

WAAS CH <b>82635</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg <b>2690</b> TDZE <b>905</b> Apt Elev <b>906</b>
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# RNAV (GPS) RWY 36

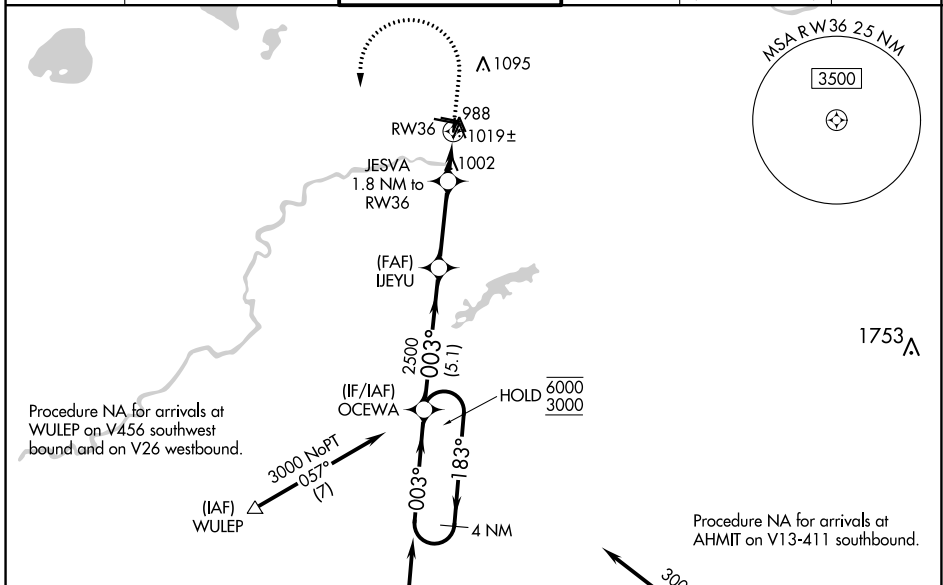
FLYING CLOUD (FCM)

RNP APCH.

**▼** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold-Chamberlain altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA and hold.

ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 905
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HIRL Rwy 10R-28L  $\Delta$   
 REIL Rwy 10L and 28R  
 REIL Rwy 18, 28L, and 36  $\Delta$   
 MIRL Rwy 10L-28R  
 MIRL Rwy 18-36  $\Delta$

TWR 988±

003°

4 NM Holding Pattern		Visual Segment-Obstacles.		
OCEWA		2000	3000	OCEWA
JESVA 1.8 NM to RW36				
RW36				
6000 ← 183°				
3000 → 003°				
003°				
2500				
1500				
5.1 NM		3.1 NM		1.8 NM
CATEGORY	A	B	C	D
LP MDA		1260-1	355 (400-1)	NA
LNAV MDA		1280-1	375 (400-1)	NA
<input checked="" type="checkbox"/> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA

NC-1, 26 DEC 2024 to 23 JAN 2025

NC-1, 26 DEC 2024 to 23 JAN 2025