

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/22/2026	APWS Task ID: 998CA817494E4687AE84BDE98FB5CF72	APWS Project ID: BBABF5C4719B4CAE8E9FE80D943DF497
Procedure: RNAV (GPS) RWY 2 AMDT 2A		Enroute: NO	Specialist: Heiderstadt, Nicholas		Agreement Number:
Airport ID: KCMD			Airport City: CULLMAN		State: AL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
Lower TAA altitude - TETHERED_BALLOON (01-074862) no longer exist. See email attachment.

PENDING DATA USED

CONTACT ROBERT HAMILTON 405-954-8864

APPROVAL REQUEST



FIPC BASIC FORM

PROCEDURE: RNAV (GPS) RWY 2 AMDT 2A		AIRPORT NAME: CULLMAN RGNL/FOLSOM FLD		AIRPORT ID: KCMD	SPECIAL CONTROL NO: AG-07-118-25
FAC ID: KCMD02.02		CITY: CULLMAN		ST: AL	ORIG CHART DATE: 01/22/2026
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 998CA817494E4687AE84BDE98FB5CF72	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>

PROCEDURE RESULTS

INSPECTION DATE: 08/28/2025	CREW #: VN546	N #: N79	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: jon d holland @ 08/28/2025 15:10		PRINTED NAME: HOLLAND, JON DAVID		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
Special Number: AG-07-118-25. Cullman Rgnl/Folsom Fld, Cullman, AL, RNAV (GPS) RWY 2, AMDT 2A, Completed SAT.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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Federal Aviation Administration

Memorandum

Date: 12/23/2024

To:

From:

Subject: Approval Request: CULLMAN RGNL/FOLSOM FLD (KCMD), RNAV (GPS) RWY 2

RNAV (GPS) RWY 2
CULLMAN RGNL/FOLSOM FLD CULLMAN AL (KCMD)

Request approval to establish a glidepath angle (GPA) 0.27° lower than the GPA of the visual glideslope indicator (VGSI) installed for the runways (FAAO 8260.3F Para 2-6-2b, Table 2-6-1). The final GPA of 3.50° is required to prevent the loss of CAT D minimums which are needed to support operations at the airport.

Current procedures were developed using a 3.00° when the VGSI were set at 3.77° and received a satisfactory flight inspection. The most recent 8260-9 Part C remarks have a note stating, "FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA." The procedures have been used in this manner without any known safety issues since 3 April 2014.

The airport is pursuing paths to lower the VGSI angle, but current funding is unavailable, and the projected timeline is unknown. The VGSI was originally set at 3.77° to mitigate trees obstructing the PAPI OCS but those have since been removed, per the airport.

If approval isn't granted, the airport will lose CAT D operations resulting in the loss of generated income and hinder the ability for CAT D aircraft to utilize the procedure.

WAAS CH 58235 W02A	APP CRS 020°	Rwy Idg TDZE Apt Elev	5500 957 970
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RNAV (GPS) RWY 2

CULLMAN RGNL/FOLSOM FLD (CMD)

⚠ When local altimeter setting not received, use HSV altimeter setting and increase all MDAs 120 feet, and LNAV visibility Cat C/D ½ SM, and LP visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM. Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 2 NA at night.

MISSED APPROACH:
Climb to 2900 direct AMUXY and hold.

