

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

AIRWAY NO or ROUTE

T356

ROUTINE or DOCKET NO

24-AEA-2

<u>FROM</u> GREENSBORO (GSO) VORTAC	<u>STATE</u> NC	<u>FB/FO</u> FB	<u>TO</u> ULAKE	<u>STATE</u> NC	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (37-001880) TERRAIN	<u>COORDINATES</u> 361200.00N/0795445.00W 360651.00N/0800100.00W		<u>ELEV MSL</u> 1548 980 (1000)	<u>CONT OBS</u> Y	<u>AC</u> 2C	<u>ROC</u> 1000	<u>ADJUSTMENTS</u>
<u>MRA</u> 2600	<u>MOCA</u> 2600	<u>PUB</u> N	<u>MAA</u> 17500	<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		
<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.
SEGMENT MOUNTAINOUS/NON-PRECIPITOUS. 8260.3 PARA 14-2-1 B (2) APPLIED TO ROC.

CHANGES-REASONS

<u>FROM</u> ULAKE	<u>STATE</u> NC	<u>FB/FO</u> FB	<u>TO</u> HURTT	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TREE TERRAIN	<u>COORDINATES</u> 364951.00N/0793454.00W 364951.00N/0793454.00W		<u>ELEV MSL</u> 1295 1194 (1200)	<u>CONT OBS</u> Y	<u>AC</u> 4B	<u>ROC</u> 2000	<u>ADJUSTMENTS</u> MT-500
<u>MRA</u> 2800	<u>MOCA</u> 2800	<u>PUB</u> N	<u>MAA</u> 17500	<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> 2900		
<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.
MOUNTAINOUS/NON-PRECIPITOUS.

CHANGES-REASONS

QUALITY
25
CHECKED

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HURTT		VA	FB	AIROW		VA	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>
TREE	371151.00N/0792106.00W	1426		4B	2000	MT-500
TERRAIN	371151.00N/0792106.00W	1325 (1300)	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>
3000	3000	N	17500						3000

<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.

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>
AIROW		VA	FB	ELLON		VA	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>
TREE	373215.00N/0791230.00W	1810	Y	4B	2000	MT-500
TERRAIN	372830.00N/0791633.00W	1522 (1500)				

<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>
3400	3400	N	17500						3400

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		ELLON 4900 N	

SEGMENT REMARKS

NEW SEGMENT.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/NON-PRECIPITOUS.

CHANGES-REASONS



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<u>FROM</u> ELLON	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>TO</u> CLYFF	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> AAO TERRAIN	<u>COORDINATES</u> 373357.00N/0791127.00W 373357.00N/0791127.00W	<u>ELEV MSL</u> 3127 2926 (2900)	<u>CONT OBS</u> Y	<u>AC</u> 4B	<u>ROC</u> 2000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 5200	<u>MOCA</u> 5200	<u>PUB</u> N	<u>MAA</u> 17500	<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> 5200
<u>COP</u>			<u>FIX MRA</u>		<u>FIX MCA</u> CLYFF 6100 N		<u>MTA</u>

SEGMENT REMARKS

NEW SEGMENT.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/PRECIPITOUS.

CHANGES-REASONS

<u>FROM</u> CLYFF	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>TO</u> MONTEBELLO (MOL) VOR/DME	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TOWER (51-001079) TERRAIN	<u>COORDINATES</u> 374743.00N/0791052.00W 374912.00N/0790354.00W	<u>ELEV MSL</u> 4322 4064 (4100)	<u>CONT OBS</u> Y	<u>AC</u> 4E	<u>ROC</u> 2000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 6400	<u>MOCA</u> 6400	<u>PUB</u> N	<u>MAA</u> 17500	<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> 6400
<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.
MOUNTAINOUS/PRECIPITOUS.

CHANGES-REASONS

QUALITY
25
CHECKED

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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>
MONTEBELLO (MOL) VOR/DME	VA	FB	CEROL	VA	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	375636.00N/0790648.00W	3832	Y	4B	2000	
TERRAIN	375636.00N/0790648.00W	3631 (3600)				

<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>
5900	5900	N	17500						6000

<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/PRECIPITOUS.
GNSS MEA 6000 - ATC REQUEST, REMOVES MCA REQUIREMENT AT MOL VOR/DME.

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>
CEROL	VA	FB	KERRE	VA	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	382654.00N/0784348.00W	3468	Y	4B	2000	
TERRAIN	382654.00N/0784351.00W	3267 (3300)				

<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	5500	N	17500						5500

<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/PRECIPITOUS.

