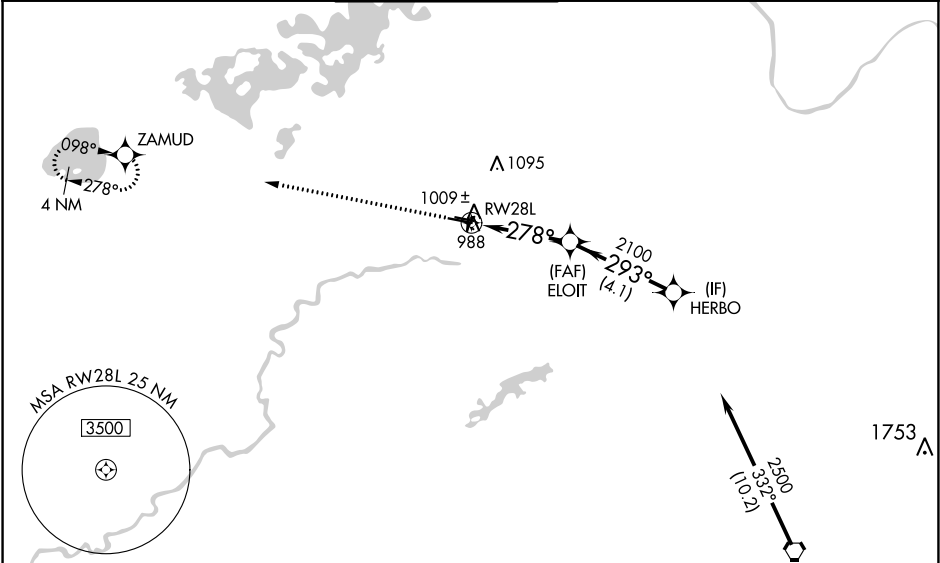


WAAS CH 90218 W28B	APP CRS 278°	Rwy Idg TDZE Apt Elev	5001 906 906
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RNAV (GPS) RWY 28L

FLYING CLOUD (F_{CM})

RNP APCH.				MISSED APPROACH: Climb to 2700 direct ZAMUD and hold.	
<div>▼▲</div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (2°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 Cats C and D visibility ⅛ mile. Helicopters visibility reduction below ¾ SM NA. When Circling to Rwy 18, 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</div>					
ATIS 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER ★ 119.15 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95



ELEV 906


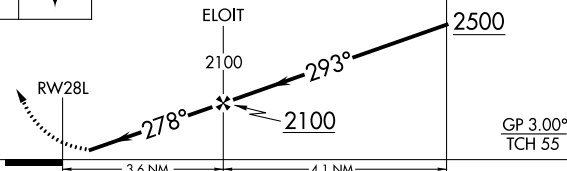

TDZE 906

HIRL Rwy 10R-28L

REIL Rws 18, 28L, and 36

MIRL Rwy 10L-28R

MIRL Rwy 18-36

Procedure NA for arrivals on FGT VORTAC airway radials 258 CW 011.				(IAF) FARMINGTON FGT
2700 ↑	ZAMUD 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).		
				
CATEGORY	A	B	C	D
LPV DA	1156-1 250 (300-1)			
LNAV/ VNAV DA	1198-1 292 (300-1)			
LNAV MDA	1280-1	374 (400-1)	1280-1½	374 (400-1½)
 CIRCLING	1320-1 414 (500-1)	1440-1 534 (600-1)	1440-1½ 534 (600-1½)	1540-2 634 (700-2)