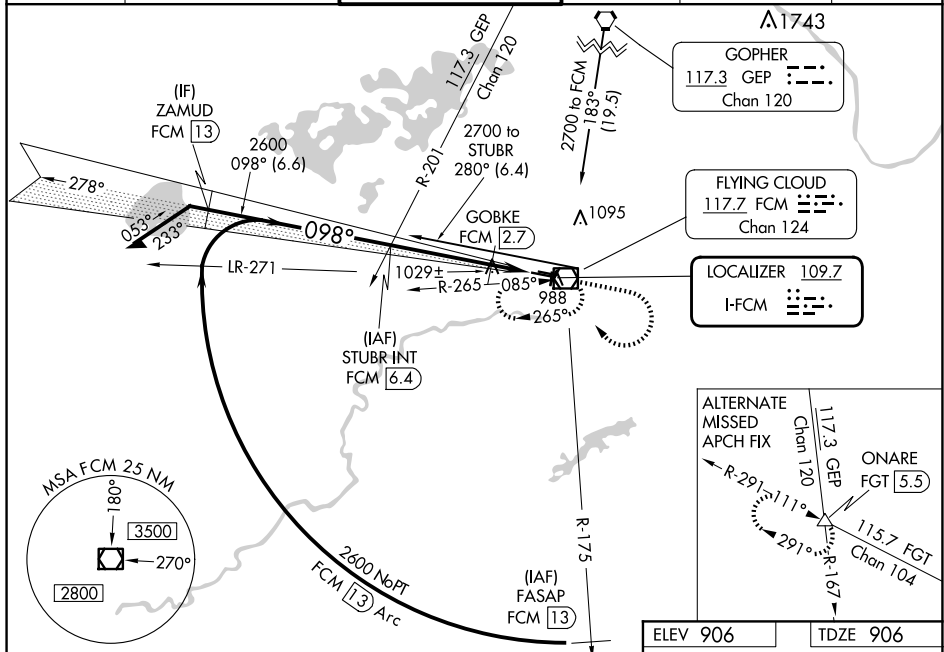


LOC I-FCM <u>109.7</u>	APP CRS 098°	Rwy Idg 5001 TDZE 906 Apt Elev 906
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ILS or LOC RWY 10R
FLYING CLOUD (FCM)

	When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet, increase S-LOC Cat C and D visibility $\frac{1}{4}$ mile, GOBKE fix minimums: Increase S-LOC Cat C visibility $\frac{1}{4}$ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	MALSR			MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.
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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
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[illegible]

CATEGORY	A	B	C	D
S-ILS 10R	1106-½ 200 (200-½)			
S-LOC 10R	1400-½ 494 (500-½)		1400-¾ 494 (500-¾)	1400-1 494 (500-1)
C CIRCLING	1400-1 494 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)
GOBKE FIX MINIMUMS (DME REQUIRED)				
S-LOC 10R	1280-½ 374 (400-½)			1280-¾ 374 (400-¾)
C CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

Diagram illustrating the HIRL Rwy 10L-28L intersection. The diagram shows the runway layout, including Runway 10L (3601 x 75), Runway 28L (2800 x 75), Runway 10R, and Runway 36. A taxiway (TWX) is also shown. The diagram includes various navigational aids, including a VOR station (V) and a TIS station (T). The diagram is labeled with 'ELEV 906' and 'TDZE 906'.

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44