

WAAS CH 42519 W10B	APP CRS 098°	Rwy Idg TDZE Apt Elev	5001 906 906
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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.

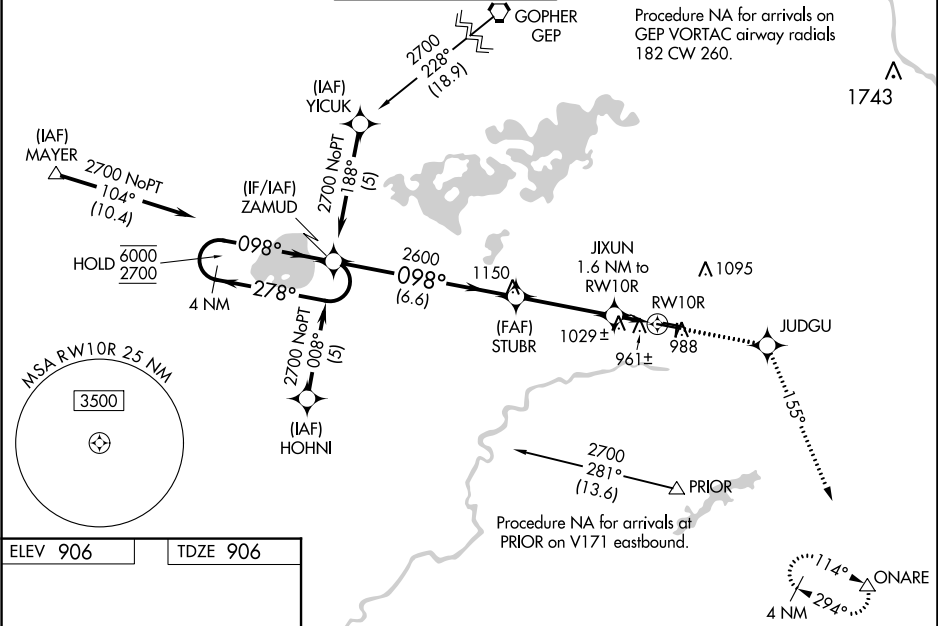
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile. For inoperative 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 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER ★ 119.15 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
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ELEV 906

TDZE 906

098°

AS

101

3901 X 75

5001 X 100

28R

28L

TWR

988±

36

HIRL Rwy 10R-28L

REIL Rws 10L and 28R

REIL Rws 18, 28L, and 36

MIRL Rwy 10L-28R

MIRL Rwy 18-36

4 NM Holding Pattern			ZAMUD	3000 ↑	JUDGU ✱	tr 155°	ONARE △
6000 ← 278° 2700 → 098°			098°	STUBR 2600	JIXUN 1.6 NM to RW10R	*LNAV only.	
GP 3.00° TCH 42			2600	*1440	RW10R		
			6.6 NM	3.6 NM	1.6		
CATEGORY	A		B	C		D	
LPV DA			1106-1/2		200 (200-1/2)		
LNAV/ VNAV DA			1237-3/4		331 (400-3/4)		
LNAV MDA			1280-1/2		374 (400-1/2)		1280-1 374 (400-1)
CIRCLING	1320-1 414 (500-1)		1440-1 534 (600-1)		1440-1/2 534 (600-1/2)		1540-2 634 (700-2)