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|--|------------------------|-----------------------------|---|
| VOR/DME FCM 117.7 Chan 124 | APP CRS 035° | Rwy ldg TDZE Apt Elev | 2690 905 906 |
|--|------------------------|-----------------------------|---|

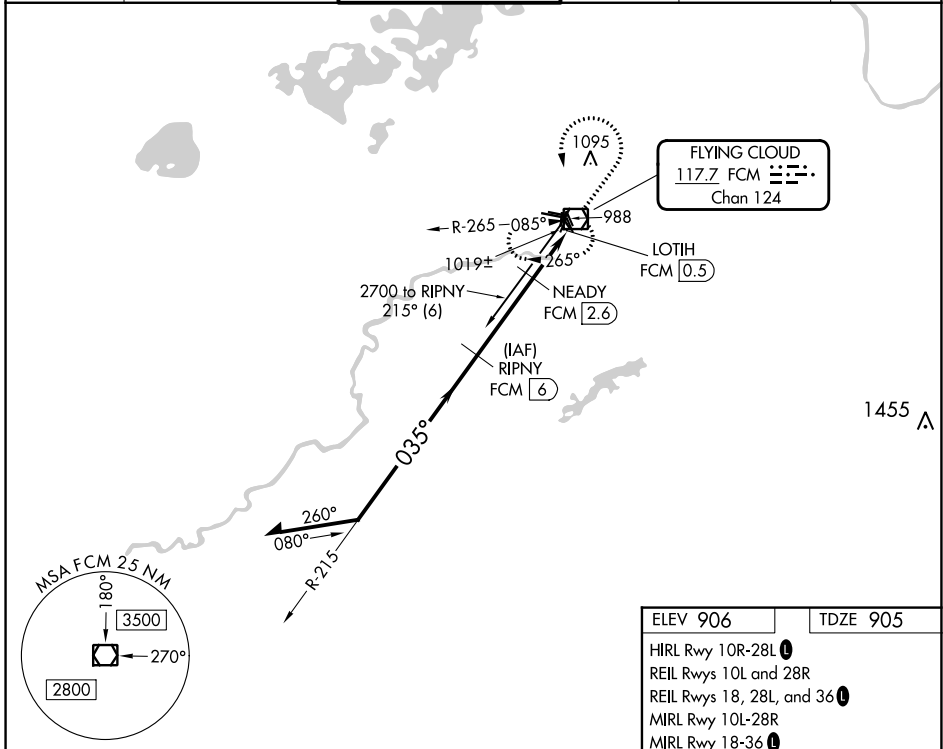
VOR/DME RWY 36

FLYING CLOUD (FCM)

⚠ When local altimeter setting not received, use Minneapolis St Paul Intl/ Wold Chamberlain altimeter setting and increase all MDA 40 feet and S-36 Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.

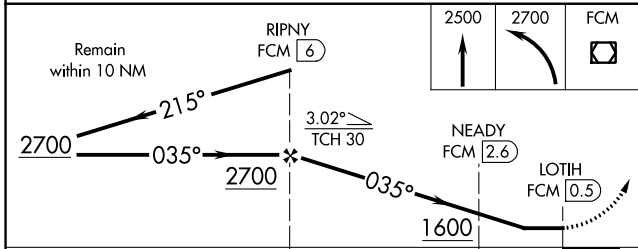
MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

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|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS 124.9 | MINNEAPOLIS APP CON 134.7 284.7 | FLYING CLOUD TOWER ★ 119.15 (CTAF) 0 | GND CON 121.7 | CLNC DEL 121.7 (When twr closed) | UNICOM 122.95 |
|----------------------|---|--|-------------------------|---|-------------------------|

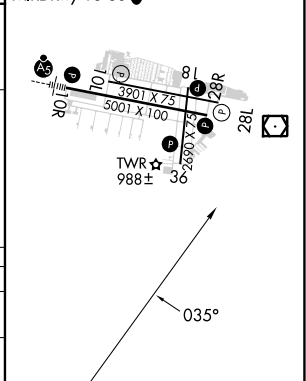


NC-1, 03 OCT 2024 to 31 OCT 2024

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|--|----------|
| ELEV 906 | TDZE 905 |
| HIRL Rwy 10R-28L REIL Rws 10L and 28R REIL Rws 18, 28L, and 36 MIRL Rwy 10L-28R MIRL Rwy 18-36 | |



| CATEGORY | A | B | C | D |
|-------------------|-----------------------|-----------------------|-------------------------|----|
| S-36 | 1280-1 | 375 (400-1) | | NA |
| C CIRCLING | 1320-1 414 (500-1) | 1440-1 534 (600-1) | 1440-1½ 534 (600-1½) | NA |