

WAAS CH 82635 W36A	APP CRS 003°	Rwy Ldg TDZE 905 Apt Elev 906
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RNAV (GPS) RWY 36

FLYING CLOUD (FCM)

RNP APCH.

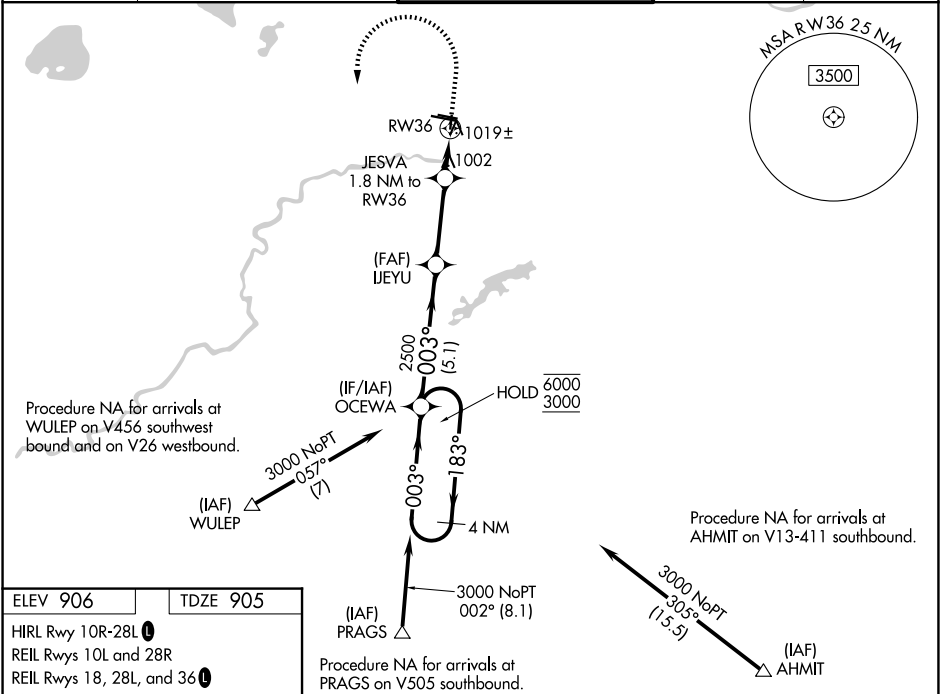
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Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold-Chamberlain altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile. Straight-in Rwy 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 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER ★ 125.2 (N) 119.15 (S) (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 906 TDZE 905

HIRL Rwy 10R-28L 0
REIL Rws 10L and 28R
REIL Rws 18, 28L, and 36 0
MIRL Rwy 10L-28R
MIRL Rwy 18-36 0

Visual Segment - Obstacles.				2000	3000	OCEWA
4 NM Holding Pattern				↑	↩	✦
OCEWA				JESVA 1.8 NM to RW36		
IJEYU				RW36		
6000 ← 183°				2500		
3000 → 003°				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	