

LOC I-FCM <b>109.7</b>	APP CRS <b>098°</b>	Rwy Ldg TDZE <b>5001 906</b>	Apt Elev <b>906</b>
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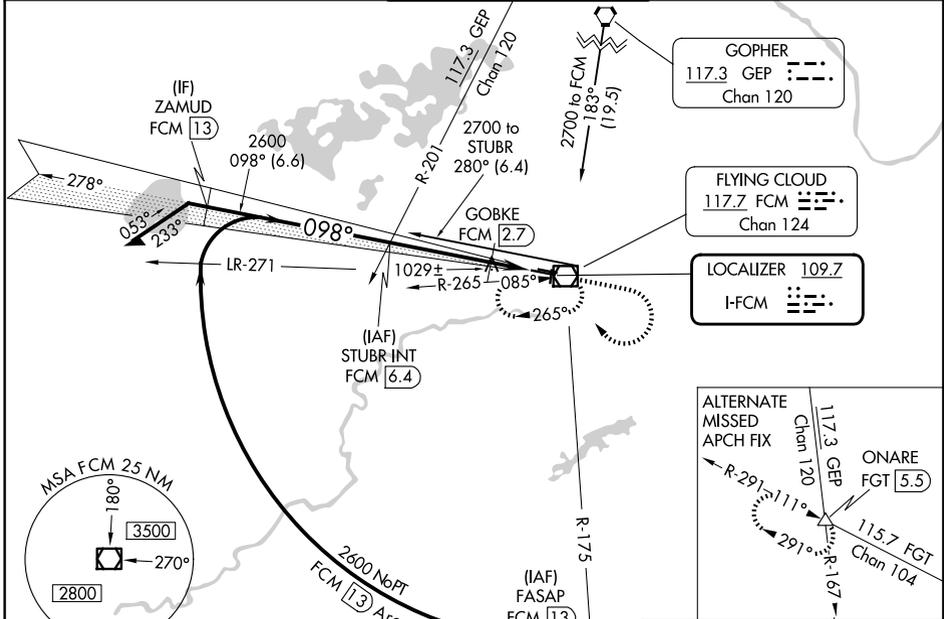
# ILS or LOC RWY 10R

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 ¼ mile, GOBKE fix minimums: Increase S-LOC Cat C visibility ¼ 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.

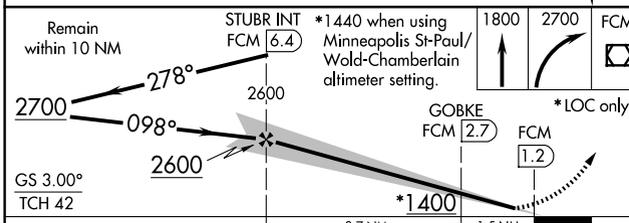
ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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NC-1, 19 MAR 2026 to 16 APR 2026

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ELEV 906	TDZE 906
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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)
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)
CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

Diagram details: 098°, 100, 3901 X 75, 81, 28R, 28L, 288, 360, 5001 X 100, 5001 X 75, TWR 36, 281, 288, 36.

HIRL Rwy 10R-28L  
REIL Rwys 10L and 28R  
REIL Rwys 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