

LOC FFCM <b>109.7</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>906</b> <b>906</b>
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# COPTER ILS or LOC RWY 10R

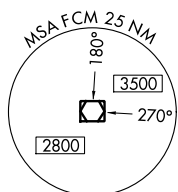
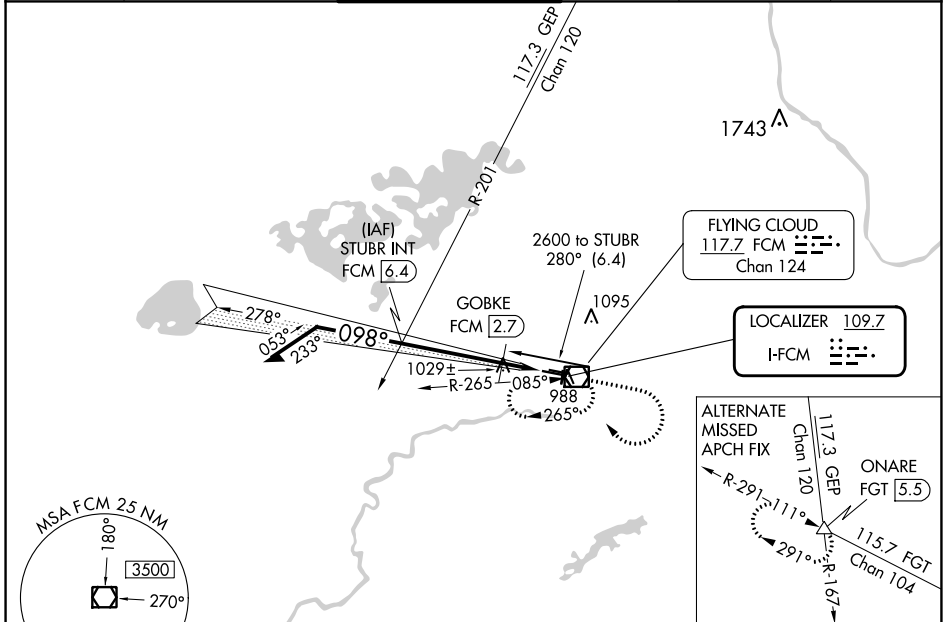
FLYING CLOUD (FCM)

**⚠** For inoperative MALSR, increase visibility to 1/2 mile. 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.

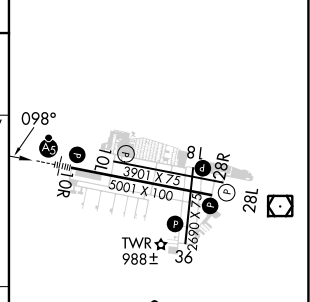
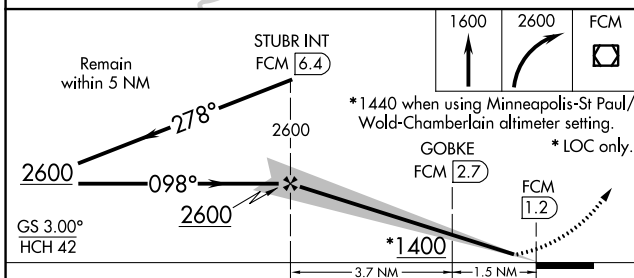
**MALSR**

**MISSED APPROACH:** Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	<b>FLYING CLOUD TOWER *</b> <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 906
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CATEGORY	COPTER
H-ILS 10R	1106-1/4 200 (200-1/4)
H-LOC 10R	1400-1/4 494 (500-1/4)
GOBKKE FIX MINIMUMS (DME REQUIRED)	
H-LOC 10R	1280-1/4 374 (400-1/4)

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	45	60	75	90	105
Min:Sec	6:56	5:12	4:10	3:28	2:58

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

LOC I-FCM <b>109.7</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>906</b> <b>906</b>
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# ILS or LOC RWY 10R

