FLYING CLOUD AIRPORT (FCM)

PILOT INFORMATION

Updated: 02/23/2023

FCM Tower Administrative Office
Business Phone 952-941-1188
0730L to 1330L M-F

Federal Aviation Administration

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- **Aeronautical Information Services**
- **Airport Construction**
- **Airport Diagram**
- **Chart Supplement**
- **From the Flight Deck Videos**
- **Hot Spots**
- **NOTAMS**
- **VFR Charts**

Some Advisory Circulars for Reference

- AC 90-66B Non-Towered Airport Flight Operations (faa.gov) Subject: Non-Towered Airport Flight Operations – 2/25/19
- AC 91-73B (faa.gov) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- AC 91-92 (faa.gov) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- AC 90-48 (faa.gov) Subject: Pilots' Role in Collision Avoidance – 10/20/22

FCM Specific Section

The Flying Cloud airport (FCM) is a medium to large sized, primarily business and general aviation airport. Located approximately 10 miles southwest of the larger Minneapolis-Saint Paul International airport, it is one of several alternative reliever airports serving the metropolis of Minneapolis-Saint Paul.

1. From the Flight Deck (FTFD) Video Notes

- FCM consists of parallel RWYs 10L/28R and 10R/28L and intersecting RWY 18/36.
- Wrong surface landing risk exists due to parallel RWYs with staggered thresholds.
- Your assigned RWY may not be the first RWY that becomes visible.
- Parallel TWY B can also be mistaken for a RWY.
    - To mitigate this, the word "TAXI" has been painted at both ends of TWY B.
- An Arrival Alert Notice is published for this airport. See hyperlink on page 3 (above).
- Numerous hangars and businesses are located north of TWY A which is parallel to RWY 10L/28R.
    - Pilots have missed TWY A, thinking that it was part of the ramp and have mistaken RWY 10L/28R as TWY A and have taxied onto that RWY.
    - Enhanced centerline markings and signage are located here to indicate that RWY 10L/28R is approaching.
- At the intersection of TWY C and RWY 10L/28R, aircraft instructed to taxi to RWY 28L via A, C, hold short of RWY 28R have missed the hold short line on TWY C. The hold short line is located immediately after turning onto TWY C from TWY A.
- The approach ends of RWY 28L and RWY 28R are at an angle to the Control TWR that makes it difficult for the controller to confirm that aircraft are lined up on the correct RWY.
- To help the confusion of parallel TWYS for RWYS, FCM has taken the following steps:
    - 10R – MALSR is operated continuously.
    - 10L/28R – REIL operated when tower is in operation.
    - 28L~~/R~~ – REIL is operated continuously.
- When flying on left downwind for RWY 10L, the approach end of RWY 10L may not be visible causing pilots to mistake RWY 10R for RWY 10L, and TWY B for RWY 10R.
- The risk of crossing RWY Hold Short Lines always exists with closely spaced parallel RWYs and TWYs even with multiple and enhanced lights and markings.

2. Airspace

The airspace at FCM is Class D with a 3400' MSL ceiling, underlying Minneapolis/St Paul Class B airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility — 3 statute miles
- Distance from Clouds — 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications — Establish communications (controller response)
- Pilot — No special certification required
- Equipment — Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility — 3 statute miles
- Distance from Clouds — Clear of clouds
- Communications — Must obtain ATC clearance prior to entering/departing
- Pilot — Private Pilot Certificate (see AIM for alt requirements)
- Equipment — Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

3. Cautions

Hot Spots

HS 1 Risk of RWY confusion between RWY 28L and RWY 28R and RWY 10L and RWY 10R.

HS 2 RWY 18 approach area proximity to adjacent ramps along TWY A.

HS 3 Short taxi distance from ramp to RWY hold line.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ RWY 10L/28R CLSD when TWR is CLSD.
- ✓ You will receive “on course” as soon as traffic permits. Expect RWY heading initially.

Landing

- ✓ Wrong surface landing risk.
- ✓ Please use all available resources to verify that you are lined up for the surface that you have been cleared to land on. If you are unsure, ask the controller for assistance.
- ✓ RWY 10L/28R CLSD when TWR in CLSD.

Surface Risk – Movement Area

- ✓ You need to contact GC before taxiing to the ramp after landing.

Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.

4. Communications

FCM TWR operates from 0600L-2200L CDT / 0600L-2100L CST

When TWR is closed:

- ✓ The airspace becomes Class E
- ✓ Use CTAF 119.15
- ✓ Clearance Delivery 121.7
- ✓ Closing Flight Plan 121.7
- ✓ Use CTAF to control Runway lighting when TWR is closed.

5. From the FCM Control Tower

Local Information directly from your FCM TWR controllers.

General

- ✓ Line Up and Wait instructions are common.
- ✓ Pilots are expected to comply with "do not exceed 250 KTS below 10,000 feet" due to the wide mixed usage aircraft that operate within FCM's airspace.

Traffic Patterns

- ✓ Numerous flight training operations are conducted from the four flight schools that operate at FCM.
- ✓ Traffic pattern direction will be issued by the Tower.
- ✓ Opposing base –leg traffic occurs when utilizing both parallel runways. Pilots should maintain vigilance to not overshoot the runways when on base-legs.

Ground

- ✓ Contact Ground Control before you start taxiing, most likely there will be aircraft that are moving on the taxiways.
- ✓ Remain on Ground Control frequency until at your assigned runway as you taxi out unless advised to change to Tower frequency.
- ✓ 56' wingspan restriction on TWY Alpha between Premier Jet Center and Thunderbird Aviation.

Runway Crossings

- ✓ Remain on Tower frequency while in between the parallels after landing.

Takeoff/Departure

- ✓ VFR traffic climb to 3,000ft as soon as practicable.

Arrival/Landing

- ✓ VFR traffic descend to 2,000ft as soon as practicable. Closely spaced parallels, do not over shoot finals from base turn. There may be traffic landing the other runway at the same time.
- ✓ Remain on Tower frequency while in between the parallels after landing
- ✓ If confused, ask the control tower for assistance.

Avoidance Areas

- ✓ Contact FCM tower if flying within 8 miles of the airspace. We may have traffic for you.

6. Additional Information for FCM

End of FCM Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.

- ✓ If you can hear other aircraft but nobody responds to your calls then you should check forproper frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.
- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklistmay come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases,when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling tobelow VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageousto use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish totalk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- ✈ The clearance must be requested by the pilot.
- ✈ If it is after sunset and before sunrise the pilot requesting the clearance must be IFRrated and the aircraft must be certified for IFR flight.
- ✈ A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ✈ You may depart for another destination
- ✈ You may transition
- ✈ You may enter and land
- ✈ You may do touch and go landings

End of General Section