| WAAS CH **90218** **W28B** | APP CRS **278°** | Rwy Ldg **5001** TDZE **906** Apt Elev **906** |
|---|---|---|

# RNAV (GPS) RWY 28L

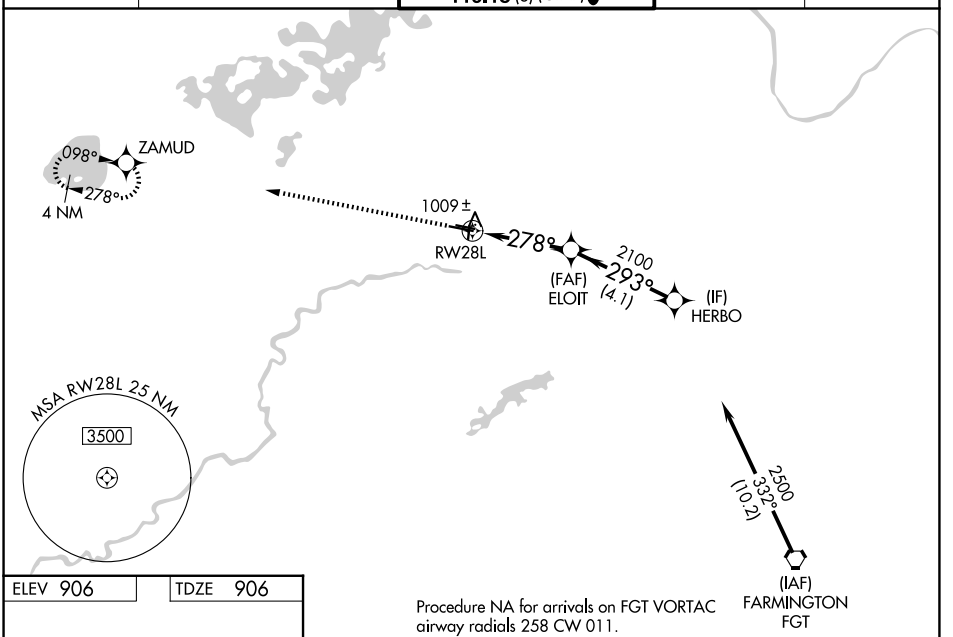
FLYING CLOUD (FCM)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (2°F) or above 54°C (130°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, increase LNAV Cats C and D visibility ⅛ mile. Helicopters visibility reduction below ¾ SM NA. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

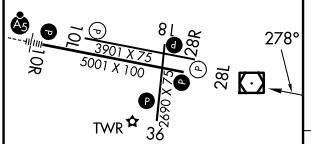
MISSED APPROACH: Climb to 2700 direct ZAMUD and hold.

| ATIS | MINNEAPOLIS APP CON | FLYING CLOUD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| **124.9** | **134.7 284.7** | **125.2** (N) **119.15** (S) (CTAF) L | **121.7** | **122.95** |




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

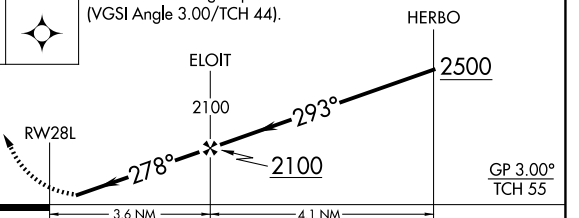
| ELEV 906 | TDZE 906 |
|---|---|




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

2700 ZAMUD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1156-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1198-1 292 (300-1) | | | |
| LNAV MDA | 1280-1 374 (400-1) | | 1280-1⅛ 374 (400-1⅛) | |
| CIRCLING | 1320-1 414 (500-1) | 1440-1 534 (600-1) | 1440-1½ 534 (600-1½) | 1540-2 634 (700-2) |



NC-1, 29 OCT 2026 to 26 NOV 2026
NC-1, 29 OCT 2026 to 26 NOV 2026