

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

FLYING CLOUD (FCM)

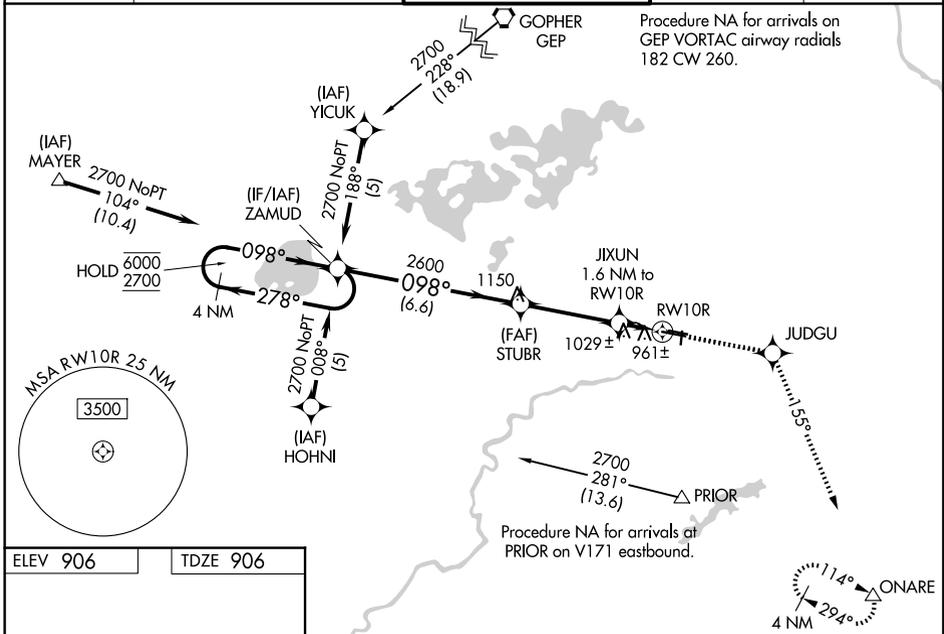
RNP APCH.

▼ 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	UNICOM 122.95
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ELEV 906	TDZE 906
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4 NM Holding Pattern ZAMUD

6000 ← 278°
2700 → 098°

GP 3.00°
TCH 42

STUBR 2600

JIXUN 1.6 NM to RWY 10R

*LNNAV only.

*1440

6.6 NM, 3.6 NM, 1.6 NM

3000 ↑
JUDGU
ir 155°
ONARE △

HIRL Rwy 10R-28L
REIL Rws 10L and 28R
REIL Rws 18, 28L, and 36L
MIRL Rwy 10L-28R
MIRL Rwy 18-36L

CATEGORY	4 NM Holding Pattern ZAMUD			
	A	B	C	D
LPV DA		1106-½	200 (200-½)	
LNNAV/VNAV DA		1237-¾	331 (400-¾)	
LNNAV 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)

NC-1, 19 FEB 2026 to 19 MAR 2026

NC-1, 19 FEB 2026 to 19 MAR 2026