

VOR/DME FCM <b>117.7</b> Chan <b>124</b>	APP CRS <b>035°</b>	Rwy ldg TDZE Apt Elev	<b>2690</b> <b>905</b> <b>906</b>
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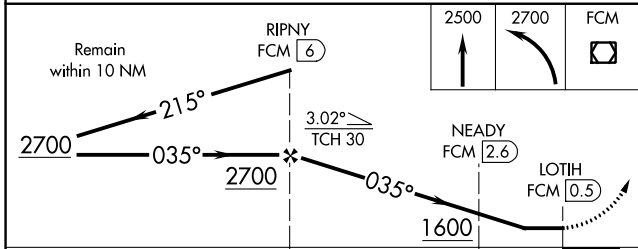
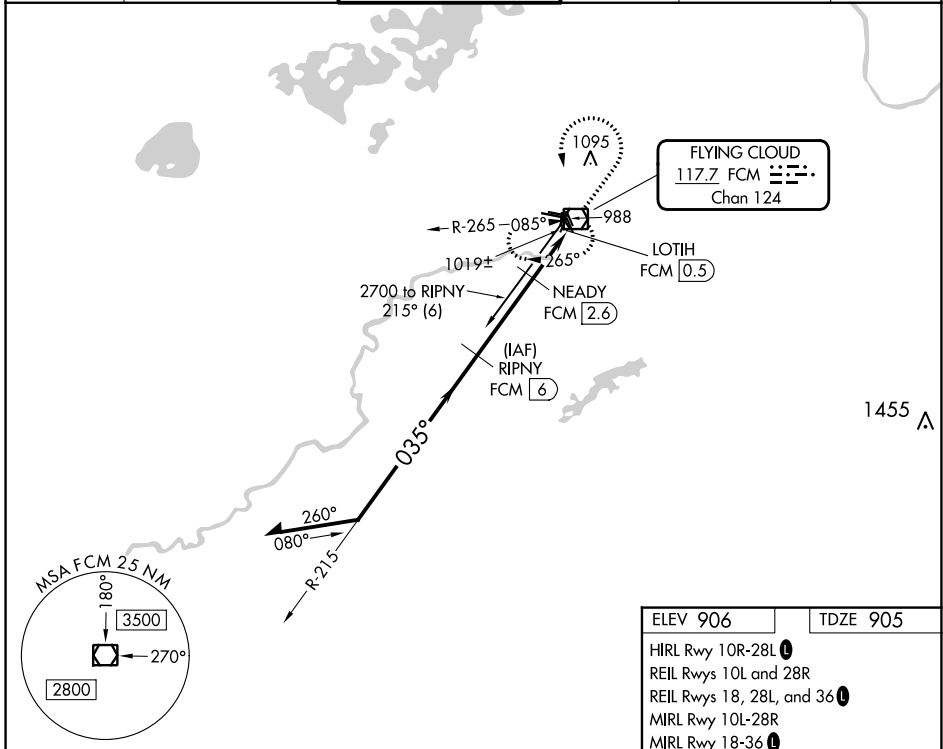
# VOR/DME RWY 36

FLYING CLOUD (FCM)

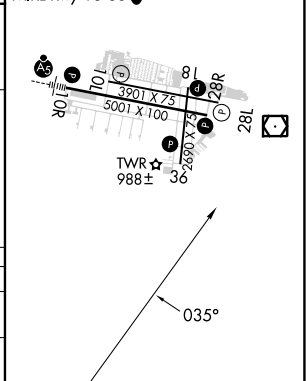
**⚠** When local altimeter setting not received, use Minneapolis St Paul Intl/ Wold Chamberlain altimeter setting and increase all MDA 40 feet and S-36 Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSi required, remain on or above VGSi 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)</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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ELEV 906	TDZE 905
HIRL Rwy 10R-28L REIL Rwy 10L and 28R REIL Rwy 18, 28L, and 36 MIRL Rwy 10L-28R MIRL Rwy 18-36	



CATEGORY	A	B	C	D
S-36	1280-1	375 (400-1)		NA
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA

NC-1, 26 DEC 2024 to 23 JAN 2025

NC-1, 26 DEC 2024 to 23 JAN 2025