

HIGH ALERT INTERSECTION 1



Taxiway G south of extended runway centerline of Runway 10L-28R looking north at 10L approach.

HIGH ALERT INTERSECTION 2



Taxiway F between parallel Runways 10-28 looking north at Runway 10L-28R.

HIGH ALERT INTERSECTION 3



Taxiway A west Runway 18-36 looking east at Runway 18.

Airport Operations: (952) 941-3545
Air Traffic Control: (952) 941-1188
Hours of Operation: 24 hours,

Tower 0700-2200 April-Oct
0700-2100 Nov-Mar

Latitude: N44-49-38.68

Longitude: W93-27-25.727

Elevation: 906 feet.

Variation: 3.1 Degrees East

From City: 11 Miles SW

Sectional Chart: Twin Cities

Control Tower: Yes

ARTCC: Minneapolis

FSS: Princeton (PNM)
1-800-WX-BRIEF

NOTAM Facility: Flying Cloud (FCM)
NOTAM-D Service Available

Wind Indicator: Yes

Beacon: Yes

Fire and Rescue: No

Airline Operations: No

Customs: No

UNICOM: 122.95

CTAF: 118.1

ATIS: 124.9

Ground: 121.7

Tower: 118.1

Clearance Delivery: 121.7

Approach Control: 125.0

ASOS: 124.9 Phone (952) 941-4156

VOR: 118.8 Flying Cloud (FCM)

RCO: ---

Emergency: 121.5



AIRPORT RUNWAY SAFETY INFORMATION

Flying Cloud Airport (FCM)

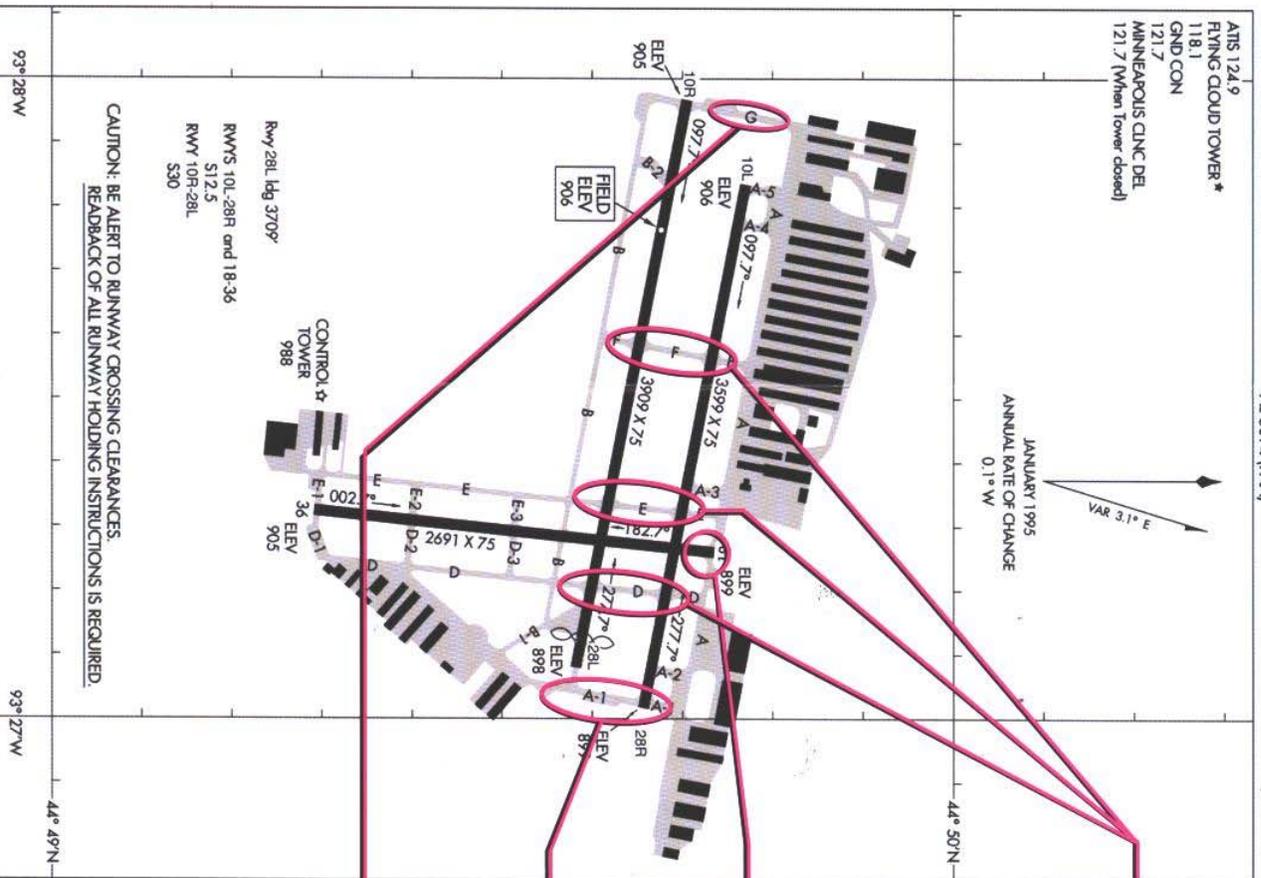
September 2002

**RUNWAY SAFETY
Everyone's Responsibility
STAY ALERT!**

FEDERAL AVIATION ADMINISTRATION
Great Lakes Region Runway Safety Program
<http://www.faa.gov/runwaysafety>

AIRPORT DIAGRAM

AL-5094 (FAA)

MINNEAPOLIS / FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

HIGH ALERT INTERSECTIONS

1. 2. and 3. Traffic landing on Runways 10R-28L and 10L-28R should use caution exiting onto Taxiways D, E and F, since the hold short lines for the parallel runway approach quickly. Traffic on Taxiways D, E and F should be careful crossing Runways 10R-28L and 10L-28R due to the close proximity of parallel runways and holding positions. (See enlarged view inside cover)
4. Traffic taxiing east or westbound on Taxiway A should be vigilant. This taxiway crosses the approach end of Runway 18. (See enlarged view inside cover)
5. Traffic on Taxiways A-1 should use caution crossing the approach ends of Runways 28L and 28R, due to the close proximity of parallel runways and holding positions.
6. Aircraft on Taxiway G will normally be advised by ground control to hold short of the protected area around the extended centerline of Runway 10L, when Runways 10R-28L and 10L-28R are active runways. Aircraft crossing the approach ends of Runways 10L and 10R should be vigilant due to the close proximity of parallel runways and holding positions. (See enlarged view inside cover)