


WAAS CH <b>42519</b> <b>W10B</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>906</b> <b>906</b>
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# RNAV (GPS) RWY 10R

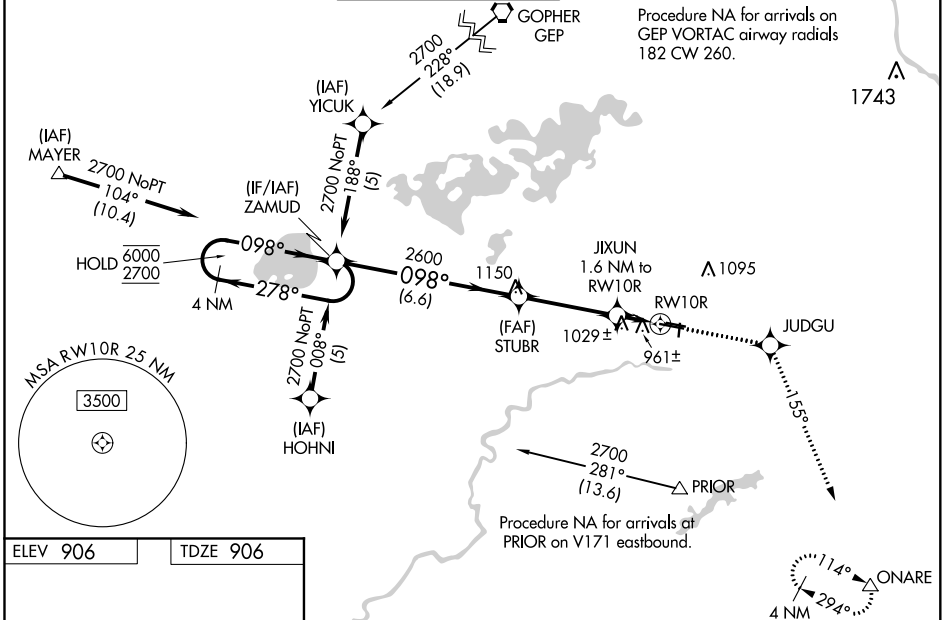
FLYING CLOUD (FCM)

RNP APCH.

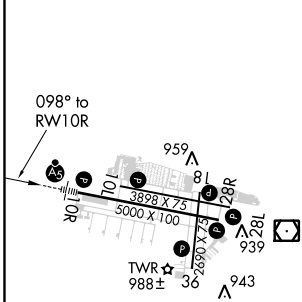
▼ Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.  
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase 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.
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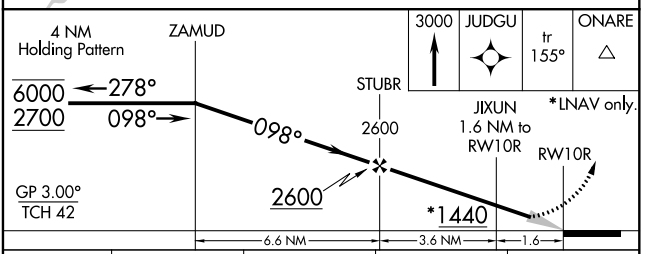
ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 906	TDZE 906
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HIRL Rwy 10R-28L  
 REIL Rws 10L, 28R  
 REIL Rws 18, 28L, and 36  
 MIRL Rws 10L-28R and 18-36



CATEGORY	ZAMUD Holding Pattern			
	A	B	C	D
LPV DA		1106-½	200 (200-½)	
LNAV/VNAV DA		1237-¾	331 (400-¾)	
LNAV MDA		1280-½	374 (400-½)	1280-1 374 (400-1)
CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-½ 534 (600-½)	1540-2 634 (700-2)

NC-1, 19 MAY 2022 to 16 JUN 2022

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