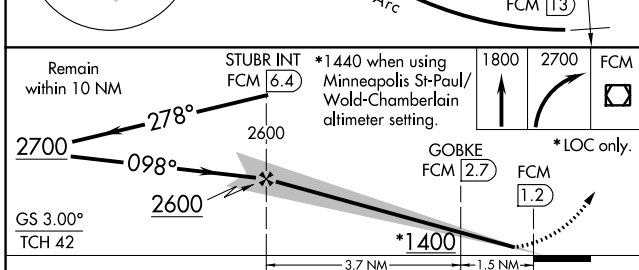
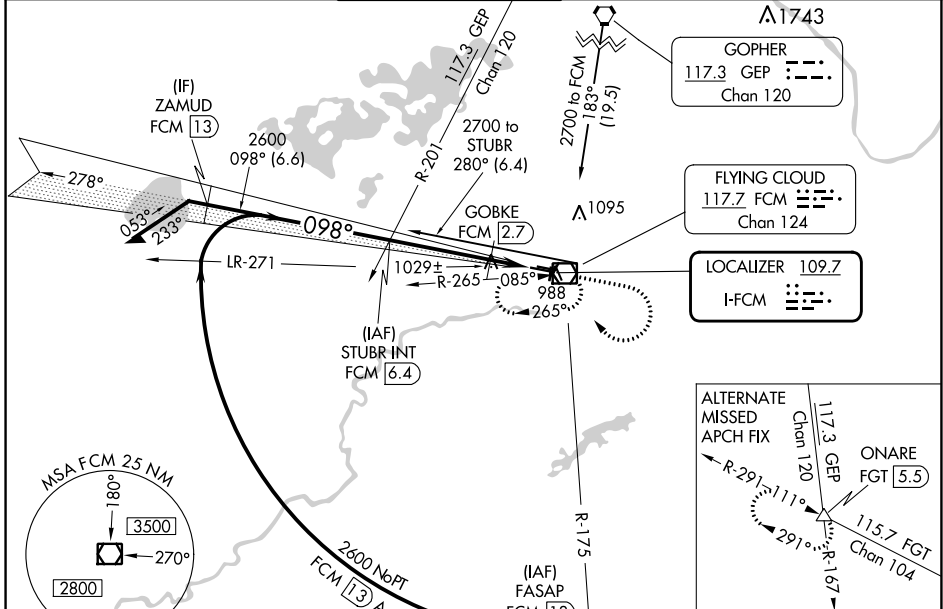
FLYING CLOUD (FCM)

**⚠** 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 <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> <small>(When twr closed)</small>	UNICOM <b>122.95</b>
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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)
<b>C</b> 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)	
<b>C</b> 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 **Ⓛ**  
 MRL Rwy 10L-28R  
 MRL Rwy 18-36 **Ⓛ**  
 TWR 988± 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, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>42510</b> <b>W10A</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>3901</b> <b>906</b> <b>906</b>
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# RNAV (GPS) RWY 10L

