

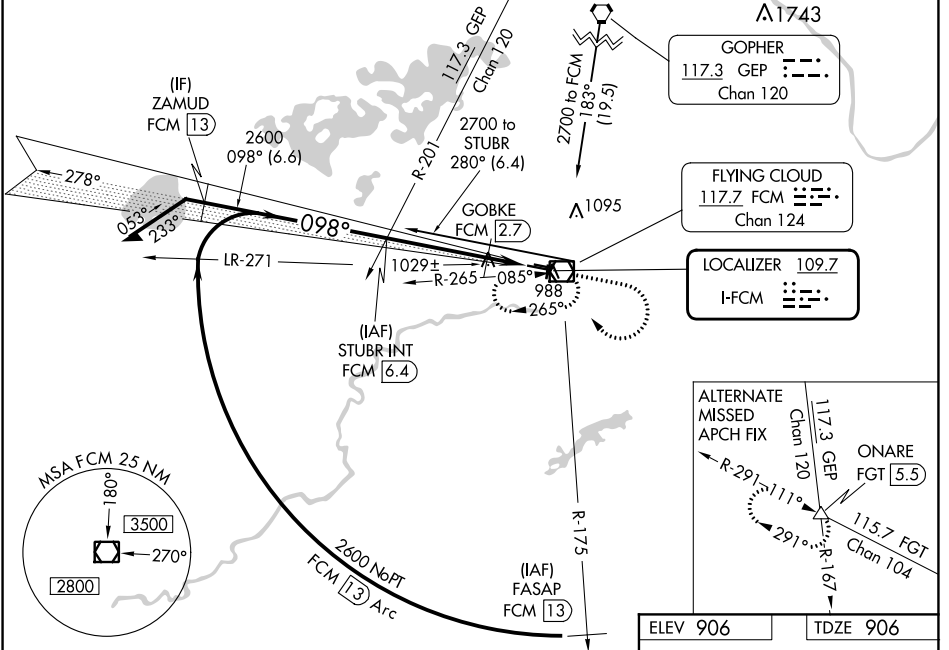
LOC IFCM <b>109.7</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>906</b> <b>906</b>
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# ILS or LOC RWY 10R

FLYING CLOUD (FCM)

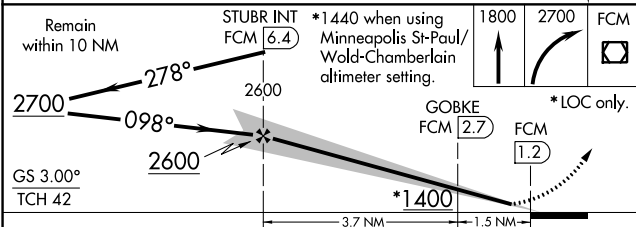
<p><b>⚠</b> When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet, increase S-LOC Cat C and D visibility ¼ mile, GOBKE fix minimums: Increase S-LOC Cat C visibility ¼ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.</p>

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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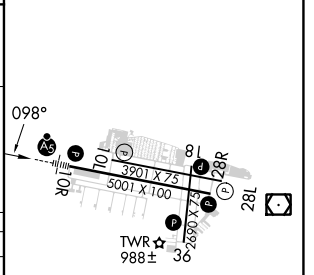
NC-1, 13 JUN 2024 to 11 JUL 2024

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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)
<b>C</b> 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)	
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)



HIRL Rwy 10L-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