

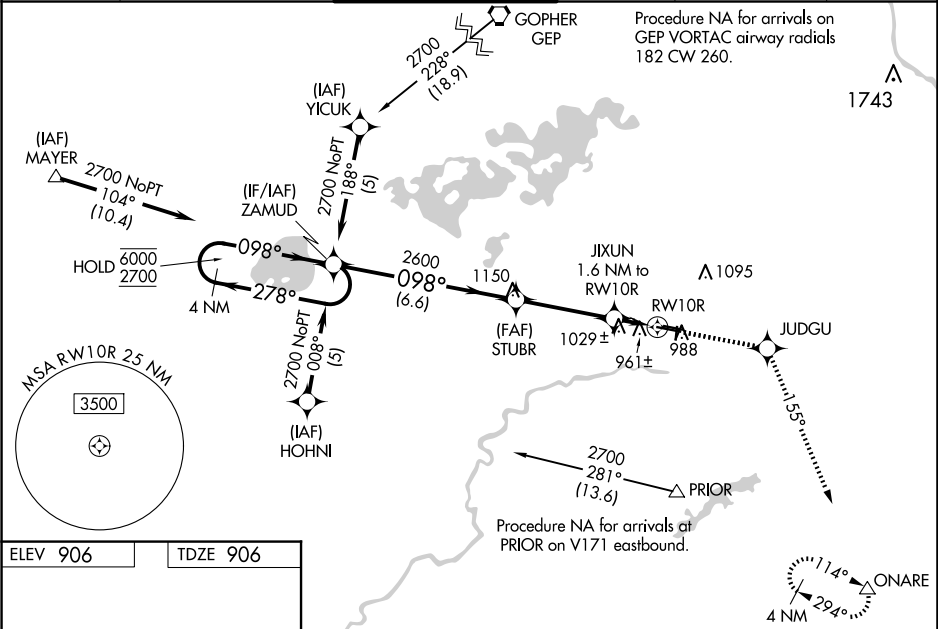
WAAS CH 42519 W10B	APP CRS 098°	Rwy Idg TDZE Apt Elev	5001 906 906
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RNAV (GPS) RWY 10R

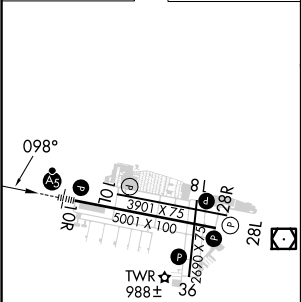
FLYING CLOUD (FCM)

RNP APCH.		MALSR 	MISSED APPROACH: Climb to 3000 direct JUDGU and on track 155° to ONARE and hold.
▼ ▲	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.		

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
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HIRL Rwy 10R-28L
REIL Rwy 10L and 28R
REIL Rwy 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°		2600	
GP 3.00°		TCH 42		*1440	
		6.6 NM		3.6 NM	
		1.6 NM			
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)	1440-½ 534 (600-½)	1540-2 634 (700-2)	