

LOC I-FCM <b>109.7</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>905</b> <b>906</b>
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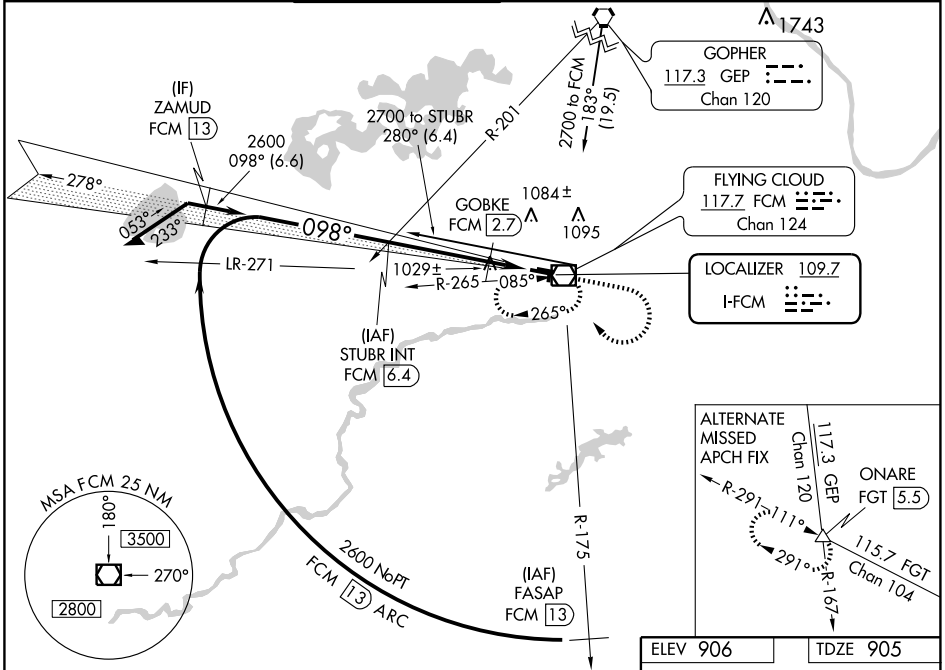
# ILS or LOC RWY 10R

MINNEAPOLIS/ FLYING CLOUD (FCM)

**▼** When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase 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.

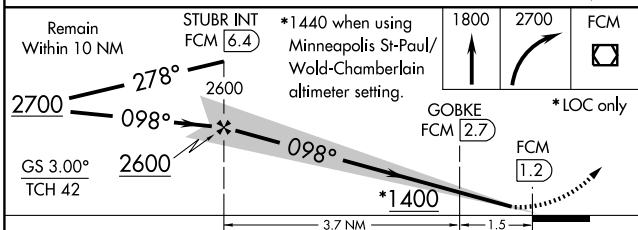
**MALSR** MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 357.4</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	MINNEAPOLIS CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95</b>
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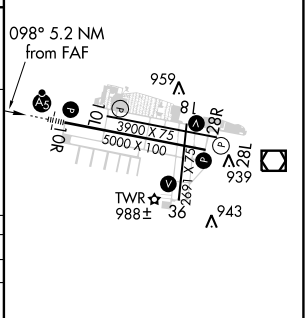
NC-1, 05 APR 2012 to 03 MAY 2012

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ELEV 906	TDZE 905
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CATEGORY	A	B	C	D
S-ILS 10R	1105-½		200 (200-½)	
S-LOC 10R	1400-½	495 (500-½)	1400-¾ 495 (500-¾)	1400-1 495 (500-1)
CIRCLING	1400-1	494 (500-1)	1400-1½ 494 (500-1½)	1460-2 554 (600-2)
GOBKE FIX MINIMUMS				
S-LOC 10R	1280-½	375 (400-½)	1280-¾ 375 (400-¾)	
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)



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