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|------------------------------------------------|------------------------|------------------------------------------------------------------------|
| VOR/DME FCM<br><b>117.7</b><br>Chan <b>124</b> | APP CRS<br><b>035°</b> | Rwy Idg<br><b>2690</b><br>TDZE<br><b>905</b><br>Apt Elev<br><b>906</b> |
|------------------------------------------------|------------------------|------------------------------------------------------------------------|

VOR/DME RWY 36  
FLYING CLOUD (FCM)

**T** When local altimeter setting not received, use Minneapolis St Paul Intl/  
**A** Wold Chamberlain altimeter setting and increase all MDA 40 feet and  
S-36 Cat C visibility  $\frac{1}{2}$  mile. Helicopter visibility reduction below 1 SM NA.  
Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational  
VGS required, remain on or above VGS glidepath until threshold.

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

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