


VOR/DME FCM 117.7 Chan 124	APP CRS 100°	Rwy Idg TDZE Apt Elev 5001 906 906
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VOR RWY 10R

FLYING CLOUD (FCM)

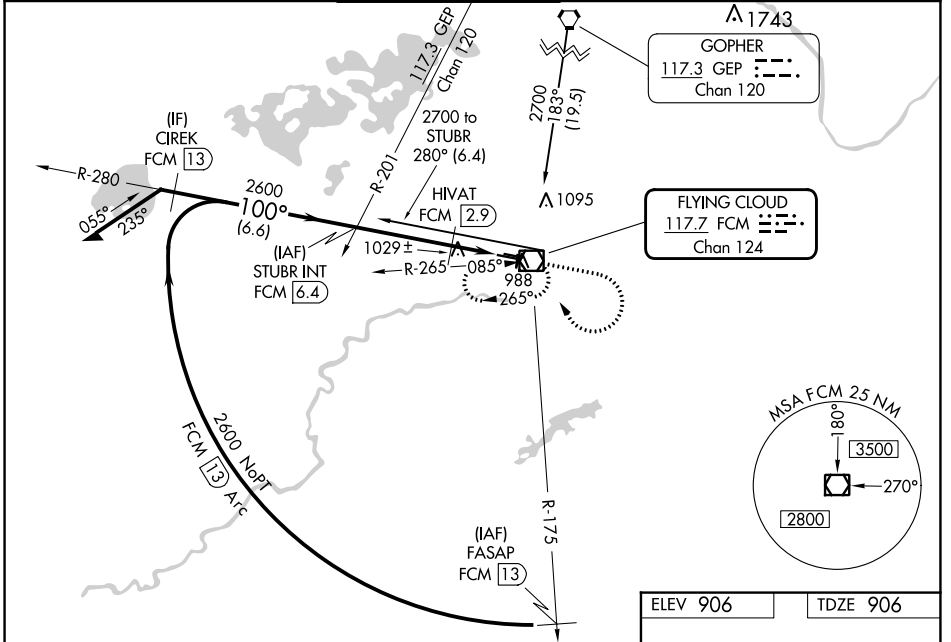
⚠ When local altimeter setting not received, use Minneapolis St-Paul/Wald-Chamberlain altimeter setting and increase all MDA 40 feet, HIVAT fix minimums: Increase S-10R Cat C visibility ¼ mile. For inoperative MALSRL, HIVAT fix minimums: Increase S-10R Cat D visibility to 1 ¼ mile. VDP NA when using Minneapolis St-Paul/Wald-Chamberlain altimeter setting. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSRL



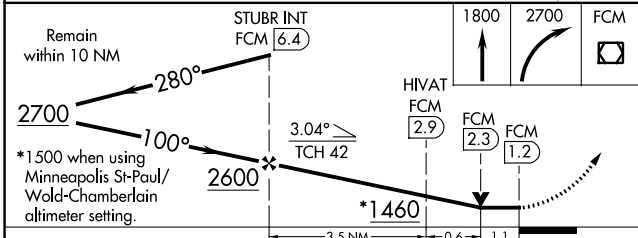
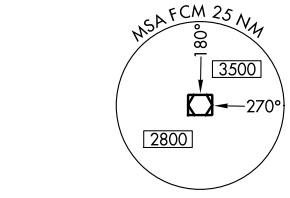
MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER * 119.15 (CTAF)	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
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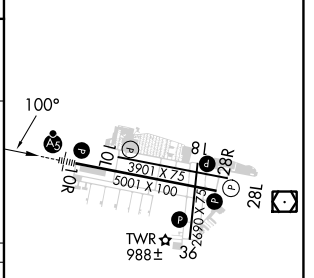


NC-1, 22 FEB 2024 to 21 MAR 2024

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ELEV 906	TDZE 906
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CATEGORY	A	B	C	D
S-10R	1460-½	554 (600-½)	1460-1	1460-1¼
CIRCLING	1460-1	554 (600-1)	1460-1½	1540-2
HIVAT FIX MINIMUMS (DME REQUIRED)				
S-10R	1280-½	374 (400-½)	1280-1	374 (400-1)
CIRCLING	1320-1	1440-1	1440-1½	1540-2
	414 (500-1)	534 (600-1)	534 (600-1½)	634 (700-2)

HIRL Rwy 10R-28L
 REIL Rwy 10L and 28R
 REIL Rwy 18, 28L, and 36
 MIRL Rwy 10L-28R
 MIRL Rwy 18-36

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44