

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

ZK411

ROUTINE or DOCKET NO

ROUTINE

<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>
GUNTY	ME	FB	BRNDI	ME	FB	0.3	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 (23-000296)	433239.00N/0702414.00W	581		2C	1000	
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TERRAIN	433854.00N/0701630.00W	183	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>
1600	1600	N	17500						1800

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

SEGMENT REMARKS

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.

AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE. 400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.

GNSS MEA DERIVED FROM AIRSPACE 183 + 1700 (FLOOR/BUFFER) = 1900, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 1800.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.

ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 183 + 1700 (FLOOR/BUFFER) = 1900, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 1800.



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BRNDI	ME	FB	TOBKE	ME	FB	0.3	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	435318.00N/0701248.00W	584		4E	1000	
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TERRAIN	435300.00N/0701300.00W	308	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>
1600	1600	N	17500						1900

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

SEGMENT REMARKS

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.

AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE. 400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGED REQUESTED.

GNSS MEA DERIVED FROM AIRSPACE 308 + 1700 (FLOOR/BUFFER) = 2000, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 1900.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.

ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 308 + 1700 (FLOOR/BUFFER) = 2000, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 1900.

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TOBKE	ME	FB	SATLY	ME	FB	0.3	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	435409.00N/0701100.00W	706		4E	1000	
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TERRAIN	435409.00N/0701100.00W	505	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>
1800	1800	N	17500						2000

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

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.

AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE. 300 FT BUFFER USED OPERATIONAL ADVANTAGE REQUESTED.

GNSS MEA DERIVED FROM AIRSPACE 505 + 1700 (FLOOR/BUFFER) = 2200, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2000.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.

ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 505 + 1700 (FLOOR/BUFFER) = 2200, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2000.

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SATLY	ME	FB	ADILE	ME	FB	0.3	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	441842.00N/0692533.00W	1050		4E	1000	
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TERRAIN	441842.00N/0692533.00W	849	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						2400

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

SEGMENT REMARKS

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.

AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE. 400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.

GNSS MEA DERIVED FROM AIRSPACE 849 + 1700 (FLOOR/BUFFER) = 2500, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2400.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.

1. FIX TUSSL REPLACED WITH FIX ADILE DUE TO TUSSL BEING A DUPLICATE ATC FIX.

2. ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 849 + 1700 (FLOOR/BUFFER) = 2500, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2400.

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ROUTINE

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ADILE	ME	FB	MARSY	ME	FB	0.3	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 (23-000238)	443450.00N/0685343.00W	1342		5E	1000	
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TERRAIN	443451.00N/0685351.00W	1059	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>
2400	2400	N	17500						2600

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

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.
 AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE. 300 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.
 GNSS MEA DERIVED FROM AIRSPACE 1059 + 1700 (FLOOR/BUFFER) = 2800, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2600.

CHANGES-REASON

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1. FIX TUSSL REPLACED WITH FIX ADILE DUE TO TUSSL BEING A DUPLICATE ATC FIX.

2. ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 1059 + 1700 (FLOOR/BUFFER) = 2800, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2600.

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MARSY	ME	FB	TECLO	ME	FB	0.3	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	444136.00N/0683830.00W	791		4E	1000	
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TERRAIN	444212.00N/0683757.00W	590	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>
1800	1800	Y	17500						2300

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

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
GNSS MEA DERIVED FROM AIRSPACE 590 + 1700 (FLOOR/BUFFER) = 2300.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.

1. CHANGED PUB FROM "N" TO "Y".
2. ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 590 + 1700 (FLOOR/BUFFER) = 2300.



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TECLO	ME	FB	CIYEP	ME	FB	0.3	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	450809.00N/0682342.00W	1234		4E	1000	
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TERRAIN	450809.00N/0682342.00W	1033	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>
2300	2300	N	17500						2500

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

SEGMENT REMARKS

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.

AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE. 300 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.

GNSS MEA DERIVED FROM AIRSPACE 1033 + 1700 (FLOOR/BUFFER) = 2700, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2500.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/23.

ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 1033 + 1700 (FLOOR/BUFFER) = 2700, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2500.

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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>
CIYEP	ME	FB	CORAC	ME	FB	0.3	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	461133.00N/0675609.00W	899		4E	1000	
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TERRAIN	461124.00N/0675627.00W	698	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	N	17500						2300

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

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.
 AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE. 400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.
 GNSS MEA DERIVED FROM AIRSPACE 698 + 1700 (FLOOR/BUFFER) = 2400, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2300.

CHANGES-REASON

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 ADDED SEGMENT REMARKS: GNSS MEA DERIVED FROM AIRSPACE 698 + 1700 (FLOOR/BUFFER) = 2400, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2300.

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CORAC	ME	FB	IDATE	ME	FB	0.3	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	470803.00N/0683048.00W	1277	Y	4E	2000	
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TERRAIN	462921.00N/0680157.00W	1112
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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

SPECIAL; LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
PRECIPITOUS TERRAIN EVALUATED.

CHANGES-REASON

01/10/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.
CORRECTED SEGMENT REMARKS WORD FROM "PERCIPITOUS" TO "PRECIPITOUS".

05/23/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/22.
1. SEGMENT CORAC TO EDGUE CHANGED TO CORAC TO IDATE.
2. UPDATED CONTROLLING OBSTACLE AND AIRSPACE TERRAIN IN SEGMENT CORAC TO IDATE.
3. SEGMENT BUFFER FROM CORAC TO IDATE CHANGED FROM 400 TO 500

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<u>NAME</u>	<i>Digitally signed by</i>
	05/22/2023	FPO	KEVIN RIESE	ALLAN WILL
				Jun 13, 2023

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>	<i>Digitally signed by</i>
		AJV-A423	MANAGER	ALLAN WILL	ALLAN WILL
					Jun 13, 2023