

VOR/DME FCM <b>117.7</b> Chan 124	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>905</b> <b>906</b>
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# VOR RWY 10R

FLYING CLOUD (FCM)

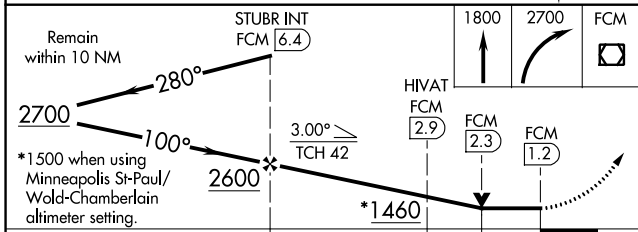
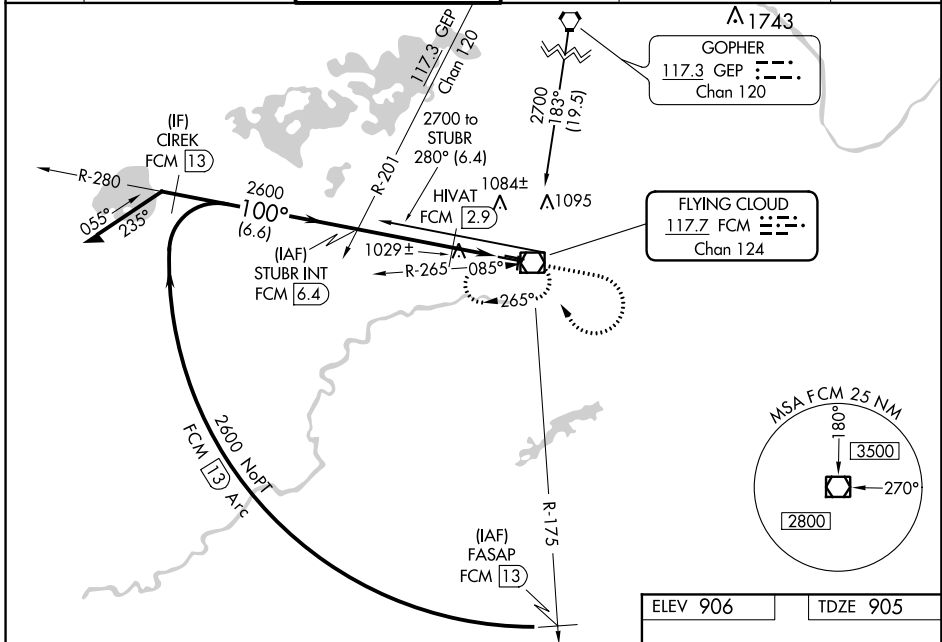
**⚠** When local altimeter setting not received, use Minneapolis St-Paul/Wold-Chamberlain altimeter setting and increase all MDA 40 feet, H/VAT fix minimums: Increase S-10R Cat C visibility 1/4 mile. For inoperative MALS/R, H/VAT fix minimums: Increase S-10R Cat D visibility to 1/4 mile. VDP NA when using Minneapolis St-Paul/Wold-Chamberlain altimeter setting. Night Landing: Rwy 18/36 NA.

MALS/R

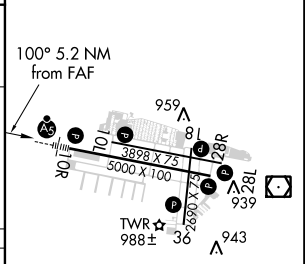


MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER ★ <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	MINNEAPOLIS CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 905
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CATEGORY	A	B	C	D
S-10R	1460-1/2	555 (600-1/2)	1460-1 555 (600-1)	1460-1/4 555 (600-1/4)
<b>C</b> CIRCLING	1460-1	554 (600-1)	1460-1/2 554 (600-1/2)	1540-2 634 (700-2)
H/VAT FIX MINIMUMS				
S-10R	1280-1/2	375 (400-1/2)		1280-1 375 (400-1)
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1/2 534 (600-1/2)	1540-2 634 (700-2)

HIRL Rwy 10R-28L **Ⓛ**  
 REIL Rwys 10L, 28R  
 REIL Rwys 18, 28L, and 36 **Ⓛ**  
 MIRL Rwys 10L-28R and 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

NC-1, 31 JAN 2019 to 28 FEB 2019

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