

WAAS CH <b>99709</b> <b>W28A</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev	<b>3901</b> <b>904</b> <b>906</b>
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# RNAV (GPS) RWY 28R

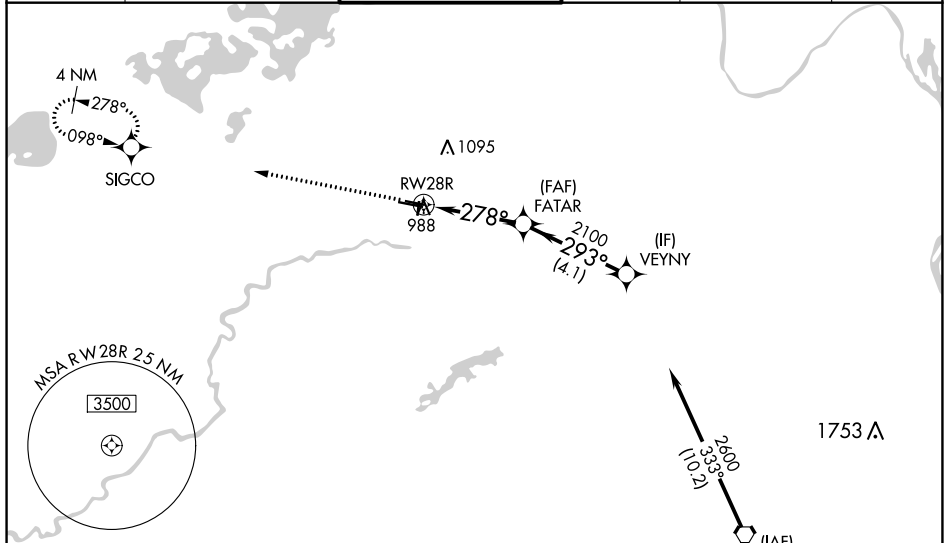
FLYING CLOUD (FCM)

RNP APCH.

**⚠** Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 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 1/4 mile. When Circling to Rwy 18, 36 at night, operational VGSJ required, remain on or above VGSJ glidepath until threshold.

MISSED APPROACH: Climb to 2800 direct SIGCO and hold.

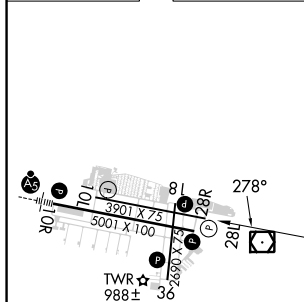
ATIS <b>124.9</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	FLYING CLOUD TOWER * <b>119.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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NC-1, 21 MAR 2024 to 18 APR 2024

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ELEV 906	TDZE 904
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HIRL Rwy 10R-28L 0  
 REIL Rws 10L and 28R  
 REIL Rws 18, 28L, and 36 L  
 MIRL Rwy 10L-28R  
 MIRL Rwy 18-36 0

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

2800 SIGCO VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 38).

VEYNY 2600  
 FAFATAR 2100  
 RWY 28R 278° 293° 2100  
 3.6 NM 4.1 NM  
 GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA		1154-1	250 (300-1)	
LNAV/VNAV DA		1154-1	250 (300-1)	
LNAV MDA		1240-1	336 (400-1)	
<b>C</b> CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)