

LOC FCM	APP CRS	Rwy Ldg	5001
109.7	098°	TDZE	906
		Apt Elev	906

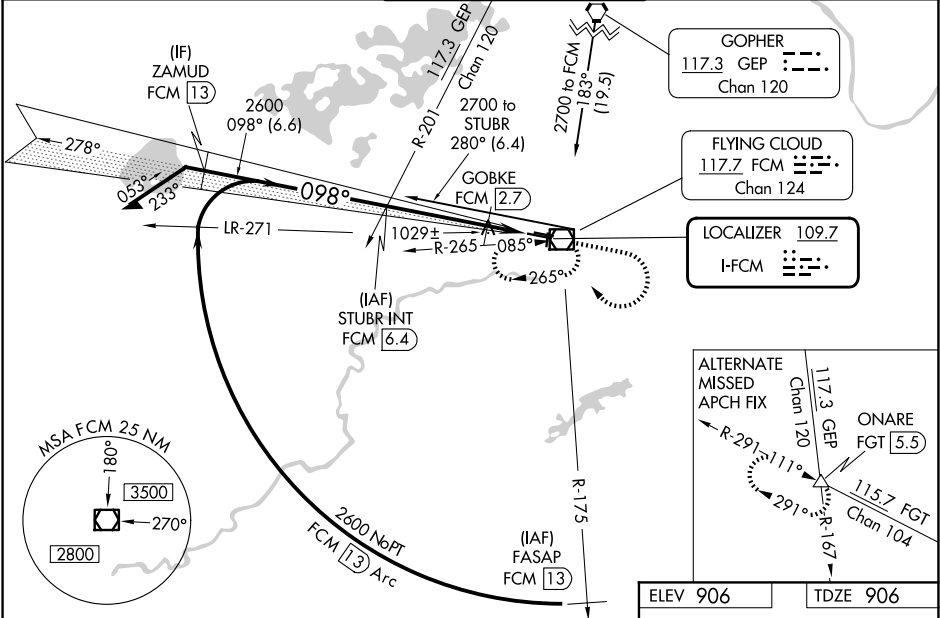
ILS or LOC RWY 10R
FLYING CLOUD (FCM)

When local altimeter setting not received, use MSP altimeter setting; increase S-ILS 10R DA to 1140 feet; increase all MDAs 40 feet and Circling visibility Cat D ¼ SM, GOBKE fix minimums S-LOC 10R visibility Cats C/D ½ SM, GOBKE fix minimums Circling visibility Cat D ¼ SM. For inop ALS, increase S-LOC 10R Cats C/D visibility to 1½ SM and GOBKE fix minimums S-LOC 10R Cats C/D visibility to 1 SM. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Autopilot coupled approach NA below 1425.

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	MINNEAPOLIS APP CON	FLYING CLOUD TOWER★	GND CON	UNICOM
124.9	134.7 284.7	125.2 (N) 119.15 (S) (CTAF)	121.7	122.95



Remain within 10 NM	STUBR INT FCM 6.4	*1440 when using Minneapolis St-Paul/Wold-Chamberlain altimeter setting.	1800	2700	FCM
2700	278°	2600	098°	2600	FCM 1.2
GS 3.00°					
TCH 42					
		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)	1400-1	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)	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

HIRL Rwy 10R-28L

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

NC-1, 01 OCT 2026 to 29 OCT 2026

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