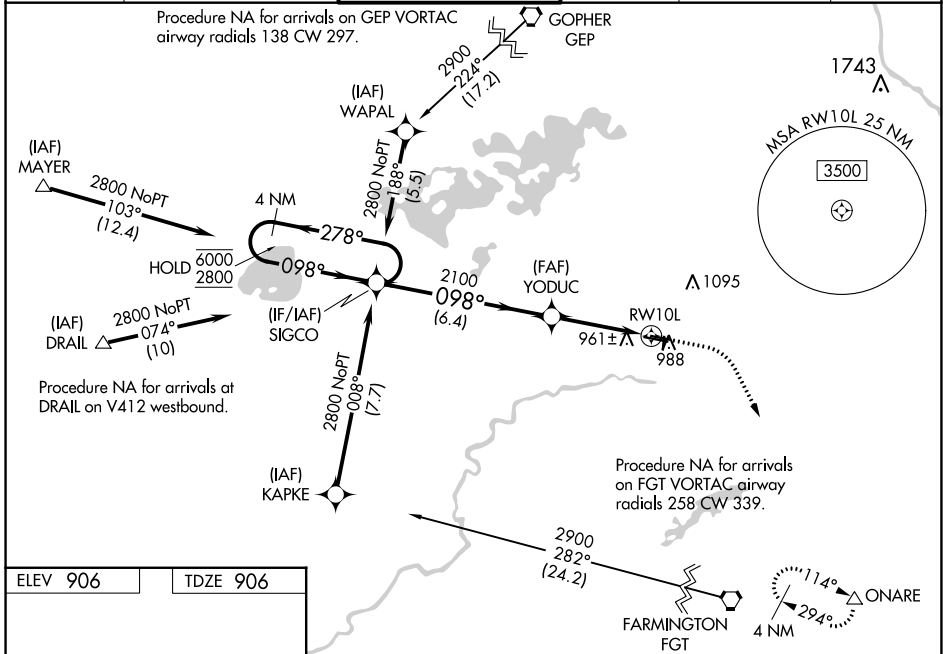
FLYING CLOUD (FCM)

**RNP APCH.**

**⚠** Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). 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 LNAV/VNAV visibility 1/8 mile all Cats, and Circling Cat D 1/4 mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

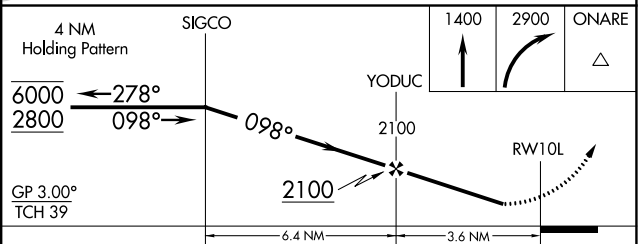
**MISSED APPROACH:** Climb to 1400 then climbing right turn to 2900 direct ONARE and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906 TDZE 906

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



CATEGORY	A	B	C	D
LPV DA		1187-1	281 (300-1)	
LNAV/VNAV DA		1230-1 1/8	324 (400-1 1/8)	
LNAV MDA		1240-1	334 (400-1)	
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1 1/2 534 (600-1 1/2)	1540-2 634 (700-2)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024


WAAS CH <b>42519</b> <b>W10B</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>906</b> <b>906</b>
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# RNAV (GPS) RWY 10R

FLYING CLOUD (FCM)

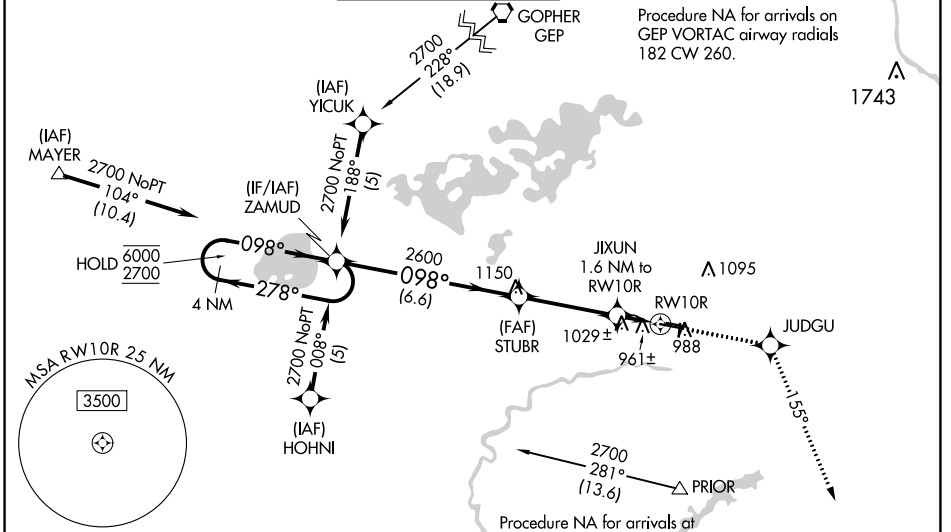
RNP APCH.

