS MEA FROM "3400" TO "3500" - NEW CONTROLLING OBSTACLE IDENTIFIED.

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TOMES	MA	FB	COBOL	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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TREES	420754.00N/0730130.00W	1777		4E	2000	MT -500
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TERRAIN	420609.00N/0730112.00W	1581	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>
3300	3300	N	17500						3300

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

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED PRIMARY OBSTACLE FROM "TREE 1795 @ 420756.50N/0730256.90W" TO "TREES 1777 @ 420754.00N/0730130.00W" - NEW PRIMARY OBSTACLE IDENTIFIED.
 AMENDED TERRAIN FROM "1695 @ 420756.50N | 0730156.90W" TO "1581 @ 420609.00N/0730112.00W" - NEW AIRSPACE TERRAIN IDENTIFIED.
 MRA/GNSS MEA AMENDED FROM "3400" TO "3300" - UPDATED TO MATCH MOCA.

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FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
COBOL	MA	FB	NELIE	CT	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
TREES	420539.00N/0725530.00W	1560	Y	4E	2000	MT -500
TERRAIN	420224.00N/0725412.00W	1318				

MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
3100	3100	N	17500						3100

COP	FIX MRA	FIX MCA	MTA

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED TERRAIN FROM "1616 @ 420515.00N I 0725532.00W" TO "1318 @ 420224.00N/0725412.00W" - NEW AIRSPACE TERRAIN IDENTIFIED.

FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
NELIE	CT	FB	WIPOR	CT	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
TOWER (09-000154)	414800.35N/0722719.30W	1330		4D	1000	
TERRAIN	414900.00N/0722312.00W	948	Y			

MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
2400	2400	N	17500						2600

COP	FIX MRA	FIX MCA	MTA

SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED OBSTACLE TOWER (09-000154) FROM "ROC 2000 WITH ADJUSTMENT MT-500" FOR MOUNTAINOUS TERRAIN TO "ROC 1000" - OBSTACLE NOT IN MOUNTAINOUS TERRAIN.

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WIPOR	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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AAO	414045.00N/0721100.00W	850		4E	1000	
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TERRAIN	413609.00N/0721345.00W	587	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	Y	17500						2300

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

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT.

<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	LAFAY	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 (44-000122)	412941.77N/0714704.70W	1049		4D	1000	
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TERRAIN	412930.00N/0715136.00W	574	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						2300

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

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT.

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FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
LAFAY	RI	FB	MINNK	RI	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
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AAO	413036.00N/0714415.00W	601		4E	1000	
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TERRAIN	412742.00N/0713818.00W	314	Y			
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MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
1700	1700	N	17500						2000

COP	FIX MRA	FIX MCA	MTA
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SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

AMENDED MOCA FROM "1600" TO "2000" AND GNSS MEA FROM "2100" TO "2000" - NEW AIRSPACE CONTROLLING OBSTACLE IDENTIFIED.
AMENDED TERRAIN FROM "401 @ 413036.00N I 0714415.00W" TO "314 @ 412742.00N/0713818.00W" - NEW AIRSPACE TERRAIN IDENTIFIED.

FROM	STATE	FB/FO	TO	STATE	FB/FO	RNP	LEG TYPE
MINNK	RI	FB	NEWBE	RI	FB	2.0	TF

OBSTRUCTION	COORDINATES	ELEV MSL	CONT OBS	AC	ROC	ADJUSTMENTS
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SHIP	411703.01N/0711456.32W	200		4E	1000	
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TERRAIN	411703.01N/0711456.32W	0	Y			
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MRA	MOCA	PUB	MAA	D/D/I	MEA (1)	DIRECTION (1)	MEA (2)	DIRECTION (2)	GNSS MEA
1200	1200	Y	17500						2000

COP	FIX MRA	FIX MCA	MTA
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SEGMENT REMARKS

AS 1200 BUFFER 500

CHANGES-REASON

NEW ROUTE SEGMENT.
UTILIZING 2000 GNSS MEA FOR PROXIMITY TO CONTROLLED AIRSPACE.

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T300

ROUTINE or DOCKET NO

19-ANE-5

<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>
NEWBE	RI	FB	DEEPO	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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SHIP	410939.40N/0705718.09W	200		4E	1000	
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TERRAIN	410939.40N/0705718.09W	0	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>
1200	1200	N	17500						2000

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

AS 700 BUFFER 300

CHANGES-REASON

NEW ROUTE SEGMENT.

UTILIZING 2000 GNSS MEA FOR PROXIMITY TO CONTROLLED AIRSPACE.

07/31/2020: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/14/2020.

1. ROUTE SEGMENT "STANK TO JOHNN" CHANGED TO "STANK TO JONNN" TO CORRECT FIX SPELLING.

2. ROUTE SEGMENT "JOHNN TO UUBER" CHANGED TO "JONNN TO UUBER" TO CORRECT FIX SPELLING.

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<i>Digitally signed by</i>	<u>NAME</u>
	7/29/2020	FICO	WARDELL HENNING	STEPHEN BAUER
			Aug 03, 2020	

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>
	<i>Digitally signed by</i>	AJV-A430	MANAGER	DAVIS, GEORGE
	WARDELL HENNING			
	Aug 03, 2020			