AWOS-3PT
124.175

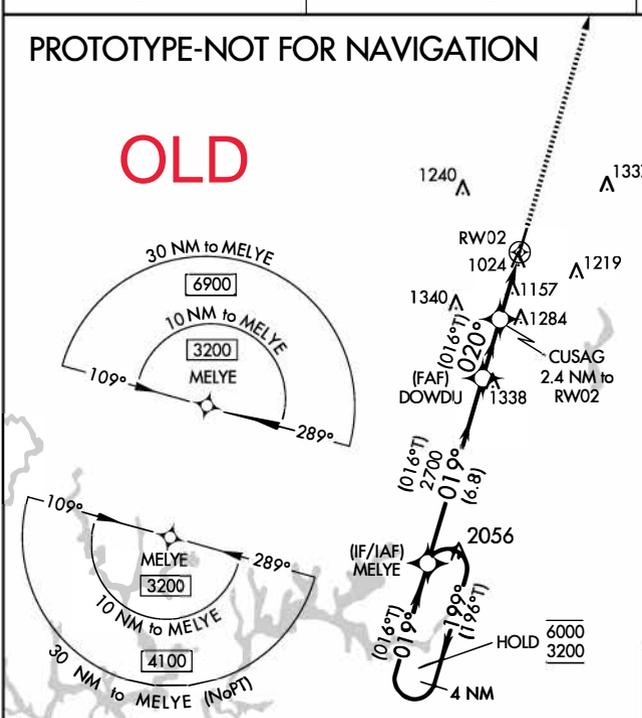
HUNTSVILLE APP CON*
118.05 239.0

UNICOM
122.8 (CTAF) **📻**

PROTOTYPE-NOT FOR NAVIGATION

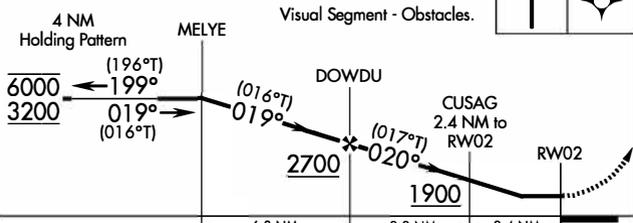
OLD

MISSED APCH FIX



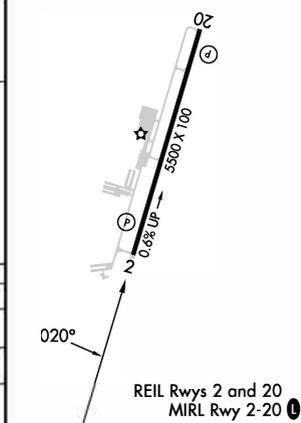
VGSI and descent angles not coincident (VGSI Angle 3.77/TCH 5%).

2900 AMUXY



ELEV 970	TDZE 957
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CATEGORY	A	B	C	D
LP MDA	1420-1	463 (500-1)	1420-1¾	463 (500-1¾)
LNAV MDA	1440-1	483 (500-1)	1440-1¾	483 (500-1¾)
📻 CIRCLING	1480-1 510 (600-1)	1500-1 530 (600-1)	1600-1¾ 630 (700-1¾)	1640-2 670 (700-2)



WAAS CH 58235 W02A	APP CRS 020°	Rwy Ldg TDZE Apt Elev 5500 957 970
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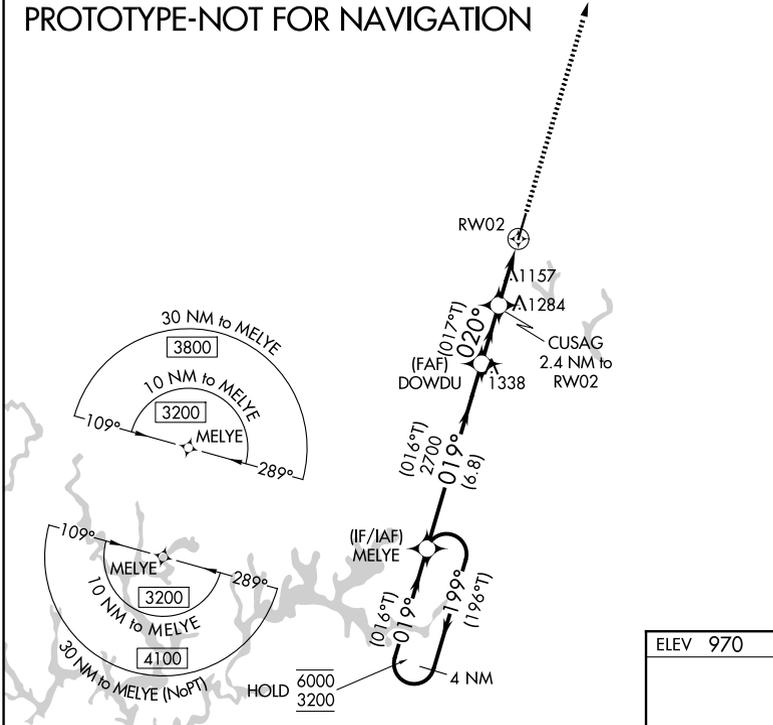
RNAV (GPS) RWY 2

CULLMAN RGNL/FOLSOM FLD (CMD)

