

LOC FCM	APP CRS	Rwy Idg	5001
109.7	098°	TDZE	906
		Apt Elev	906

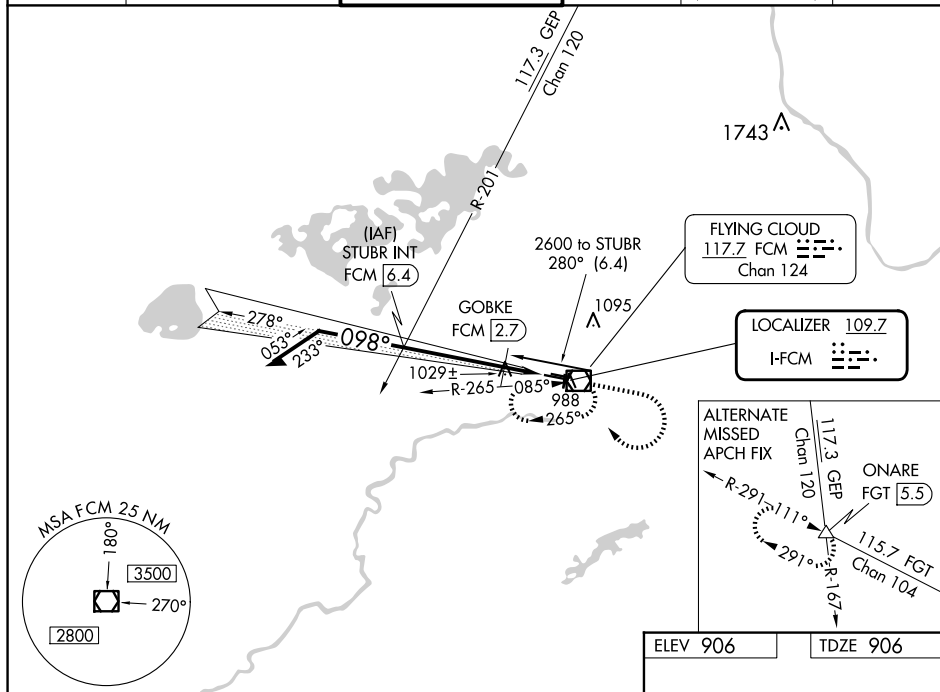
COPTER ILS or LOC RWY 10R
FLYING CLOUD (FCM)

T For inoperative MALS, increase visibility to ½ mile. When local altimeter setting not received, use Minneapolis-St Paul Intl-Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet.



MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.

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
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Remain within 5 NM

STUBR INT FCM 6.4

2600

278°

2600

098°

2600

GS 3.00° HCH 42

*1440 when using Minneapolis-St Paul/Wold-Chamberlain altimeter setting.

GOBKE FCM 2.7

*LOC only.

FCM 1.2

1600

2600

FCM

3.7 NM

1.5 NM

*1400

CATEGORY	COPTER
H-ILS 10R	1106-¼ 200 (200-¼)
H-LOC 10R	1400-¼ 494 (500-¼)
GOBKE FIX MINIMUMS (DME REQUIRED)	
H-LOC 10R	1280-¼ 374 (400-¼)

Diagram illustrating the HIRL Rwy 10L-28L and REIL Rwy 18, 28L, and 36. The diagram shows a runway layout with a 098° heading, a 101° heading, and a 28R heading. It includes a TWR (Tower) at 988± feet and a 36° heading. The diagram also shows a 10L heading and a 28L heading. The diagram is labeled with 'ELEV 906' and 'TDZE 906'.