

MINNEAPOLIS, MINNESOTA

AL-5094 (FAA)

2408

WAAS CH 42519 W10B	APP CRS 098°	Rwy Idg TDZE Apt Elev	5001 906 906
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RNAV (GPS) RWY 10R

FLYING CLOUD (FCM)

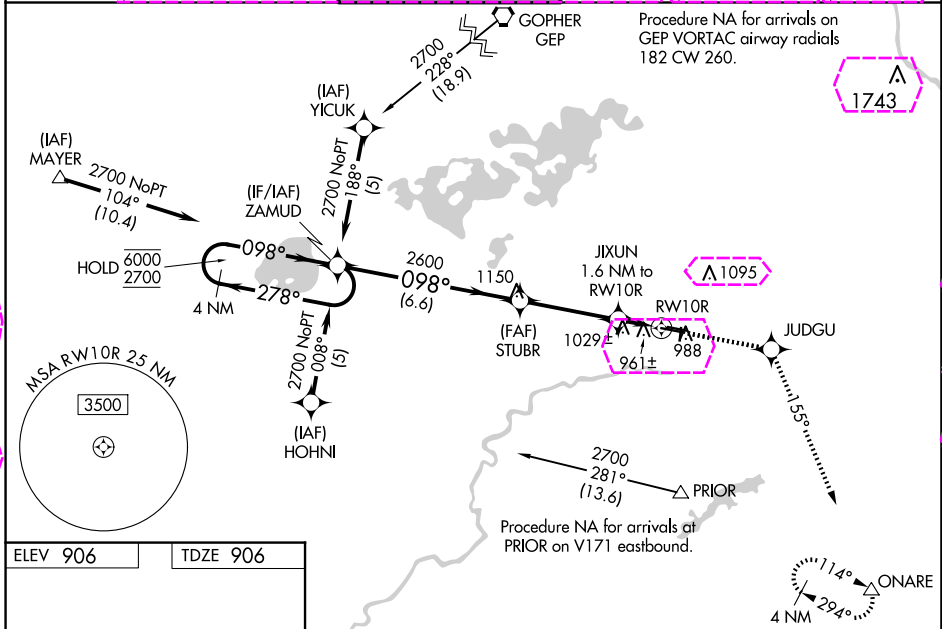
RNP APCH.

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.

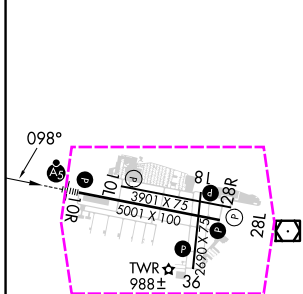
MALSR

MISSED APPROACH: Climb to 3000 direct JUDGU and on track 155° to ONARE and hold.

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
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ELEV 906	TDZE 906
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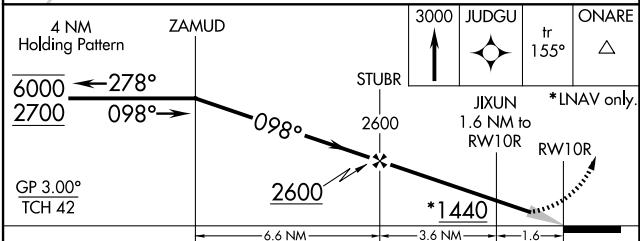
HIRL Rwy 10R-28L

REIL Rws 10L and 28R

REIL Rws 18, 28L, and 36L

MIRL Rwy 10L-28R

MIRL Rwy 18-36L



CATEGORY	A				B		C		D	
	A		B		C		D		E	
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)			

MINNEAPOLIS, MINNESOTA
Orig-C 07OCT21

44°50'N-93°28'W

FLYING CLOUD (FCM) RNAV (GPS) RWY 10R

MINNEAPOLIS, MINNESOTA

AL-5094 (FAA)

2533

WAAS CH 42519 W10B	APP CRS 098°	Rwy Ldg TDZE Apt Elev	5001 906 906
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RNAV (GPS) RWY 10R

FLYING CLOUD (FCM)