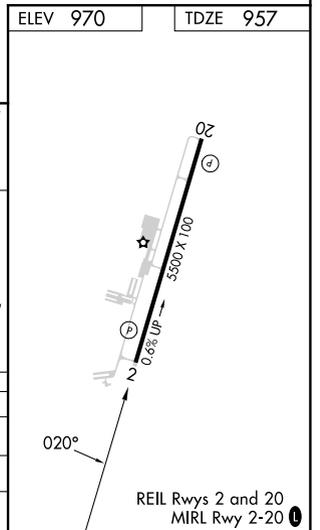
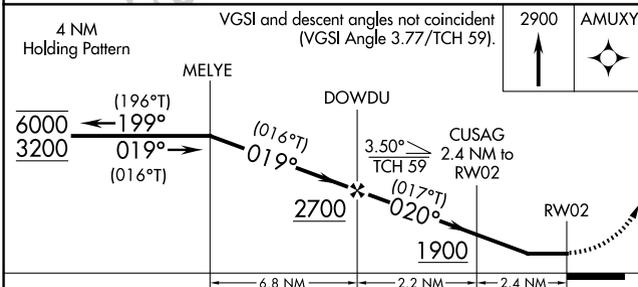
RNP APCH - GPS. Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 2 NA at night.	MISSED APPROACH: Climb to 2900 direct AMUXY and hold.
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AWOS-3PT 124.175	HUNTSVILLE APP CON* 118.05 239.0	UNICOM 122.8 (CTAF)
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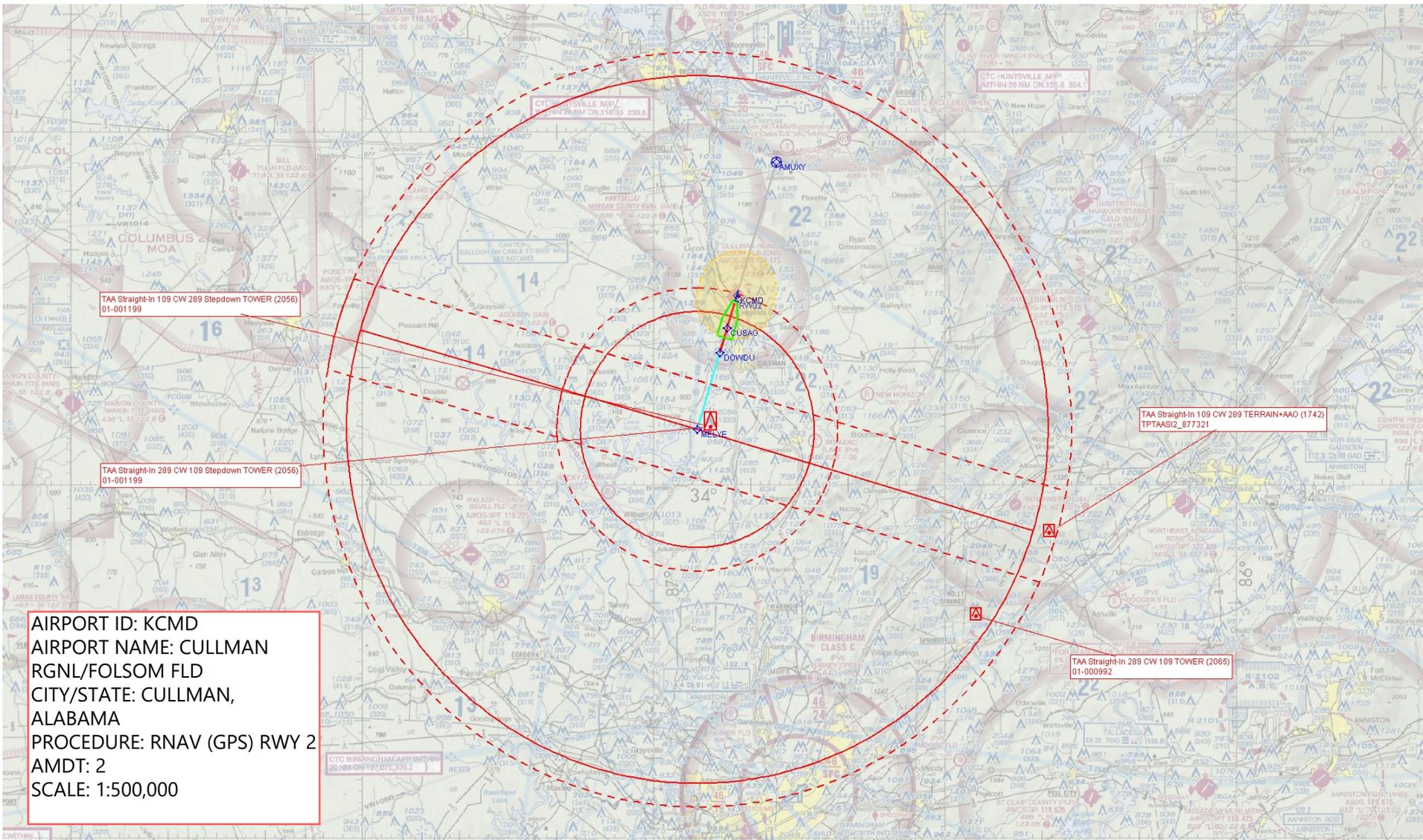
PROTOTYPE-NOT FOR NAVIGATION



