

WAAS CH <b>99709</b> <b>W28A</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev	<b>3898</b> <b>900</b> <b>906</b>
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RNAV (GPS) RWY 28R

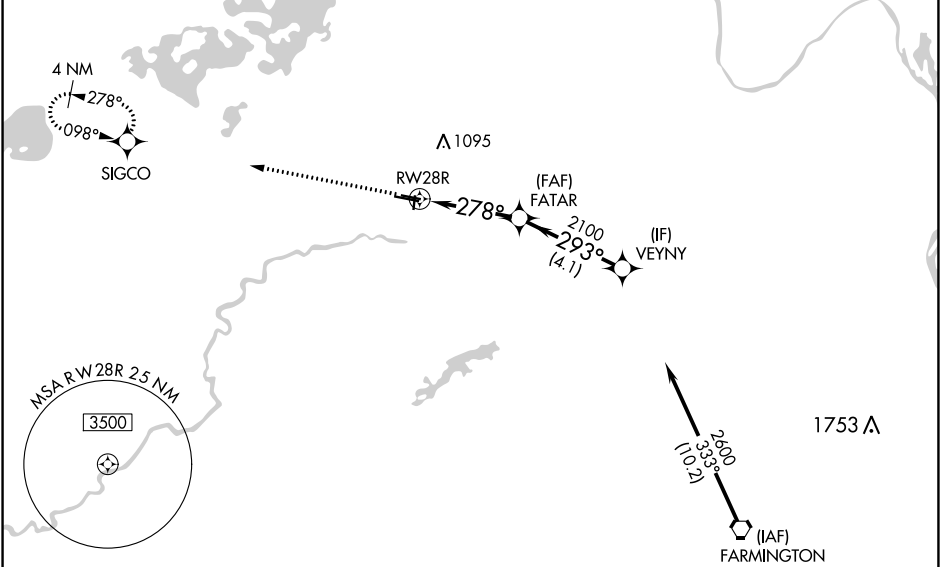
FLYING CLOUD (FCM)

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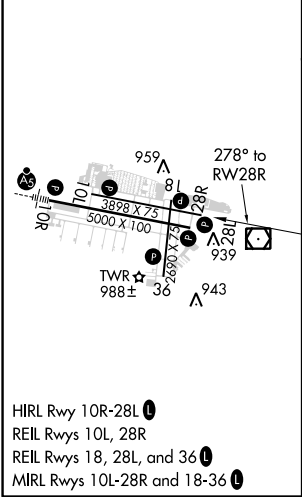
Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 18/36 NA. When local altimeter setting 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.

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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ELEV 906	TDZE 900
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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).		
CATEGORY	A	B	C	D
LPV DA	1 150-1 250 (300-1)			
LNAV/ VNAV DA	1 150-1 250 (300-1)			
LNAV MDA	1 240-1 340 (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)