ILS or LOC RWY 10R

FLYING CLOUD (FCM)

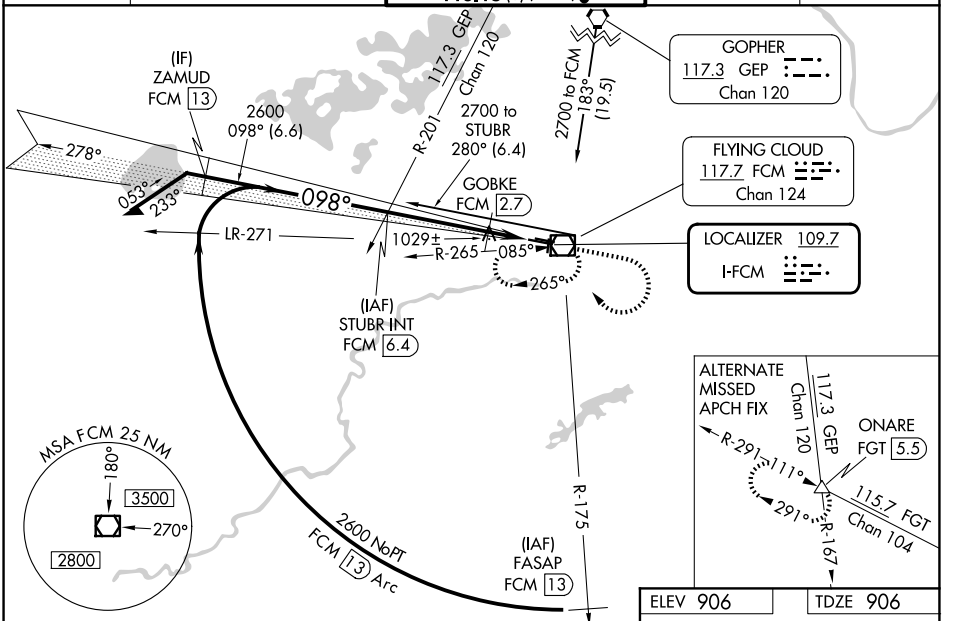
LOC I-FCM	APP CRS	Rwy Ldg	5001
109.7	098°	TDZE	906
		Apt Elev	906

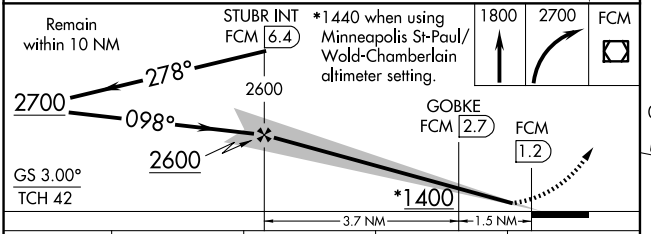
When local altimeter setting not received, use MSP altimeter setting; increase S-ILS 10R DA to 1140 feet; increase all MDAs 40 feet and Circling visibility Cat D ¼ SM, GOBKE fix minimums S-LOC 10R visibility Cats C/D ⅛ SM, GOBKE fix minimums Circling visibility Cat D ¼ SM. For inop ALS, increase S-LOC 10R Cats C/D visibility to 1⅜ 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

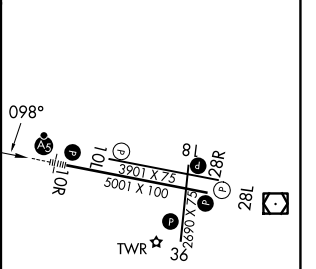
MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

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





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)		1280-⅝ 374 (400-⅝)	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)



HIRL Rwy 10R-28L L
REIL Rwys 10L and 28R
REIL Rwys 18, 28L, and 36 L
MIRL Rwy 10L-28R
MIRL Rwy 18-36 L

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, 29 OCT 2026 to 26 NOV 2026
NC-1, 29 OCT 2026 to 26 NOV 2026