

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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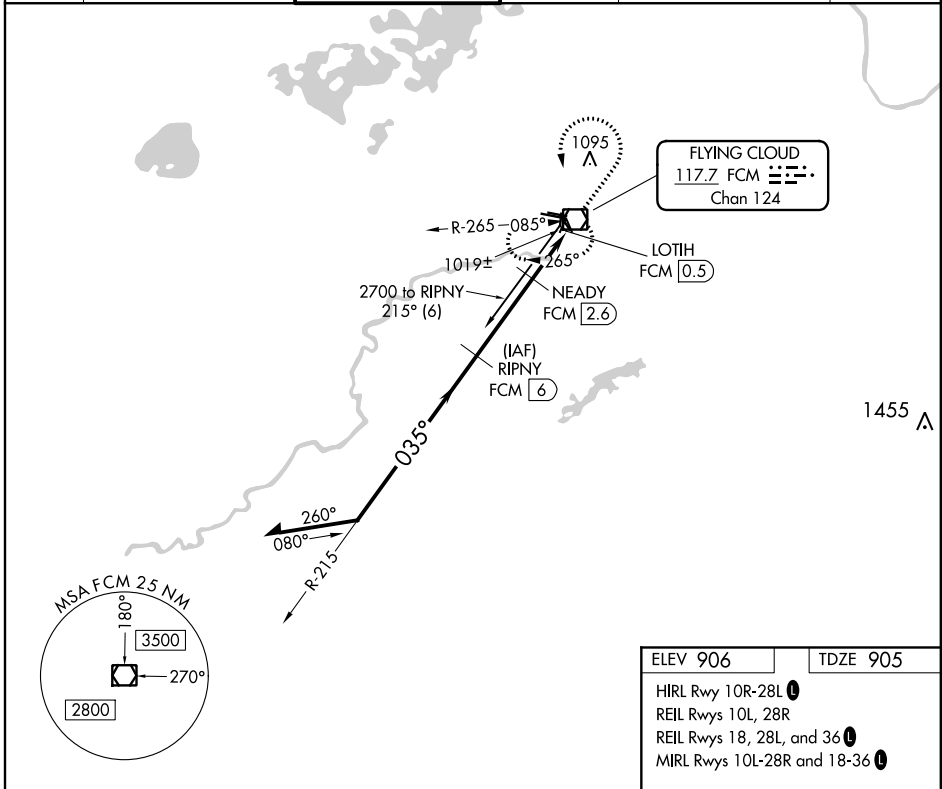
# VOR/DME RWY 36

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. Night Landing: Rwy 18/36 NA.

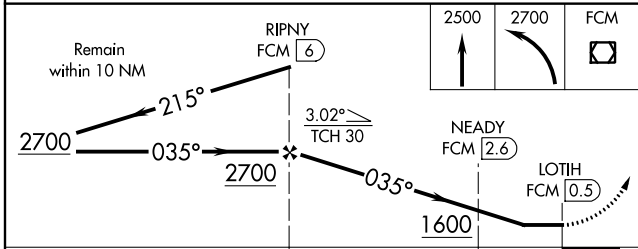
MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER ★ <b>119.15 (CTAF) 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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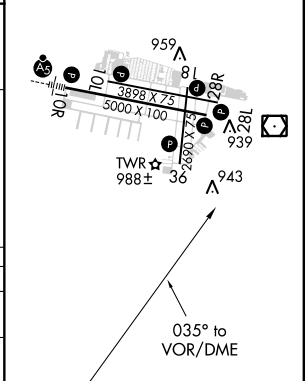


NC-1, 23 MAY 2019 to 20 JUN 2019

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ELEV 906	TDZE 905
HIRL Rwy 10R-28L	
REIL Rwys 10L, 28R	
REIL Rwys 18, 28L, and 36	
MIRL Rwys 10L-28R and 18-36	



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