▼ Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.  
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). 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 and increase LNAV Cat C visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

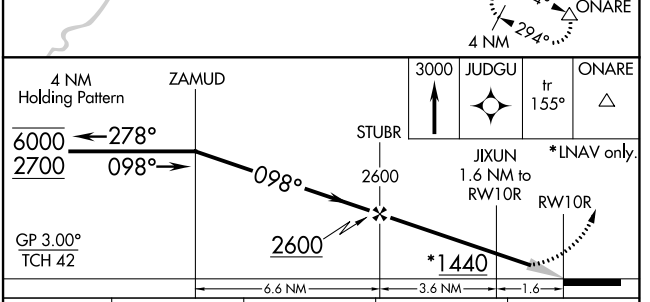
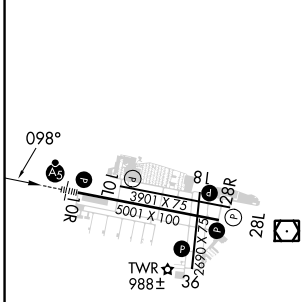
MALSR 

MISSED APPROACH: Climb to 3000 direct JUDGU and on track 155° to ONARE and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 906
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- HIRL Rwy 10R-28L
- REIL Rws 10L and 28R
- REIL Rws 18, 28L, and 36
- MIRL Rwy 10L-28R
- MIRL Rwy 18-36

CATEGORY	A				B		C		D	
	A		B		C		D		E	
LPV DA	1106-½		200 (200-½)							
LNAV/VNAV DA	1237-¾		331 (400-¾)							
LNAV MDA	1280-½		374 (400-½)		1280-1		374 (400-1)			
CIRCLING	1320-1		1440-1		1440-½		1540-2			
	414 (500-1)		534 (600-1)		534 (600-½)		634 (700-2)			

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>90218</b> <b>W28B</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>906</b> <b>906</b>
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# RNAV (GPS) RWY 28L

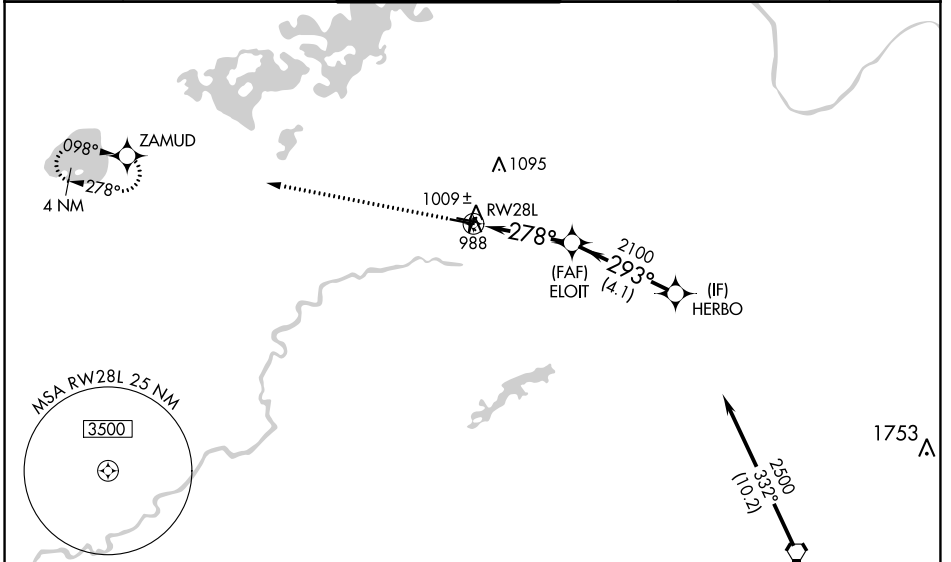
FLYING CLOUD (FCM)

RNP APCH.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (2°F) or above 54°C (130°F). 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 LNAV Cats C and D visibility 1/8 mile. Helicopters visibility reduction below 3/4 SM NA. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2700 direct ZAMUD and hold.

