

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

**AIRWAY NO or ROUTE**

T291

**ROUTINE or DOCKET NO**

23-AEA-12

<b><u>FROM</u></b>	<b><u>STATE</u></b>	<b><u>FB/FO</u></b>	<b><u>TO</u></b>	<b><u>STATE</u></b>	<b><u>FB/FO</u></b>	<b><u>RNP</u></b>	<b><u>LEG TYPE</u></b>
SELINGROVE (SEG) VOR/DME	PA	FB	HYATT	PA	FB	2.00	TF

  

<b><u>OBSTRUCTION</u></b>	<b><u>COORDINATES</u></b>	<b><u>ELEV MSL</u></b>	<b><u>CONT OBS</u></b>	<b><u>AC</u></b>	<b><u>ROC</u></b>	<b><u>ADJUSTMENTS</u></b>
TOWER (42-002305)	405632.30N/0764903.87W	1759	Y	5E	2000	
TERRAIN	405630.00N/0764903.00W	1427				

  

<b><u>MRA</u></b>	<b><u>MOCA</u></b>	<b><u>PUB</u></b>	<b><u>MAA</u></b>	<b><u>D/D/I</u></b>	<b><u>MEA (1)</u></b>	<b><u>DIRECTION (1)</u></b>	<b><u>MEA (2)</u></b>	<b><u>DIRECTION (2)</u></b>	<b><u>GNSS MEA</u></b>
3800	3800	N	17500						3800

  

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

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
MOUNTAINOUS.

**CHANGES-REASONS**

CHANGED "TO" POINT FROM MIP TO HYATT - NEXTGEN INITIATIVE.

<b><u>FROM</u></b>	<b><u>STATE</u></b>	<b><u>FB/FO</u></b>	<b><u>TO</u></b>	<b><u>STATE</u></b>	<b><u>FB/FO</u></b>	<b><u>RNP</u></b>	<b><u>LEG TYPE</u></b>
HYATT	PA	FB	MEGSS	PA	FB	2.00	TF

  

<b><u>OBSTRUCTION</u></b>	<b><u>COORDINATES</u></b>	<b><u>ELEV MSL</u></b>	<b><u>CONT OBS</u></b>	<b><u>AC</u></b>	<b><u>ROC</u></b>	<b><u>ADJUSTMENTS</u></b>
AAO	410545.00N/0762048.00W	1966	Y	4B	2000	
TERRAIN	410545.00N/0762048.00W	1765				

  

<b><u>MRA</u></b>	<b><u>MOCA</u></b>	<b><u>PUB</u></b>	<b><u>MAA</u></b>	<b><u>D/D/I</u></b>	<b><u>MEA (1)</u></b>	<b><u>DIRECTION (1)</u></b>	<b><u>MEA (2)</u></b>	<b><u>DIRECTION (2)</u></b>	<b><u>GNSS MEA</u></b>
4000	4000	N	17500						4000

  

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

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
MOUNTAINOUS.

**CHANGES-REASONS**

CHANGED "FROM" POINT FROM MIP TO HYATT - NEXTGEN INITIATIVE.



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<b><u>FROM</u></b> MEGSS	<b><u>STATE</u></b> PA	<b><u>FB/FO</u></b> FB	<b><u>TO</u></b> LAAYK	<b><u>STATE</u></b> PA	<b><u>FB/FO</u></b> FB	<b><u>RNP</u></b> 2.00	<b><u>LEG TYPE</u></b> TF
<b><u>OBSTRUCTION</u></b> TOWER (42-000128) TERRAIN	<b><u>COORDINATES</u></b> 412536.15N/0754450.44W 412830.00N/0752903.00W	<b><u>ELEV MSL</u></b> 2729 2296	<b><u>CONT OBS</u></b> Y	<b><u>AC</u></b> 1D	<b><u>ROC</u></b> 2000	<b><u>ADJUSTMENTS</u></b>	
<b><u>MRA</u></b> 4800	<b><u>MOCA</u></b> 4800	<b><u>PUB</u></b> N	<b><u>MAA</u></b> 17500	<b><u>D/D/I</u></b>	<b><u>MEA (1)</u></b>	<b><u>DIRECTION (1)</u></b>	<b><u>MEA (2)</u></b>
					<b><u>DIRECTION (2)</u></b>	<b><u>GNSS MEA</u></b> 4800	
<b><u>COP</u></b>				<b><u>FIX MRA</u></b>	<b><u>FIX MCA</u></b>	<b><u>MTA</u></b>	

**SEGMENT REMARKS**

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
MOUNTAINOUS.

**CHANGES-REASONS**

NO CHANGES.

<b><u>FROM</u></b> LAAYK	<b><u>STATE</u></b> PA	<b><u>FB/FO</u></b> FB	<b><u>TO</u></b> DANZI	<b><u>STATE</u></b> NY	<b><u>FB/FO</u></b> FB	<b><u>RNP</u></b> 2.00	<b><u>LEG TYPE</u></b> TF
<b><u>OBSTRUCTION</u></b> TOWER (36-000108) TERRAIN	<b><u>COORDINATES</u></b> 420640.00N/0750608.00W 420127.00N/0745818.00W	<b><u>ELEV MSL</u></b> 2843 2595	<b><u>CONT OBS</u></b> Y	<b><u>AC</u></b> 4D	<b><u>ROC</u></b> 2000	<b><u>ADJUSTMENTS</u></b>	
<b><u>MRA</u></b> 4900	<b><u>MOCA</u></b> 4900	<b><u>PUB</u></b> N	<b><u>MAA</u></b> 17500	<b><u>D/D/I</u></b>	<b><u>MEA (1)</u></b>	<b><u>DIRECTION (1)</u></b>	<b><u>MEA (2)</u></b>
					<b><u>DIRECTION (2)</u></b>	<b><u>GNSS MEA</u></b> 4900	
<b><u>COP</u></b>				<b><u>FIX MRA</u></b>	<b><u>FIX MCA</u></b>	<b><u>MTA</u></b>	

**SEGMENT REMARKS**

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
MOUNTAINOUS.  
COMBINED SEGMENTS LAAYK-LEDIE-DANZI, ATC REQUEST.

**CHANGES-REASONS**

CHANGED "TO" POINT FROM DNY TO DANZI - NEXTGEN INITIATIVE.  
COMBINED SEGMENTS LAAYK-LEDIE-DANZI, ATC REQUEST.  
CHANGED GNSS MEA FROM 4700/4900 TO 4900 - ATC REQUEST.

QUALITY  
18  
CHECKED

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DANZI	NY	FB	ALBANY (ALB) VORTAC	NY	FB	2.00	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
AAO	421318.00N/0744409.00W	3544	Y	4B	2000	
TERRAIN	421315.00N/0744409.00W	3343				

<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>
5600	5600	N	17500						5600

<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.  
MOUNTAINOUS.

CHANGES-REASONS

CHANGED "FROM" POINT FROM DNY TO DANZI - NEXTGEN INITIATIVE.

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<u>NAME</u>	
PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION VALIDATION.			<b>ALLAN WILL</b>	Digitally signed by
			Mar 25, 2024	

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>	
	08/01/2024	AJV-A423	MANAGER	ALLAN WILL	Digitally signed by
				<b>ALLAN WILL</b>	
				Mar 25, 2024	

