

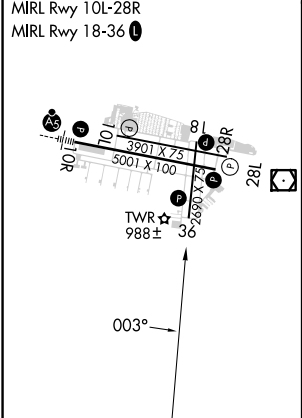
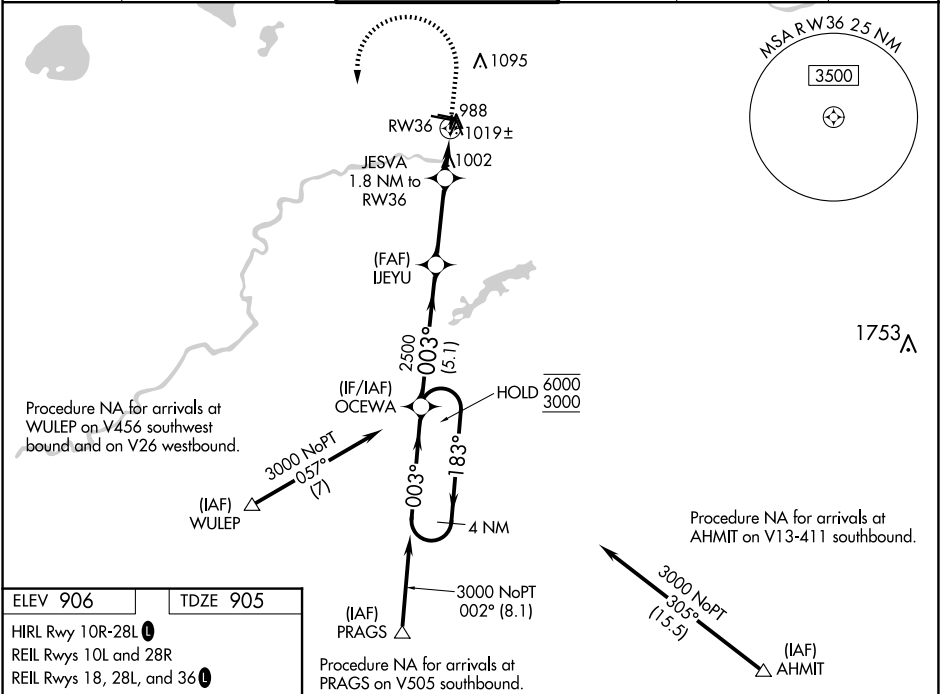
|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>82635</b><br><b>W36A</b> | APP CRS<br><b>003°</b> | Rwy Idg <b>2690</b><br>TDZE <b>905</b><br>Apt Elev <b>906</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

RNAV (GPS) RWY 36

FLYING CLOUD (FCM)

|           |                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                       |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| RNP APCH. | <div><div>▼</div><div>⚠</div></div> Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold-Chamberlain altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility ½ mile. Straight-in Rwy 36 at night, and Circling Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA and hold. |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|

|                      |                                           |                                                |                         |                                               |                         |
|----------------------|-------------------------------------------|------------------------------------------------|-------------------------|-----------------------------------------------|-------------------------|
| ATIS<br><b>124.9</b> | MINNEAPOLIS APP CON<br><b>134.7 284.7</b> | FLYING CLOUD TOWER ★<br><b>119.15 (CTAF) 0</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b><br>(When twr closed) | UNICOM<br><b>122.95</b> |
|----------------------|-------------------------------------------|------------------------------------------------|-------------------------|-----------------------------------------------|-------------------------|



|                             |                       |                       |                         |        |        |       |
|-----------------------------|-----------------------|-----------------------|-------------------------|--------|--------|-------|
| Visual Segment - Obstacles. |                       |                       |                         | 2000   | 3000   | OCEWA |
| 4 NM Holding Pattern        |                       |                       |                         | ↑      | ↩      | ✦     |
| OCEWA                       |                       |                       |                         | 6000   | 3000   |       |
| 183°                        |                       |                       |                         | 003°   | 003°   |       |
| IJEYU                       |                       |                       |                         | 2500   | 1500   |       |
| JESVA 1.8 NM to RW36        |                       |                       |                         |        |        |       |
| RW36                        |                       |                       |                         |        |        |       |
| 5.1 NM                      |                       |                       |                         | 3.1 NM | 1.8 NM |       |
| CATEGORY                    | A                     | B                     | C                       | D      |        |       |
| LP MDA                      | 1260-1                | 355 (400-1)           |                         | NA     |        |       |
| LNAV MDA                    | 1280-1                | 375 (400-1)           |                         | NA     |        |       |
| CIRCLING                    | 1320-1<br>414 (500-1) | 1440-1<br>534 (600-1) | 1440-1½<br>534 (600-1½) | NA     |        |       |