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Project Name: FCM: T-TO-P-NOTAM FOR VOR/DME RWY 36: 20:1 VGSI MITIGATION

Project Reason: FCM HAS 20:1 PENETRATIONS TO RWYS 18/36. THESE WERE PREVIOUSLY VGSI MITIGATED VIA APPROVAL LETTERS BACK IN 2014, WHEN THESE APPROVAL LETTERS AND THE OBSTACLES IDENTIFIED ON THE LETTER WERE DONE DIFFERENTLY (READ: OLD CRITERIA IS STILL GOOD). THE RWY 18 APPROVAL LETTER IS STILL VALID USING CURRENT TARGETS SOFTWARE. HOWEVER, THE RWY 36 APPROVAL LETTER IS BEING REDONE SO THAT IT REFLECTS CURRENT CRITERIA/POLICY/DATA (SEE 20:1 TRACKER ENTRIES NO. 768, 1219 AND 1541; OLD OBS ID KFCMT000456 = NEW OBS ID 27-051641, AND OLD OBS ID KFCMT000465 = NEW OBS ID ID 27-051652). ONCE QC APPROVES PACKAGE, AND ITS RETURNED TO DEVELOPER, DEVELOPER WILL NOT ISSUE P-NOTAMS UNTIL DIRECTED TO BY MANAGER. CURRENT T-NOTAM 0/0079 READS: "DISREGARD NOTE: NIGHT LANDING: RWY 18/36 NA. NOTE: NIGHT LANDING: RWY 18, 36 OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD." THIS OLD NOTE HAS BEEN UPDATED IN THE P-NOTAM TO READ IAW 8260.19H/I8-6-11O(2)(H). ALSO, NEW CONTROLLING OBSTACLE CIRCLING CAT C: 1126 TOWER (27-000099) 445208.00N/0932512.00W (3C). NOTE: THE NEW CIRCLING CAT C CONTROLLING OBSTACLE DOES NOT AFFECT MDA.

Last Updated By: Mark Ciarlone

Last Updated At: 2020-12-31 19:24:41.12328

Status: Verified  
1/4882

!FDC X/XXXX FCM IAP FLYING CLOUD, MINNEAPOLIS, MN. VOR/DME RWY 36, AMDT 1A... DELETE NOTE: NIGHT LANDING: RWY 18/36 NA. CHART NOTE: STRAIGHT-IN RWY 36 AT NIGHT, AND CIRCLING RWY 18, 36 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. THIS IS VOR/DME RWY 36, AMDT 1B. 2012311924-PERM

*Digitally signed by*

**BEV L BORDY**

Jul 30, 2021

