

|                          |                        |                             |   |
|--------------------------|------------------------|-----------------------------|---|
| LOC IFCM<br><b>109.7</b> | APP CRS<br><b>098°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>906</b><br><b>906</b> |
|--------------------------|------------------------|-----------------------------|---|

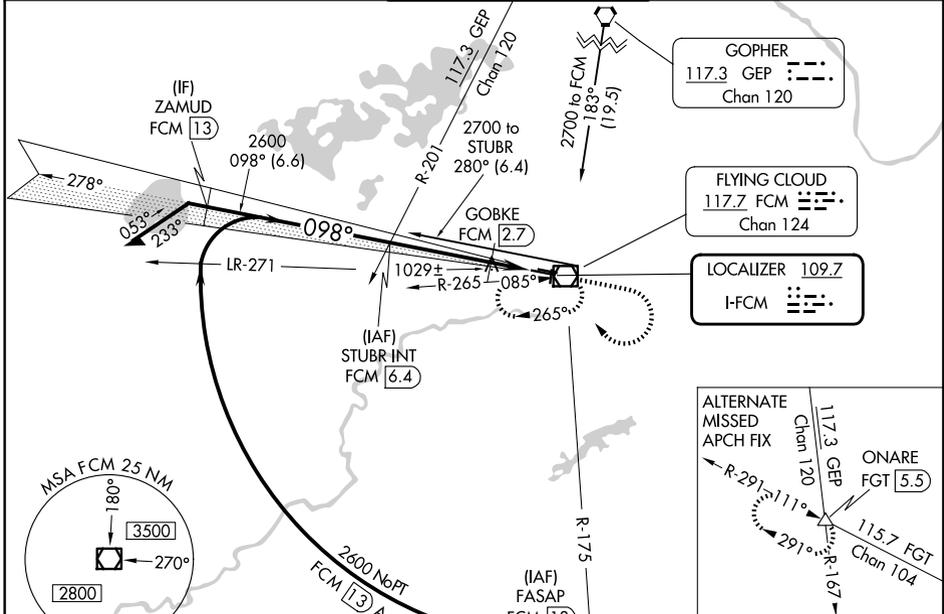
# ILS or LOC RWY 10R

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.

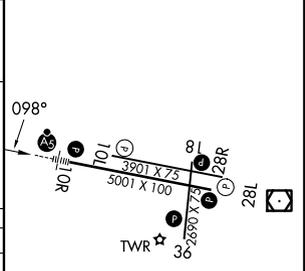
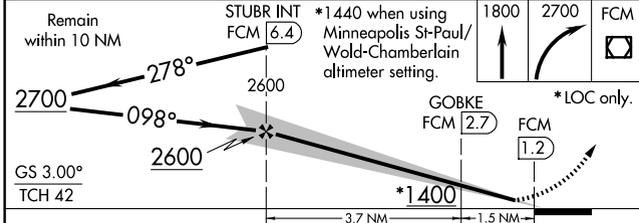
|                      |   |  |                         |                         |
|----------------------|---|--|-------------------------|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER *<br><b>119.15 (CTAF)</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|--|-------------------------|-------------------------|



NC-1, 19 FEB 2026 to 19 MAR 2026

NC-1, 19 FEB 2026 to 19 MAR 2026

|          |          |
|----------|----------|
| ELEV 906 | TDZE 906 |
|----------|----------|



| CATEGORY                          | A                     | B                     | C                       | D                     |
|-----------------------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-ILS 10R                         |                       | 1106-½                | 200 (200-½)             |                       |
| S-LOC 10R                         | 1400-½                | 494 (500-½)           | 1400-¾<br>494 (500-¾)   | 1400-1<br>494 (500-1) |
| CIRCLING                          | 1400-1<br>494 (500-1) | 1440-1<br>534 (600-1) | 1440-1½<br>534 (600-1½) | 1540-2<br>634 (700-2) |
| GOBKE FIX MINIMUMS (DME REQUIRED) |                       |                       |                         |                       |
| S-LOC 10R                         |                       | 1280-½                | 374 (400-½)             | 1280-¾<br>374 (400-¾) |
| CIRCLING                          | 1320-1<br>414 (500-1) | 1440-1<br>534 (600-1) | 1440-1½<br>534 (600-1½) | 1540-2<br>634 (700-2) |

HIRL Rwy 10R-28R **Ⓛ**  
 REIL Rwys 10L and 28R  
 REIL Rwys 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 |