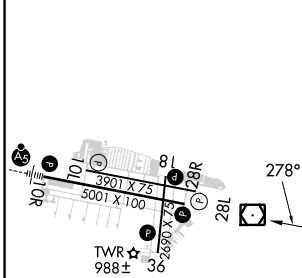
ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

ELEV 906	TDZE 906
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HIRL Rwy 10R-28L 0
REIL Rws 10L and 28R
REIL Rws 18, 28L, and 36 0
MIRL Rwy 10L-28R
MIRL Rwy 18-36 0

Procedure NA for arrivals on FGT VORTAC  
airway radials 258 CW 011.

2700	ZAMUD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).	HERBO
			2500
			GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA		1156-1	250 (300-1)	
LNAV/VNAV DA		1198-1	292 (300-1)	
LNAV MDA	1280-1	374 (400-1)	1280-1 1/8	374 (400-1 1/8)
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1 1/2 534 (600-1 1/2)	1540-2 634 (700-2)

WAAS CH <b>99709</b> <b>W28A</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev	<b>3901</b> <b>904</b> <b>906</b>
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# RNAV (GPS) RWY 28R

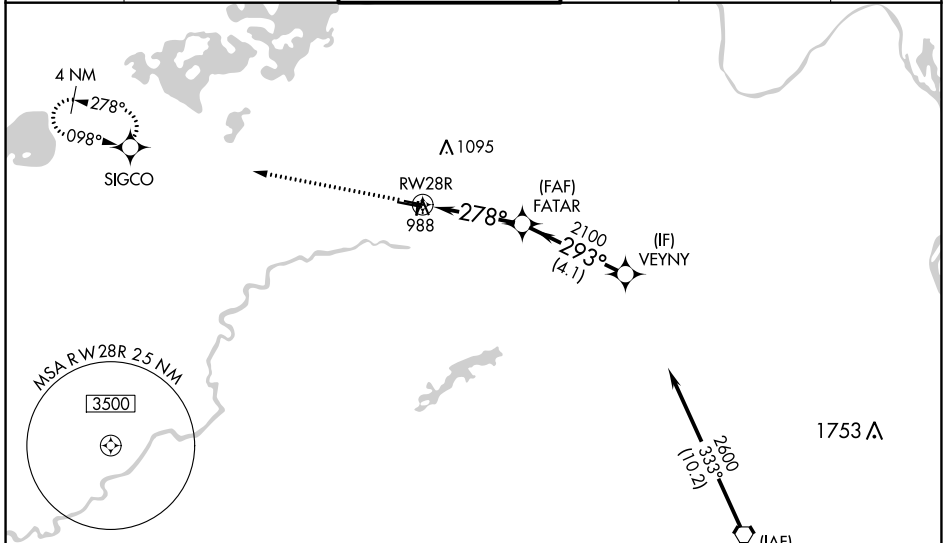
FLYING CLOUD (FCM)

RNP APCH.

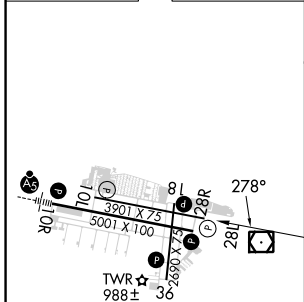
**⚠** Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase Circling Cat D visibility 1/4 mile. When Circling to Rwy 18, 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.

