

LOC FCM 109.7	APP CRS 098°	Rwy Ldg TDZE Apt Elev 5001 906 906
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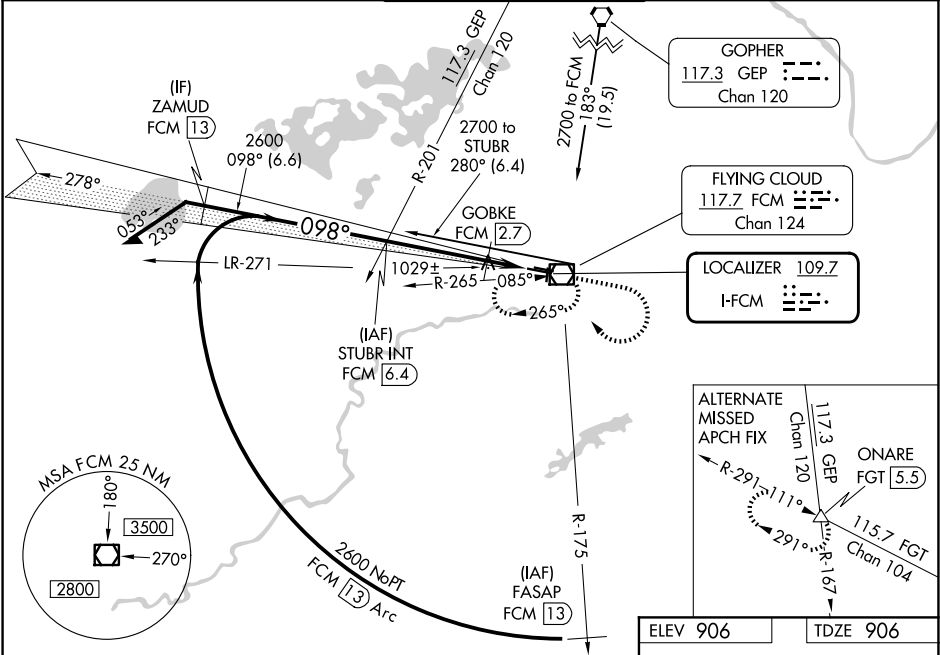
ILS or LOC RWY 10R
FLYING CLOUD (FCM)

⚠ 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.

MALSR 

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

ATIS 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER ★ 119.15 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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Remain within 10 NM

STUBR INT FCM 6.4

*1440 when using Minneapolis-St Paul/Wold-Chamberlain altimeter setting.

1800 2700 FCM

GS 3.00° TCH 42

2700 278° 098° 2600

GOBKE FCM 2.7

*LOC only.

*1400

3.7 NM 1.5 NM

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)
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)	1280-¾ 374 (400-¾)
CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

ELEV 906 TDZE 906

098°

AS

101

3901 X 75

81

28R

28L

TWR

36

HIRL Rwy 10R-28L

REIL Rwy 10L and 28R

REIL Rwy 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

NC-1, 25 DEC 2025 to 22 JAN 2026

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