

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

AIRWAY NO or ROUTE

V536

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>
KALISPELL (FCA) VOR/DME	MT		GAPAR	MT			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
AAO	475539.00N/1130730.00W	9049	Y	4B	2000	
TERRAIN	475539.00N/1130730.00W	8848 (8800)				

<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>
11100	11100	N	17500		13000				11100

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

SEGMENT REMARKS

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/PRECIPITOUS.
RETAIN MEA 13000 - FCA NAVAID RESTRICTION.

CHANGES-REASONS

REMOVED PUBLISHED MOCA 10900 - REPLACED WITH GNSS MEA 11100.

<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>
GAPAR	MT		PIKUN	MT			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
AAO	474845.00N/1124803.00W	9584	Y	4B	2000	
TERRAIN	474845.00N/1124803.00W	9383 (9400)				

<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>
12000	11600	N	17500		12000				

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		PIKUN 10800 W	

SEGMENT REMARKS

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/PRECIPITOUS.
RETAIN MEA/MRA.

CHANGES-REASONS

CHANGED PUBLISHED MOCA 11400 TO UNPUBLISHED MOCA 11600 - CURRENT CRITERIA APPLIED TO EXISTING CONTROLLING OBSTRUCTION.
CHANGED MCA PIKUN 10600 W TO 10800 W - CURRENT CRITERIA APPLIED.

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PIKUN	MT		CHOTE	MT			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
TREE	474421.00N/1123600.00W	5616	Y	4B	2000	MT-300
TERRAIN	474948.00N/1122933.00W	4855 (4900)				

<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>
9000	7400	Y	17500		10000	W	9000	E	

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		CHOTE 9200 W	

SEGMENT REMARKS

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/NON-PRECIPITOUS.
RETAIN MEA/MRA.

CHANGES-REASONS

CHANGED MOCA FROM 6900 TO 7400 - CURRENT CRITERIA APPLIED TO NEW CONTROLLING OBSTRUCTION.

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> 08/22/2025	<u>OFFICE</u> AJF	<u>NAME</u> THOMAS E MOLOKIE	Digitally signed by CASEY D HILL Aug 28, 2025
<u>APPROVED</u>	<u>DATE</u> 12/18/2025	<u>OFFICE</u> AJV-A4	<u>TITLE</u> MANAGER	Digitally signed by CASEY D HILL Aug 28, 2025