MISSED APPROACH: Climb to 2800 direct SIGCO and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 904
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HIRL Rwy 10R-28L 0  
 REIL Rws 10L and 28R  
 REIL Rws 18, 28L, and 36 L  
 MIRL Rwy 10L-28R  
 MIRL Rwy 18-36 0

TWR 988± 36

Procedure NA for arrivals on FGT VORTAC  
 airway radials 258 CW 011.

2800 SIGCO VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 38).

VEYNY 2600

FATAR 2100

RWY 28R 278°

2100 293°

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA		1154-1	250 (300-1)	
LNAV/ VNAV DA		1154-1	250 (300-1)	
LNAV MDA		1240-1	336 (400-1)	
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>82635</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg <b>2690</b> TDZE <b>905</b> Apt Elev <b>906</b>
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# RNAV (GPS) RWY 36

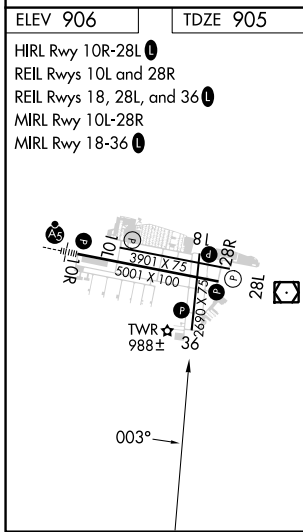
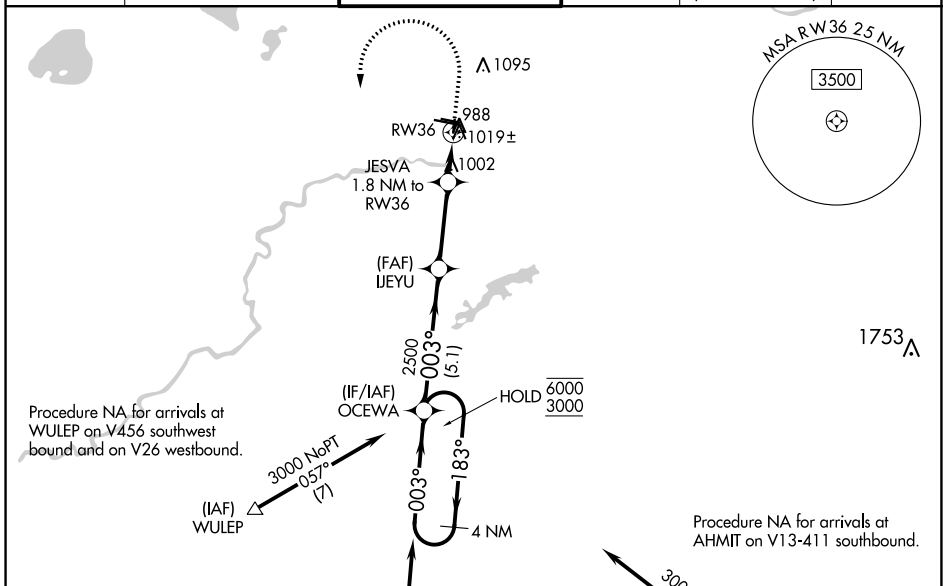
FLYING CLOUD (FCM)

RNP APCH.

**⚠** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold-Chamberlain altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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4 NM Holding Pattern		Visual Segment-Obstacles.		
6000	3000	2000	3000	
← 183°		↑	↶	
003° →		OCEWA $\Delta$		
003°		IJEYU $\Delta$		
2500		JESVA 1.8 NM to RW36		
1500		RW36		
← 5.1 NM		← 3.1 NM		
← 1.8 NM				
CATEGORY	A	B	C	D
LP MDA		1260-1	355 (400-1)	NA
LNAV MDA		1280-1	375 (400-1)	NA
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

VOR/DME FCM <b>117.7</b> Chan <b>124</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev <b>5001</b> <b>906</b> <b>906</b>
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# VOR RWY 10R

