

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

V466

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>
VOLUNTEER (VXV) VORTAC	TN		TAMPI	TN			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TREE	361342.00N/0831957.00W	2030	Y	4E	2000	MT - 500
TERRAIN	361615.00N/0832857.00W	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	3600	N	17500		3600				

<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.
 PRECIPITOUS TERRAIN EVALUATED.
 RETAIN MRA.

CHANGES-REASON

RAISED MOCA AND MEA FROM 3500 TO 3600 - NEW CONTROLLING OBSTACLE CHANGED FROM 1446 TOWER TO 2030 TREE.

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TAMPI	TN		FARLI	TN			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (47-002492)	362251.49N/0831049.37W	3278		1A	1000	
TERRAIN	362251.00N/0831048.00W	2657	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	4300	N	17500		4500				

<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.

PRECIPITOUS TERRAIN EVALUATED. SEGMENT MOUNTAINOUS PRECIPITOUS. 8260.3E 14-2-1 B (2) ROC APPLIED TO 3278 TOWER (47-002492).

RETAIN MRA AND MEA.

CHANGES-REASON

CHANGED SEGMENT FROM "TAMPY-YUMMY" TO "TAMPY-FARLI-YUMMY" - SEGMENT FARLI TO YUMMY UNUSABLE, NOTAM FDC 1/4915.

RAISED MOCA FROM 4200 TO 4300 - NEW SEGMENT OBSTACLE CHANGED FROM 3178 TOWER TO 3278 TOWER.

<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>
FARLI	TN		YUMMY	VA			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>

<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>

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

SEGMENT REMARKS

CHART: SEGMENT UNUSABLE.

CHANGES-REASON

SEGMENT V466/V519 FROM FARLI TO YUMMY UNUSABLE - PER GZG VORTAC FLIGHT INSPECTION REPORT DATED 8/24/21.

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YUMMY	VA		GLADE SPRING (GZG) VOR/DME	VA			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
AAO	364930.00N/0820445.00W	4374	Y	4E	2000	
TERRAIN	364930.00N/0820445.00W	4173				

<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>
5500	6400	N	17500		6400				

<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.
RETAIN MRA.

CHANGES-REASON

INCREASED MOCA FROM 5700 TO 6400 AND MEA FROM 6000 TO 6400 - NEW CONTROLLING OBSTACLE, CHANGED FROM 4221 AAO TO 4374 AAO AND SEGMENT IS MOUNTAINOUS PRECIPITOUS UNABLE TO TAKE MOUNTAINOUS REDUCTION.

<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>
GLADE SPRING (GZG) VOR/DME	VA		DORFF	VA			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
AAO	365536.00N/0815345.00W	4866	Y	4E	2000	
TERRAIN	365536.00N/0815345.00W	4665				

<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>
6900	6900	N	17500		6900				

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

DORFF 7000

SEGMENT REMARKS

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
CHART: GZG R-078 UNUSABLE USE PSK R-263.

CHANGES-REASON

1. INCREASED MRA FROM 6500, MOCA AND MEA FROM 6600 TO 6900 - NEW CONTROLLING OBSTACLE, CHANGED FROM 4298 TOWER TO 4866 AAO AND SEGMENT IS MOUNTAINOUS PRECIPITOUS UNABLE TO TAKE MOUNTAINOUS REDUCTION.

2. ADDED "CHART: GZG R-078 UNUSABLE USE PSK R-263" - SEGMENT GLADE SPRING (GZG) VOR/DME TO DORFF R-078 UNUSABLE.

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DORFF	VA		PULASKI (PSK) VORTAC	VA			

<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	370333.00N/0810554.00W	4190	Y	4E	2000	
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TERRAIN	370333.00N/0810554.00W	3989				
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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>
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6000	6200	N	17500		6200				
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<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.
RETAIN MRA.

CHANGES-REASON

INCREASED MOCA AND MEA FROM 6000 TO 6200 - NEW CONTROLLING OBSTACLE CHANGED FROM 4217 AAO TO 4190 AAO AND SEGMENT IS MOUNTAINOUS PRECIPITOUS UNABLE TO TAKE MOUNTAINOUS REDUCTION.

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<i>Digitally signed by</i>	<u>NAME</u>
	09/15/2023	FPO	MARK D ADAMS	KEVIN RIESE
			Oct 30, 2023	

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>
<i>Digitally signed by</i>				
MARK D ADAMS		AJV-A410	MANAGER	JULIE MORGAN
Mar 07, 2023				