### Runway 10L RNAV Approach

**MINNEAPOLIS, MINNESOTA**

<table>
<thead>
<tr>
<th>WAAS CH 42510 W10A</th>
<th>APP CRS 096°</th>
<th>Rwy I'd 3599</th>
<th>TDZE 805</th>
<th>Azl Elev 906</th>
</tr>
</thead>
</table>

**RNAV (GPS) RWY 10L**

**FLYING CLOUD (FCM)**

Climb to 2900 direct FAF and via 15° track to ONARE and hold.

#### ATIS
- 124.9
- 134.7 294.7

#### MINNEAPOLIS APP CON
- 118.1 (CTAF)

#### GND CON
- 121.7
- **MINNEAPOLIS CINC DEL 121.7**
- UNICOM 122.95

---

**Image Source:** Terminal Procedures Publications

---

**Procedure NA for arrivals on FGT VORTAC airway radials, 258 CW 339, GEP VORTAC airway radius 182 CW 260, and at DRNL on V412 westbound.**

**CATEGORY**
- A
- B
- C
- D

- **LPV DA** 1186-1 281 (300-1)
- **ILNAV/NAV DA** 1229-11/4 324 (400-11/4)
- **LNAV MDA** 1240-1 335 (400-1)
- **CIRCLING** 1300-1 1360-1 1360-11/4 1460-2

- **GS 3.00°**
- **TOCH 45**
- **6.4 NM**
- **3.6 NM**

**FLYING CLOUD (FCM)**

**MINNEAPOLIS, MINNESOTA**

**Orig 09015**

- **44°50'N-93°27'W**
**Runway 28R RNAV Approach**

**RNAV (GPS) RWY 28R**

**MINNEAPOLIS/FLYING CLOUD (FCM)**

**Figure 1-13**

**ATIS**
- Minneapolis 124.9
- Minneapolis App Con 134.7 284.7
- Flying Cloud Tower 118.1 (CTAF) *

**GND CON**
- 121.7

**CLNC DEL**
- Minneapolis Clnc Del 121.7
  (When tower closed)
- Unicom 122.95

**Procedure NA for arrivals on FGT VORTAC airway radials 339 CW 011.**

**DME/DME RNAV 0.3 NA. Visibility reduction by helicopters NA.**

**MISSED APPROACH:** Climb to 2900 direct SIGCO and hold.

**Category**
- LPV DA
- UNNAV/VNAV DA
- UNNAV MDA
- CIRCLING

**Table:**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1150-1</td>
<td>250 (300-1)</td>
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<tr>
<td>UNNAV/VNAV DA</td>
<td>1240-1</td>
<td>340 (400-1)</td>
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<tr>
<td>UNNAV MDA</td>
<td>1240-1</td>
<td>340 (400-1)</td>
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<td></td>
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<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>394 (400-1)</td>
<td>454 (500-1)</td>
<td>554 (600-2)</td>
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</table>

**MINNEAPOLIS, MINNESOTA**
- Amendment 1 09015

**Image Source:** Terminal Procedures Publications
Runway 10R Copter ILS Approach

Figure 1-17

MINNEAPOLIS, MINNESOTA
AL-5094 (FAA)

<table>
<thead>
<tr>
<th>LOC</th>
<th>1-FCM</th>
<th>APF CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>108.7</td>
<td>098°</td>
<td>3909</td>
<td>986</td>
<td>906</td>
<td></td>
</tr>
</tbody>
</table>

MALSR
For inoperative MALSR increase visibility to 1/2 mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold.

FLYING CLOUD TOWER

GND CON 121.7
CLNC DEL 121.7
MINNEAPOLIS CLNC DEL 121.7 (When tower closed)
UNICOM 122.95

FLYING CLOUD
111.8 FCM
Chan 55

LOCALIZER 109.7

MINNEAPOLIS FLYING CLOUD (FCM)

COPTER ILS or LOC RWY 10R

Image Source: Terminal Procedures Publications

Flying Cloud Airport (FCM)

MINNEAPOLIS, MINNESOTA
Orig-D 08157

44° 50'N - 93° 27'W
MINNEAPOLIS/FLYING CLOUD (FCM)

COPTER ILS or LOC RWY 10R

NC-1, 24 SEP 2009 to 22 OCT 2009

Runway 10R Copter ILS Approach
Imaginary Surfaces

Plan View of 77.25 Civil Airport Imaginary Surfaces

Three Dimensional View of Imaginary Surfaces

Flying Cloud Airport (FCM)

Image Source: HNTB Corporation
Figure 1-19

Airport Building Areas

Airport Building Areas

Image Source: MAC, Scale: 1" = 1000'
Figure 1-21

North Building Area

South Building Area

Northeast Building Area

Southeast Building Area

Flying Cloud Airport (FCM)

Image Source: MAC, Scale: 1" = 300′
Figure 1-24

General Airport Drainage

North Building Area
South Building Area
Northeast Building Area
Southeast Building Area

Image Source: SEH Airport Drainage Conditions June 2009