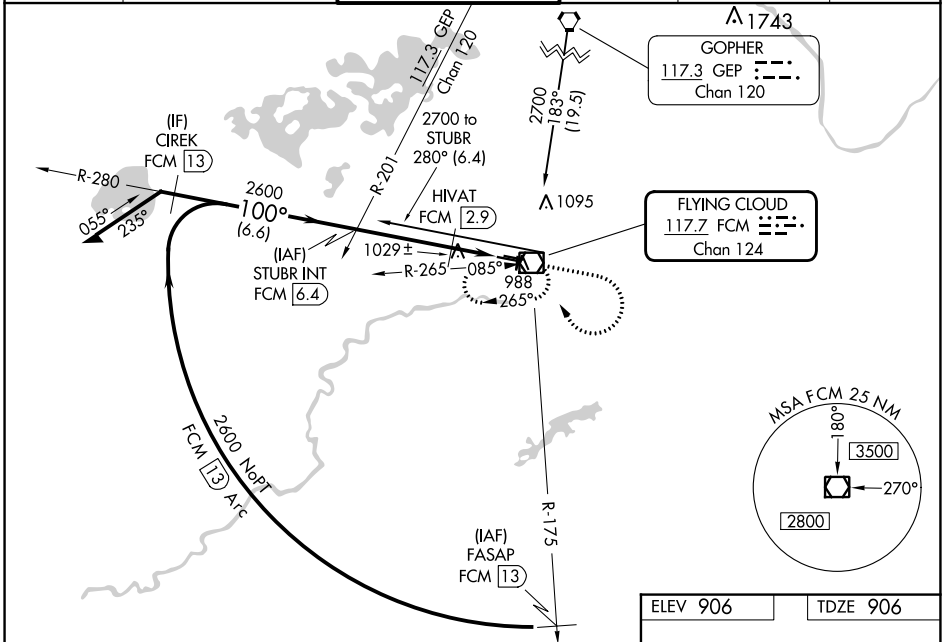
## FLYING CLOUD (FCM)

**⚠** When local altimeter setting not received, use Minneapolis St-Paul/Wald-Chamberlain altimeter setting and increase all MDA 40 feet, HIVAT fix minimums: Increase S-10R Cat C visibility ¼ mile. For inoperative MALSRL, HIVAT fix minimums: Increase S-10R Cat D visibility to 1 ¼ mile. VDP NA when using Minneapolis St-Paul/Wald-Chamberlain altimeter setting. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSRL

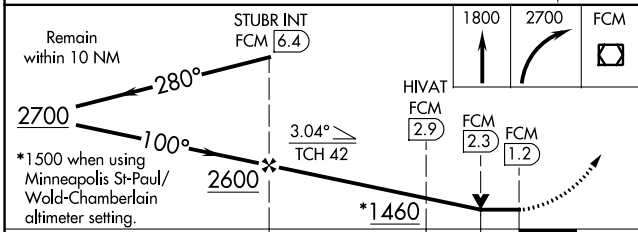
MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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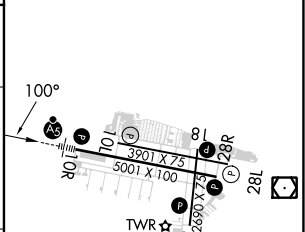


NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024



ELEV 906	TDZE 906
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CATEGORY	A	B	C	D
S-10R	1460-½	554 (600-½)	1460-1	1460-1¼
<b>C</b> CIRCLING	1460-1	554 (600-1)	1460-1½	1540-2
HIVAT FIX MINIMUMS (DME REQUIRED)				
S-10R	1280-½	374 (400-½)	1280-1	374 (400-1)
<b>C</b> CIRCLING	1320-1	1440-1	1440-1½	1540-2
	414 (500-1)	534 (600-1)	534 (600-1½)	634 (700-2)

