

WAAS CH 99709 W28A	APP CRS 278°	Rwy Ldg TDZE Apt Elev	3901 904 906
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RNAV (GPS) RWY 28R

FLYING CLOUD (FCM)

RNP APCH.

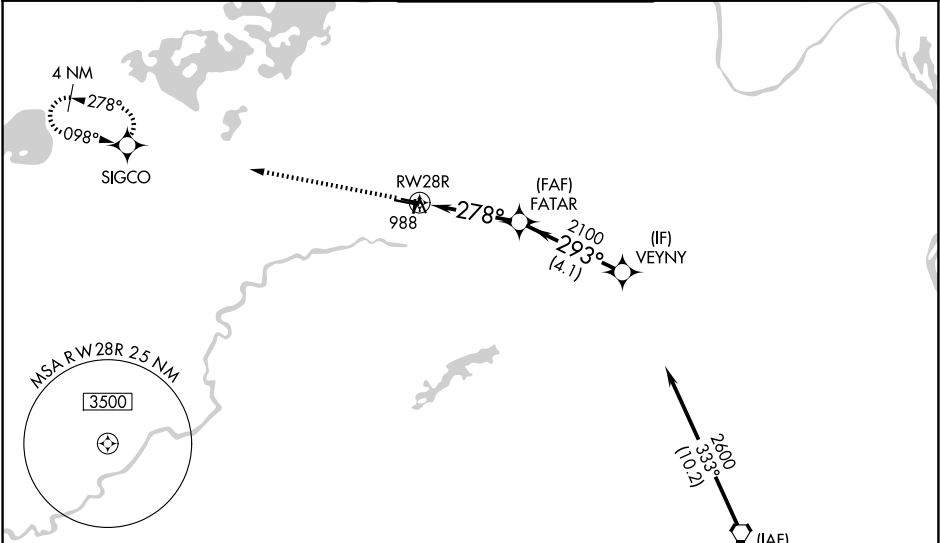
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Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase Circling Cat D visibility ¼ mile. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2800 direct SIGCO 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 904
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AS

10R

10L

3901 X 75

5001 X 100

2690 X 34

36

TWR

278°

281°

HIRL Rwy 10R-28L 0

REIL Rwys 10L and 28R

REIL Rwys 18, 28L, and 36 0

MIRL Rwy 10L-28R

MIRL Rwy 18-36 0

Procedure NA for arrivals on FGT VORTAC
airway radials 258 CW 011.

2800

SIGCO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 38).

VEYNY

FATAR

2100

293°

2600

RW28R

278°

2100

3.6 NM

4.1 NM

GP 3.00°
TCH 45

CATEGORY	A	B	C	D
LPV DA		1 154-1	250 (300-1)	
LNAV/VNAV DA		1 154-1	250 (300-1)	
LNAV MDA		1 240-1	336 (400-1)	
CIRCLING	1 320-1 414 (500-1)	1 440-1 534 (600-1)	1 440-1½ 534 (600-1½)	1 540-2 634 (700-2)