

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.

▼

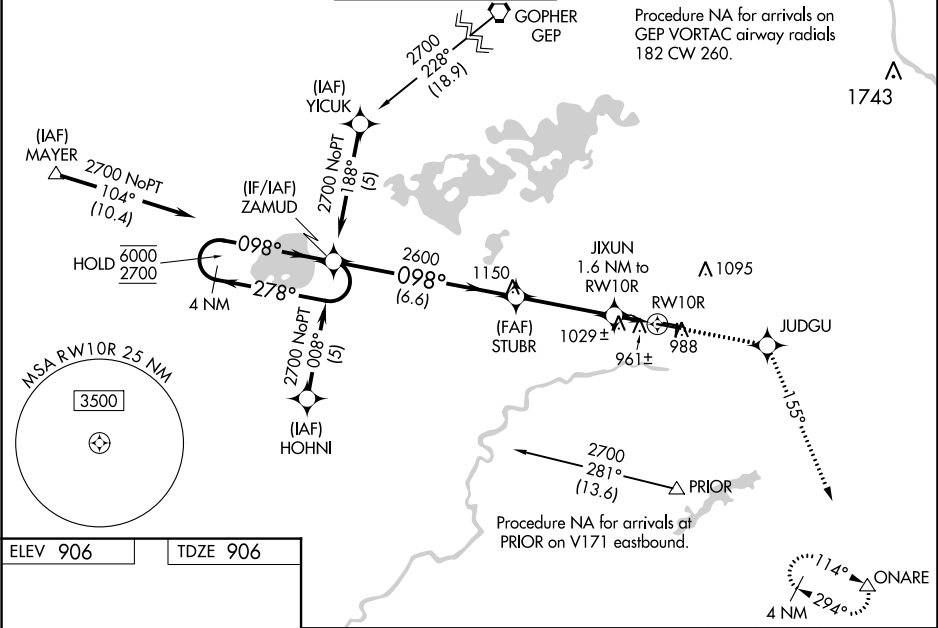
▲

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

The inset chart shows the airport layout with runways 10R, 10L, 28L, and 28R. It also shows the tower (TWR) at 988 ft and the glide slope indicator (GSI) at 36 ft. The chart includes various navigation aids and symbols for the airport.

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

✦

fr 155°

ONARE

△

6000

← 278°

2700

→ 098°

STUBR

2600

JIXUN

1.6 NM to RW10R

RW10R

*LNAV only.

GP 3.00°

TCH 42

2600

*1440

6.6 NM

3.6 NM

1.6

CATEGORY	A	B	C	D
LPV DA	1106-½		200 (200-½)	
LNAV/VNAV DA	1237-¾		331 (400-¾)	
LNAV MDA	1280-½ 374 (400-½)			1280-1 374 (400-1)
CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)