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



VOR/DME FCM <b>117.7</b> Chan <b>124</b>	APP CRS <b>035°</b>	Rwy ldg TDZE Apt Elev	<b>2690</b> <b>905</b> <b>906</b>
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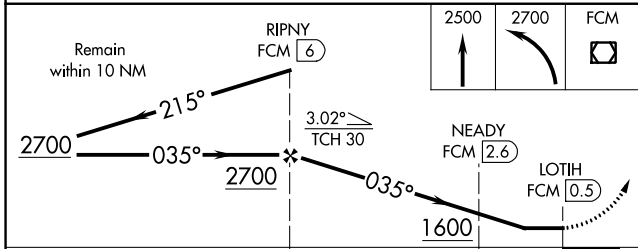
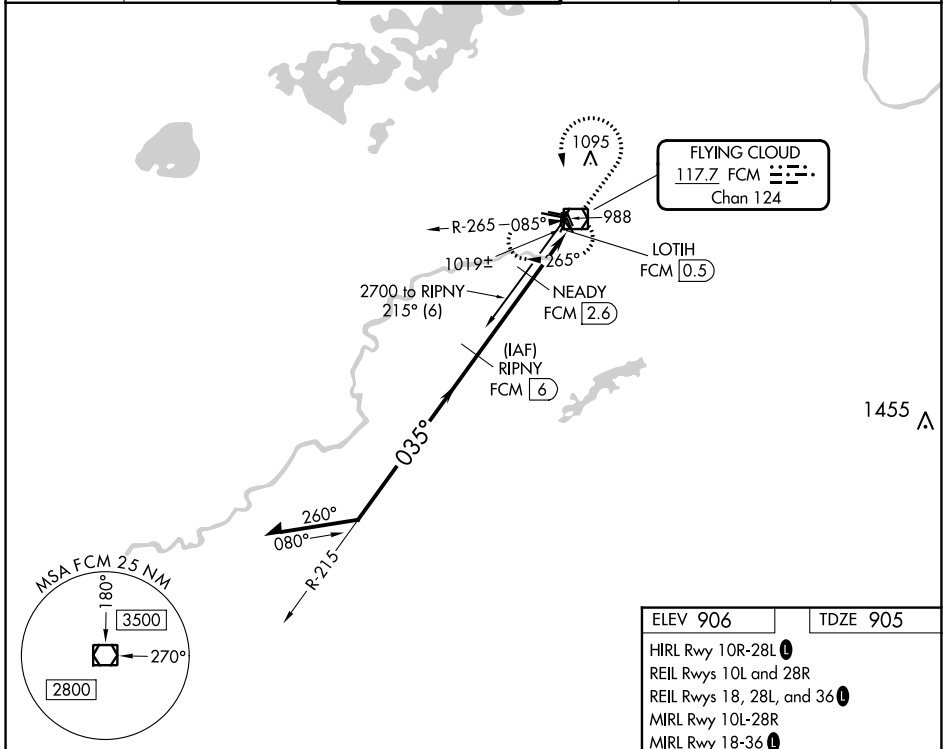
# VOR/DME RWY 36

FLYING CLOUD (FCM)

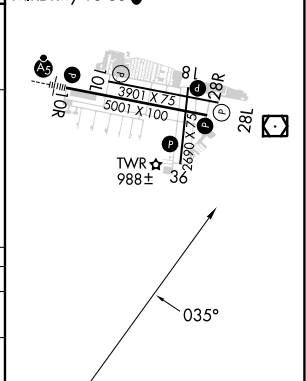
**⚠** When local altimeter setting not received, use Minneapolis St Paul Intl/ Wold Chamberlain altimeter setting and increase all MDA 40 feet and S-36 Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 905
HIRL Rwy 10R-28L	
REIL Rws 10L and 28R	
REIL Rws 18, 28L, and 36	
MIRL Rwy 10L-28R	
MIRL Rwy 18-36	



CATEGORY	A	B	C	D
S-36	1280-1	375 (400-1)		NA
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024