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|--|------------------------|-----------------------------|---|
| WAAS CH 42510 W10A | APP CRS 098° | Rwy Idg TDZE Apt Elev | 3901 906 906 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10L

FLYING CLOUD (FCM)

RNP APCH.

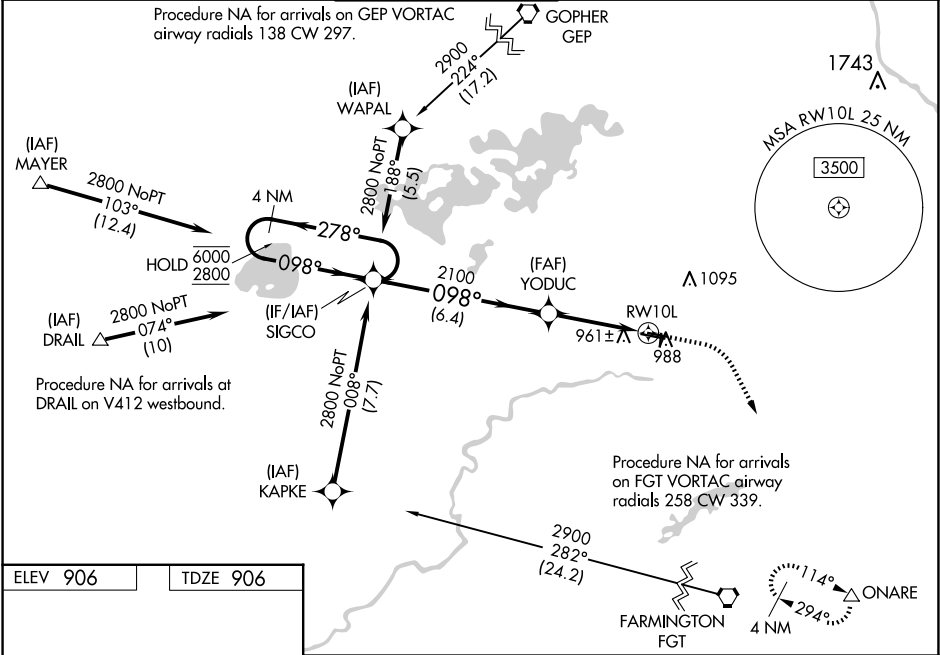
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Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.
For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV/VNAV visibility ½ mile all Cats, and Circling Cat D 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 1400 then climbing right turn to 2900 direct ONARE and hold.

| | | | | | |
|----------------------|---|--|-------------------------|---|-------------------------|
| ATIS 124.9 | MINNEAPOLIS APP CON 134.7 284.7 | FLYING CLOUD TOWER ★ 119.15 (CTAF) | GND CON 121.7 | CLNC DEL 121.7 (When twr closed) | UNICOM 122.95 |
|----------------------|---|--|-------------------------|---|-------------------------|



ELEV 906 | TDZE 906

HIRL Rwy 10R-28L

REIL Rws 10L and 28R

REIL Rws 18, 28L, and 36

MIRL Rwy 10L-28R

MIRL Rwy 18-36

4 NM

Holding Pattern

SIGCO

1400

2900

ONARE

6000

2800

← 278°

→ 098°

098°

YODUC

2100

2100

RWY10L

GP 3.00°

TCH 39°

6.4 NM

3.6 NM

| CATEGORY | A | B | C | D |
|--------------|------------------------|-----------------------|---------------------------|-----------------------|
| LPV DA | 1187-1 281 (300-1) | | | |
| LNAV/VNAV DA | 1230-1 ½ 324 (400-1 ½) | | | |
| LNAV MDA | 1240-1 334 (400-1) | | | |
| CIRCLING | 1320-1 414 (500-1) | 1440-1 534 (600-1) | 1440-1 ½ 534 (600-1 ½) | 1540-2 634 (700-2) |

NC-1, 07 AUG 2025 to 04 SEP 2025

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