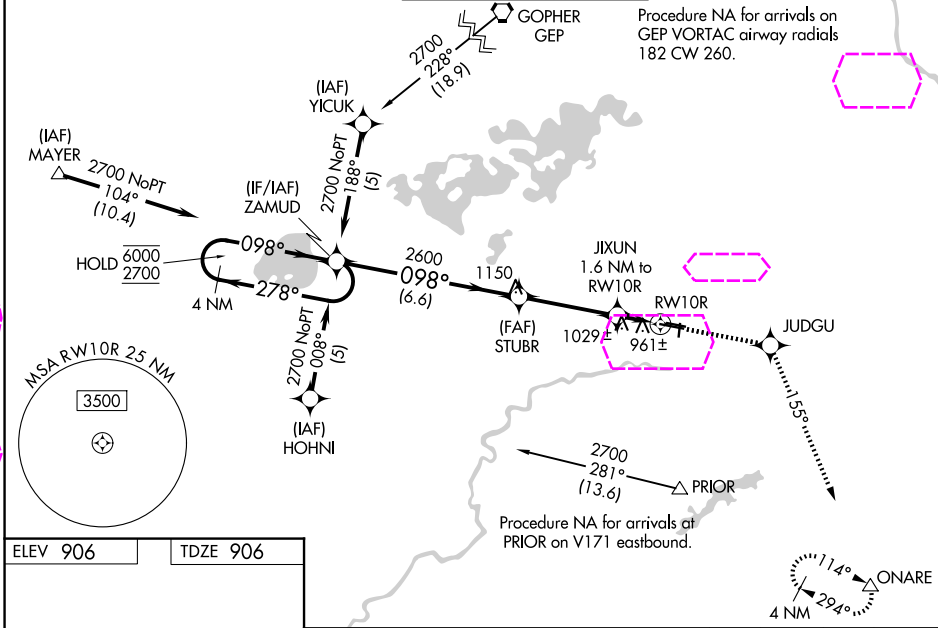
RNP APCH.

⚠ 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.

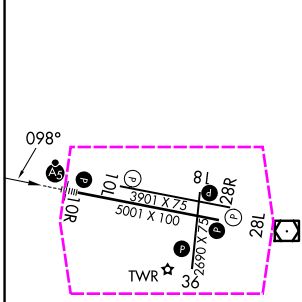


MALSR
MISSED APPROACH:
Climb to 3000 direct
JUDGU and on track
155° to ONARE and
hold.

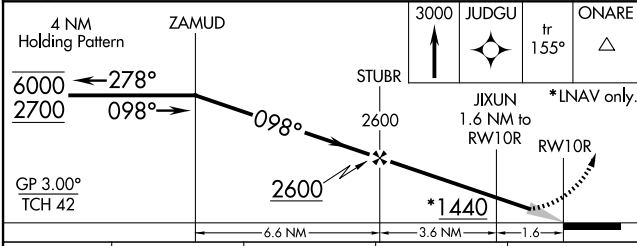
ATIS 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER * 119.15 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 906	TDZE 906
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- HIRL Rwy 10R-28L
- REIL Rws 10L and 28R
- REIL Rws 18, 28L, and 36L
- MIRL Rwy 10L-28R
- MIRL Rwy 18-36L



CATEGORY	A				B		C		D	
	1106-½		200 (200-½)		1237-¾		331 (400-¾)		1280-1	
LPV DA	1106-½		200 (200-½)		1237-¾		331 (400-¾)		1280-1	
LNAV/VNAV DA	1237-¾		331 (400-¾)		1280-1		374 (400-1)		1540-2	
LNAV MDA	1280-1		374 (400-½)		1440-1		1440-1½		1540-2	
CIRCLING	1320-1		414 (500-1)		1440-1		534 (600-1)		534 (600-1½)	

MINNEAPOLIS, MINNESOTA
Orig-C 07OCT21

44°50'N-93°28'W

RNAV (GPS) RWY 10R

NC-1, 27 NOV 2025 to 25 DEC 2025

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