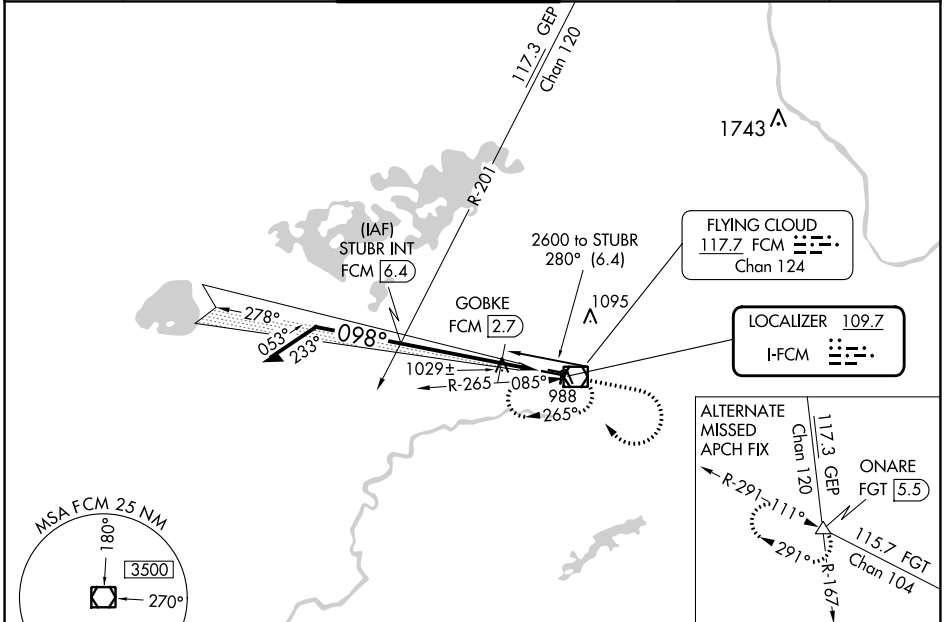


LOC FFCM <b>109.7</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>906</b> <b>906</b>
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# COPTER ILS or LOC RWY 10R

FLYING CLOUD (FCM)

<p><b>▼</b> For inoperative MALSR, increase visibility to ½ mile. When local altimeter setting not received, use Minneapolis-St Paul Intl-Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.</p>			
		<p>ATIS <b>124.9</b></p>	<p>MINNEAPOLIS APP CON <b>134.7 284.7</b></p>	<p>FLYING CLOUD TOWER * <b>119.15 (CTAF)</b></p>	<p>GND CON <b>121.7</b></p>



ELEV 906	TDZE 906												
<p>Remain within 5 NM</p> <p>STUBR INT FCM [6.4]</p> <p>1600 2600 FCM</p> <p>2600 098° 2600</p> <p>2600 278°</p> <p>GS 3.00° HCH 42</p> <p>GOBKE FCM [2.7]</p> <p>*1400</p> <p>FCM [1.2]</p> <p>*1440 when using Minneapolis-St Paul/Wold-Chamberlain altimeter setting. * LOC only.</p> <p>3.7 NM 1.5 NM</p>													
CATEGORY	COPTER												
H-ILS 10R	1106-¼ 200 (200-¼)												
H-LOC 10R	1400-¼ 494 (500-¼)												
GOBKE FIX MINIMUMS (DME REQUIRED)													
H-LOC 10R	1280-¼ 374 (400-¼)												
<p>HIRL Rwy 10R-28L <math>\Delta</math></p> <p>REIL Rwys 10L and 28R</p> <p>REIL Rwys 18, 28L, and 36 <math>\Delta</math></p> <p>MIRL Rwy 10L-28R</p> <p>MIRL Rwy 18-36 <math>\Delta</math></p> <p>FAF to MAP 5.2 NM</p> <table border="1"> <tr> <td>Knots</td> <td>45</td> <td>60</td> <td>75</td> <td>90</td> <td>105</td> </tr> <tr> <td>Min:Sec</td> <td>6:56</td> <td>5:12</td> <td>4:10</td> <td>3:28</td> <td>2:58</td> </tr> </table>		Knots	45	60	75	90	105	Min:Sec	6:56	5:12	4:10	3:28	2:58
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NC-1, 26 DEC 2024 to 23 JAN 2025

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