



FLYING CLOUD AIRPORT (KFCM)

PILOT INFORMATION

Updated: 01/30/2024

KFCM Tower Administrative Office
Business Phone 952-941-1188
0730L to 1330L M-F



**Federal Aviation
Administration**



Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Chart Supplement](#)
- [NOTAMS](#)
- [Runway Safety](#)



The Flying Cloud airport (KFCM) is a medium to large sized, primarily business and general aviation airport. Located approximately 10 miles southwest of the larger Minneapolis-Saint Paul International airport, it is one of several alternative reliever airports serving the metropolis of Minneapolis-Saint Paul.

1. Know Before You Go

- KFCM consists of parallel RWYs 10L/28R and 10R/28L and intersecting RWY 18/36.
- Wrong surface landing risk exists due to parallel RWYs with staggered thresholds.
- Your assigned RWY may not be the first RWY that becomes visible.
- Parallel TWY B can also be mistaken for a RWY.
 - To mitigate this, the word “TAXI” has been painted at both ends of TWY B.
- An Arrival Alert Notice is published for this airport. See hyperlink on page 3 (above).
- Numerous hangars and businesses are located north of TWY A which is parallel to RWY 10L/28R.
 - Pilots have missed TWY A, thinking that it was part of the ramp and have mistaken RWY 10L/28R as TWY A and have taxied onto that RWY.
 - Enhanced centerline markings and signage are located here to indicate that RWY 10L/28R is approaching.
- At the intersection of TWY C and RWY 10L/28R, aircraft instructed to taxi to RWY 28L via A, C, hold short of RWY 28R have missed the hold short line on TWY C. The hold short line is located immediately after turning onto TWY C from TWY A.
- The approach ends of RWY 28L and RWY 28R are at an angle to the Control TWR that makes it difficult for the controller to confirm that aircraft are lined up on the correct RWY.
- To help the confusion of parallel TWYS for RWYS, KFCM has taken the following steps:
 - 10R – MALSR is operated continuously.
 - 10L/28R – REIL operated when tower is in operation.
 - 28L– REIL is operated continuously.
- When flying on left downwind for RWY 10L, the approach end of RWY 10L may not be visible causing pilots to mistake RWY 10R for RWY 10L, and TWY B for RWY 10R.
- The risk of crossing RWY Hold Short Lines always exists with closely spaced parallel RWYs and TWYs even with multiple and enhanced lights and markings.

2. Airspace

The airspace at KFCM is Class D with a 3400’ MSL ceiling, underlying Minneapolis/St Paul Class B airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required
- Equipment Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds
- Communications Must obtain ATC clearance prior to entering/departing
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

3. Cautions

Hot Spots

- HS 1** Risk of RWY confusion between RWY 28L and RWY 28R and RWY 10L and RWY 10R. **Not listed on Airport Diagram (AD).**
- HS 2** RWY 18 approach area proximity to adjacent ramps along TWY A.
- HS 3** Short taxi distance from ramp to RWY hold line.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ RWY 10L/28R CLSD when TWR is CLSD.
- ✓ You will receive “on course” as soon as traffic permits. Expect RWY heading initially.

Landing

- ✓ Wrong surface landing risk-[See Arrival Alert Notices.](#)
- ✓ Please use all available resources to verify that you are lined up for the surface that you have been cleared to land on. If you are unsure, ask the controller for assistance.
- ✓ RWY 10L/28R CLSD when TWR is CLSD.

Surface Risk – Movement Area

- ✓ You need to contact GC before taxiing to the ramp after landing.

Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.

4. Communications

KFCM TWR operates from 0600L-2200L CDT / 0600L-2100L CST

When TWR is closed:

- ✓ The airspace becomes Class E
- ✓ Use CTAF 119.15
- ✓ Clearance Delivery 121.7
- ✓ Closing Flight Plan 121.7
- ✓ Use CTAF to control Runway lighting when TWR is closed.

5. From the KFCM Control Tower

Local Information directly from your KFCM TWR controllers.

General

- ✓ Line Up and Wait instructions are common.
- ✓ Pilots are expected to comply with “do not exceed 250 KTS below 10,000 feet” due to the wide mixed usage aircraft that operate within KFCM’s airspace.

Traffic Patterns

- ✓ Numerous flight training operations are conducted from the four flight schools that operate at KFCM.
- ✓ Traffic pattern direction will be issued by the Tower.
- ✓ Opposing base –leg traffic occurs when utilizing both parallel runways. Pilots should maintain vigilance to not overshoot the runways when on base-legs.

Ground

- ✓ Contact Ground Control before you start taxiing, most likely there will be aircraft that are moving on the taxiways.
- ✓ Remain on Ground Control frequency until at your assigned runway as you taxi out unless advised to change to Tower frequency.
- ✓ 56’ wingspan restriction on TWY Alpha between Premier Jet Center and Thunderbird Aviation.

Runway Crossings

- ✓ Remain on Tower frequency while in between the parallels after landing.

Takeoff/Departure

- ✓ VFR traffic climb to 3,000ft as soon as practicable.

Arrival/Landing

- ✓ VFR traffic descend to 2,000ft as soon as practicable. With closely spaced parallels, try not to over shoot finals from base turn. There may be traffic landing the other runway at the same time.
- ✓ Remain on Tower frequency while in between the parallels after landing.
- ✓ If confused, ask the control tower for assistance.

Avoidance Areas

- ✓ Contact KFCM tower if flying within 8 miles of the airspace. We may have traffic for you.