CHANGES-REASONS



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<u>FROM</u> KERRE	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>TO</u> AANTS	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> AAO TERRAIN	<u>COORDINATES</u> 384212.00N/0783257.00W 384212.00N/0783257.00W	<u>ELEV MSL</u> 2996 2795 (2800)	<u>CONT OBS</u> Y	<u>AC</u> 4B	<u>ROC</u> 2000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 5000	<u>MOCA</u> 5000	<u>PUB</u> N	<u>MAA</u> 17500	<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> 5000
<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.
MOUNTAINOUS/PRECIPITOUS.

CHANGES-REASONS

<u>FROM</u> AANTS	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>TO</u> HOAGE	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> AAO TERRAIN	<u>COORDINATES</u> 384345.00N/0782057.00W 384345.00N/0782057.00W	<u>ELEV MSL</u> 3055 2854 (2900)	<u>CONT OBS</u> Y	<u>AC</u> 4B	<u>ROC</u> 2000	<u>ADJUSTMENTS</u>	
<u>MRA</u> 5100	<u>MOCA</u> 5100	<u>PUB</u> N	<u>MAA</u> 17500	<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> 5100
<u>COP</u>			<u>FIX MRA</u>		<u>FIX MCA</u> HOAGE 3000 SW		<u>MTA</u>

SEGMENT REMARKS

NEW SEGMENT.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/PRECIPITOUS.

CHANGES-REASONS



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<u>FROM</u> HOAGE	<u>STATE</u> VA	<u>FB/FO</u> FB	<u>TO</u> MARTINSBURG (MRB) VORTAC	<u>STATE</u> WV	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TREE TERRAIN	<u>COORDINATES</u> 390821.00N/0781042.00W 390833.00N/0780609.00W	<u>ELEV MSL</u> 871 744 (700)	<u>CONT OBS</u> Y	<u>AC</u> 4B	<u>ROC</u> 2000	<u>ADJUSTMENTS</u> MT-500	
<u>MRA</u> 2400	<u>MOCA</u> 2400	<u>PUB</u> N	<u>MAA</u> 17500	<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
<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.
MOUNTAINOUS/NON-PRECIPITOUS.

CHANGES-REASONS

<u>FROM</u> MARTINSBURG (MRB) VORTAC	<u>STATE</u> WV	<u>FB/FO</u> FB	<u>TO</u> CPTAL	<u>STATE</u> MD	<u>FB/FO</u> FB	<u>RNP</u> 2.00	<u>LEG TYPE</u> TF
<u>OBSTRUCTION</u> TREE TERRAIN	<u>COORDINATES</u> 393003.00N/0773724.00W 392712.00N/0774203.00W	<u>ELEV MSL</u> 1646 1059 (1100)	<u>CONT OBS</u> Y	<u>AC</u> 4B	<u>ROC</u> 2000	<u>ADJUSTMENTS</u> MT-500	
<u>MRA</u> 3200	<u>MOCA</u> 3200	<u>PUB</u> N	<u>MAA</u> 17500	<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> 3200
<u>COP</u>			<u>FIX MRA</u>		<u>FIX MCA</u> CPTAL 3700 E		<u>MTA</u>

SEGMENT REMARKS

NEW SEGMENT.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/NON-PRECIPITOUS.

CHANGES-REASONS



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CPTAL		MD	FB	TWIRK		MD	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>
TOWER (24-000066)	393436.40N/0772917.00W	2231	Y	2C	2000	
TERRAIN	393709.00N/0772945.00W	1912 (1900)				

<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>
4300	4300	N	17500						4300

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		TWIRK 2900 W	

SEGMENT REMARKS

NEW SEGMENT.
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE.
MOUNTAINOUS/NON-PRECIPITOUS.
MOUNTAINOUS ROC APPLIED DUE TO MATCHING UNDERLYING T358 SEGMENT THAT'S MOUNTAINOUS/PRECIPITOUS WITH SLIGHTLY DIFFERENT EASTERLY COURSE.

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>
TWIRK		MD	FB	BRILA		MD	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>
TREE	392615.00N/0770615.00W	996		4B	2000	MT-500
TERRAIN	392615.00N/0770615.00W	895 (900)	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>
2500	2500	N	17500						2600

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
		BRILA 5300 SE	

SEGMENT REMARKS

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

CHANGES-REASONS

REMOVED MCA TWIRK 3700 SE - NOT REQUIRED BY LATEST EVALUATION.



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FLIGHT CHECK

DATE

OFFICE

NAME

NATHAN J CHOTT

01/22/2025

AJF

Digitally signed by

ALLAN WILL

Jan 27, 2025

APPROVED

DATE

OFFICE

TITLE

NAME

01/16/2025

AJV-A423

MANAGER

ALLAN WILL

Digitally signed by

ALLAN WILL

Jan 27, 2025

