

FILE

17-2295-EL-B6N

18-0488-EL-B6N

Date Aug. 1, 2019

RE: 2018-WTE-5607-OE

It has come to my attention that the Bloomville location was erroneously reported as Bloomfield. While Bloomfield does not impact us, certainly Bloomville may, so I am petitioning to reopen the study. The basis for my petition is No.1: Location change and No. 2: The uncertainty of the impact to the FZI airspace of said location change.

RE: 2018-WTE-11674-OE
2018-WTE-11675-OE
2018-WTE-11677-OE
2018-WTE-11681-OE
2018-WTE-11682-OE
2018-WTE-11683-OE
2018-WTE-11685-OE
2018-WTE-11687-OE
2018-WTE-11691-OE
2018-WTE-11706-OE
2018-WTE-11720-OE
2018-WTE-11722-OE

The minimum vectoring altitude for Fostoria Metropolitan Airport (FZI) by Toledo Approach is 2400 ft MSL, which coincides with the initial approach altitude of the GPS 27 approach. Frequently, the need to do the approach procedure is mitigated by the availability of doing the approach visually. On the surface it seems this is just a convenience issue, however, safety comes to the forefront, especially during the winter months. An aircraft approaching FZI, as a destination, is able to reduce the time spent in IMC Icing conditions because Toledo Approach is able to vector to final and ultimately descend the aircraft to 2300 ft MSL for the approach leg between ROPPE and SNIFN. Additionally, Bowling Green State University (BGSU) has 20+ aircraft that they use for instruction, including instrument instruction. Because of the instrument approaches available at FZI, the university uses the facility extensively for their instrument students. Any altitude increase to the instrument approaches requires them to spend more time in the icing conditions. Since 1971, the City of Fostoria has put significant effort and resources into the facility and surrounding airspace and is not in favor of relinquishing airspace protection, no matter how insignificant it may seem, to those who do not use the facility.

Respectfully Submitted,
Dave Sniffen,
Airport Manager
Fostoria Metropolitan Airport

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