

WAAS
CH **82635**
W36A

APP CRS
003°

Rwy Idg
2690

TDZE
905

Apt Elev
906

RNAV (GPS) RWY 36
FLYING CLOUD (FCM)

RNP APCH.

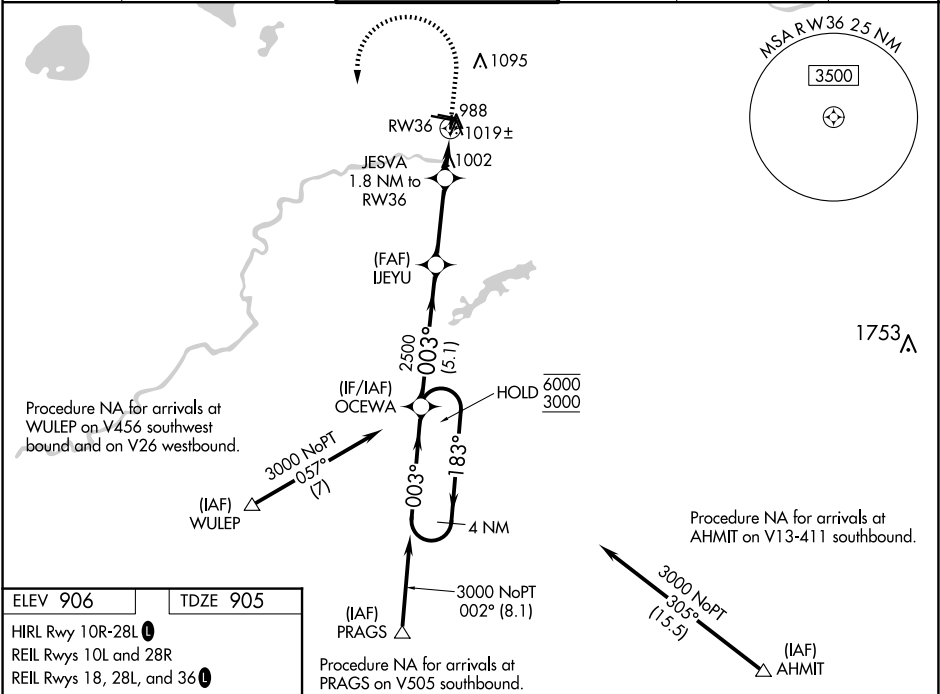
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⚠

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 ½ 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 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 905

HIRL Rwy 10R-28L 0

REIL Rwy 10L and 28R

REIL Rwy 18, 28L, and 36 0

MIRL Rwy 10L-28R

MIRL Rwy 18-36 0

3000 NoPT (7)

003°

057°

(IAF) WULEP

3000 NoPT (8.1)

002°

(IAF) PRAGS

3000 NoPT (15.5)

305°

(IAF) AHMIT

Procedure NA for arrivals at WULEP on V456 southwest bound and on V26 westbound.

Procedure NA for arrivals at AHMIT on V13-411 southbound.

Procedure NA for arrivals at PRAGS on V505 southbound.

Visual Segment - Obstacles.

2000

3000

OCEWA

4 NM Holding Pattern

OCEWA

JEYU

JESVA 1.8 NM to RW36

RW36

6000

3000

183°

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
CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	NA