

VOR/DME FCM <b>117.7</b> Chan <b>124</b>	APP CRS <b>035°</b>	Rwy Idg <b>2690</b> TDZE <b>905</b> Apt Elev <b>906</b>
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VOR/DME RWY 36  
FLYING CLOUD (FCM)

**T** When local altimeter setting not received, use Minneapolis St Paul Intl/  
**A** Wold Chamberlain altimeter setting and increase all MDA 40 feet and  
S-36 Cat C visibility  $\frac{1}{2}$  mile. Helicopter visibility reduction below 1 SM NA.  
Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational  
VGS required, remain on or above VGS glidepath until threshold.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

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>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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