

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

AIRWAY NO or ROUTE

ZK411

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>
GUNTY	ME	FB	BRNDI	ME	FB	0.30	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (23-000296)	433239.10N/0702414.06W	581		1A	1000	
TERRAIN	433224.00N/0702636.00W	170	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>
1600	1600	N	17500						1800

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.  
GNSS MEA DERIVED FROM AIRSPACE 170 + 1700 (FLOOR/BUFFER) = 1900, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 1800.

CHANGES-REASONS

QUALITY  
32  
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BRNDI	ME	FB	TOBKE	ME	FB	0.30	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	435315.00N/0701254.00W	568		4B	1000	
TERRAIN	435303.00N/0701300.00W	269	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>
1600	1600	N	17500						1900

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGED REQUESTED.  
GNSS MEA DERIVED FROM AIRSPACE 269 + 1700 (FLOOR/BUFFER) = 2000, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 1900.

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TOBKE	ME	FB	SATLY	ME	FB	0.30	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	435409.00N/0701054.00W	686		4B	1000	
TERRAIN	435409.00N/0701054.00W	485	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>
1700	1700	N	17500						2000

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
300 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.  
GNSS MEA DERIVED FROM AIRSPACE 485 + 1700 (FLOOR/BUFFER) = 2200, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2000.

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SATLY	ME	FB	ADILE	ME	FB	0.30	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	441842.00N/0692533.00W	1076		4B	1000	
TERRAIN	441842.00N/0692533.00W	875	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>
2100	2100	N	17500						2400

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
300 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.  
GNSS MEA DERIVED FROM AIRSPACE 875 + 1700 (FLOOR/BUFFER) = 2600, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2400.

CHANGES-REASONS



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ADILE	ME	FB	MARSY	ME	FB	0.30	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TOWER (23-000238)	443450.00N/0685343.00W	1342		5E	1000	
TERRAIN	443451.00N/0685348.00W	1056	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>
2400	2400	N	17500						2600

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
300 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.  
GNSS MEA DERIVED FROM AIRSPACE 1056 + 1700 (FLOOR/BUFFER) = 2800, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2600.

CHANGES-REASONS

<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>
MARSY	ME	FB	TECLO	ME	FB	0.30	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	444230.00N/0683748.00W	798		4B	1000	
TERRAIN	444227.00N/0683748.00W	597	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>
1800	1800	Y	17500						2300

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
GNSS MEA DERIVED FROM AIRSPACE 597 + 1700 (FLOOR/BUFFER) = 2300.

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TECLO	ME	FB	BRKLN	ME	FB	0.30	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	450815.00N/0682342.00W	1198		4B	1000	
TERRAIN	450815.00N/0682342.00W	997	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>
2200	2200	N	17500						2500

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (300) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
300 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.  
GNSS MEA DERIVED FROM AIRSPACE 997 + 1700 (FLOOR/BUFFER) = 2700, MINUS 200 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 2500.

CHANGES-REASONS

<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>
BRKLN	ME	FB	CSTAR	ME	FB	0.30	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	461406.00N/0680221.00W	1323		4B	1000	
TERRAIN	461403.00N/0680227.00W	1122	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>
2400	2400	N	17500						2800

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

SEGMENT REMARKS

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
GNSS MEA DERIVED FROM AIRSPACE 1122 + 1700 (FLOOR/BUFFER) = 2800.

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CSTAR	ME	FB	GAUVN	ME	FB	0.30	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	462318.00N/0680445.00W	1605		4B	1000	
TERRAIN	462318.00N/0680445.00W	1404	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>
2700	2700	N	17500						3000

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

SEGMENT REMARKS

NEW SEGMENT.

AIRSPACE FLOOR (1200) AND BUFFER (400) USED TO EVALUATE AIRSPACE.

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

GNSS MEA DERIVED FROM AIRSPACE 1404 + 1700 (FLOOR/BUFFER) = 3100, MINUS 100 BUFFER REQUESTED FOR OPERATIONAL ADVANTAGE = 3000.

400 FT BUFFER USED OPERATOR OPERATIONAL ADVANTAGE REQUESTED.

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GAUVN	ME	FB	IDATE	ME	FB	0.30	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TREE	470809.00N/0683045.00W	1154	Y	4B	2000	MT-400
TERRAIN	470809.00N/0683045.00W	1053				

<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>
2800	2800	N	17500						2800

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

NEW SEGMENT.  
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.  
MOUNTAINOUS/NON-PRECIPITOUS.  
LIFE FLIGHT OF MAINE (LOM) RNAV HELICOPTER ROUTE ONLY.  
400 FT ROC REDUCTION IMPLEMENTED FOR OPERATOR OPERATIONAL ADVANTAGE.  
GNSS MEA DERIVED FROM AIRSPACE 1053 + 1700 (FLOOR/BUFFER) = 2800.

CHANGES-REASONS

DECLARATION OF EXCLUSION: THE FAA HAS REVIEWED THE ABOVE REFERENCED PROPOSED ACTION AND IT HAS BEEN DETERMINED, BY THE UNDERSIGNED, TO BE CATEGORICALLY EXCLUDED FROM FURTHER ENVIRONMENTAL DOCUMENTATION ACCORDING TO FAA ORDER 1050.1F, "ENVIRONMENTAL IMPACTS: POLICIES AND PROCEDURES." THE IMPLEMENTATION OF THIS ACTION WILL NOT RESULT IN ANY EXTRAORDINARY CIRCUMSTANCES IN ACCORDANCE WITH FAA ORDER 1050.1F.

<u>FLIGHT CHECK</u>	<u>DATE</u> 04/23/2024	<u>OFFICE</u> FPO	<u>NAME</u> TERRY HESTER	<i>Digitally signed by <b>ALLAN WILL</b> Apr 30, 2024</i>
<u>APPROVED</u>	<u>DATE</u> 07/11/2024	<u>OFFICE</u> AJV-A423	<u>TITLE</u> MANAGER	<i>Digitally signed by <b>ALLAN WILL</b> Apr 30, 2024</i>