ELEV 970	TDZE 957
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CATEGORY	A	B	C	D
LP MDA	1420-1	463 (500-1)	1420-1 $\frac{3}{8}$	463 (500-1 $\frac{3}{8}$)
LNAV MDA	1440-1	483 (500-1)	1440-1 $\frac{3}{8}$	483 (500-1 $\frac{3}{8}$)
CIRCLING	1480-1 510 (600-1)	1500-1 530 (600-1)	1600-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	1640-2 670 (700-2)



TAA Straight-In 109 CW 289 Stepdown TOWER (2056)
01-001199

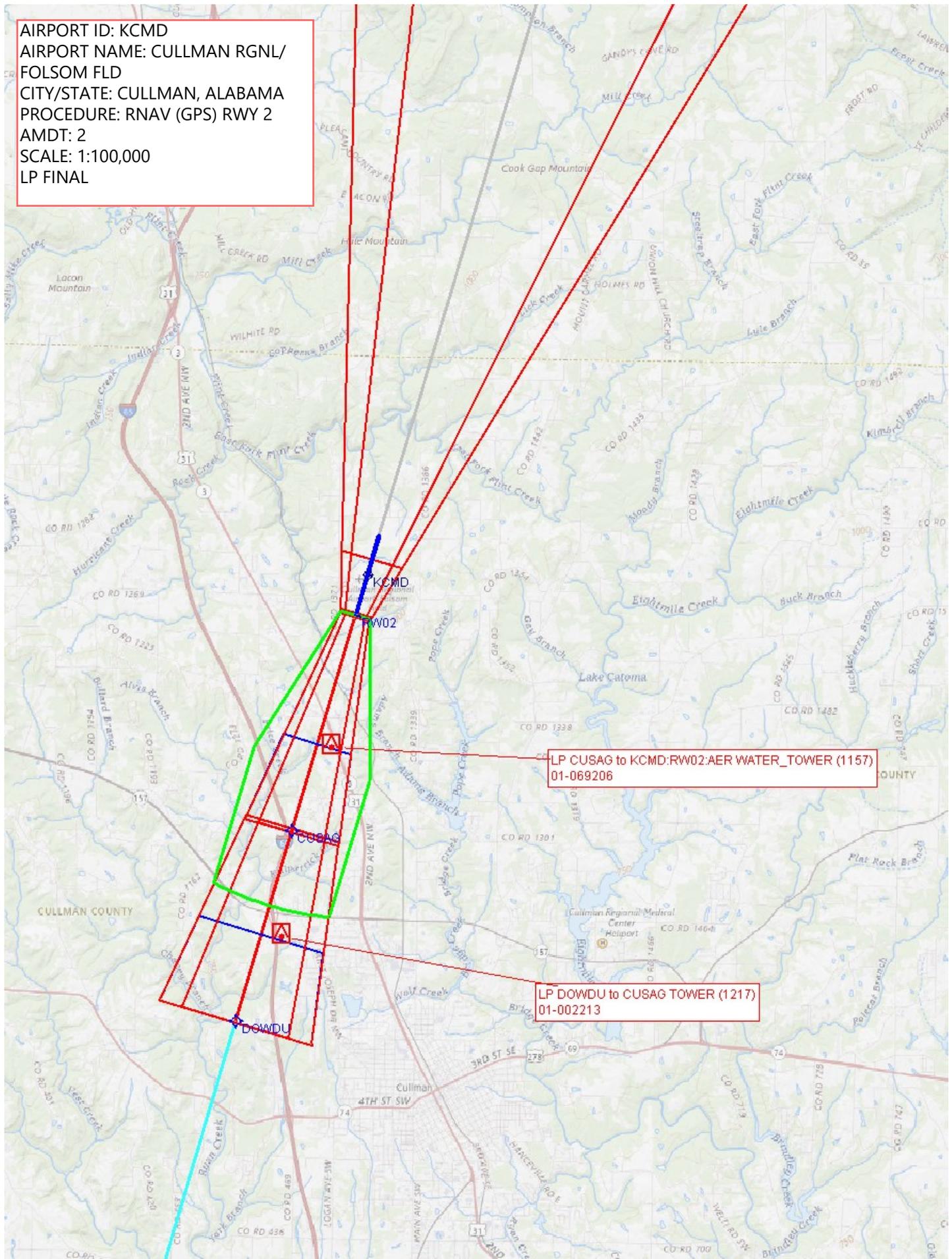
TAA Straight-In 289 CW 109 Stepdown TOWER (2056)
01-001199

TAA Straight-In 109 CW 289 TERRAIN+AAD (1742)
TPTAASIS2_877321

TAA Straight-In 289 CW 109 TOWER (2056)
01-000992

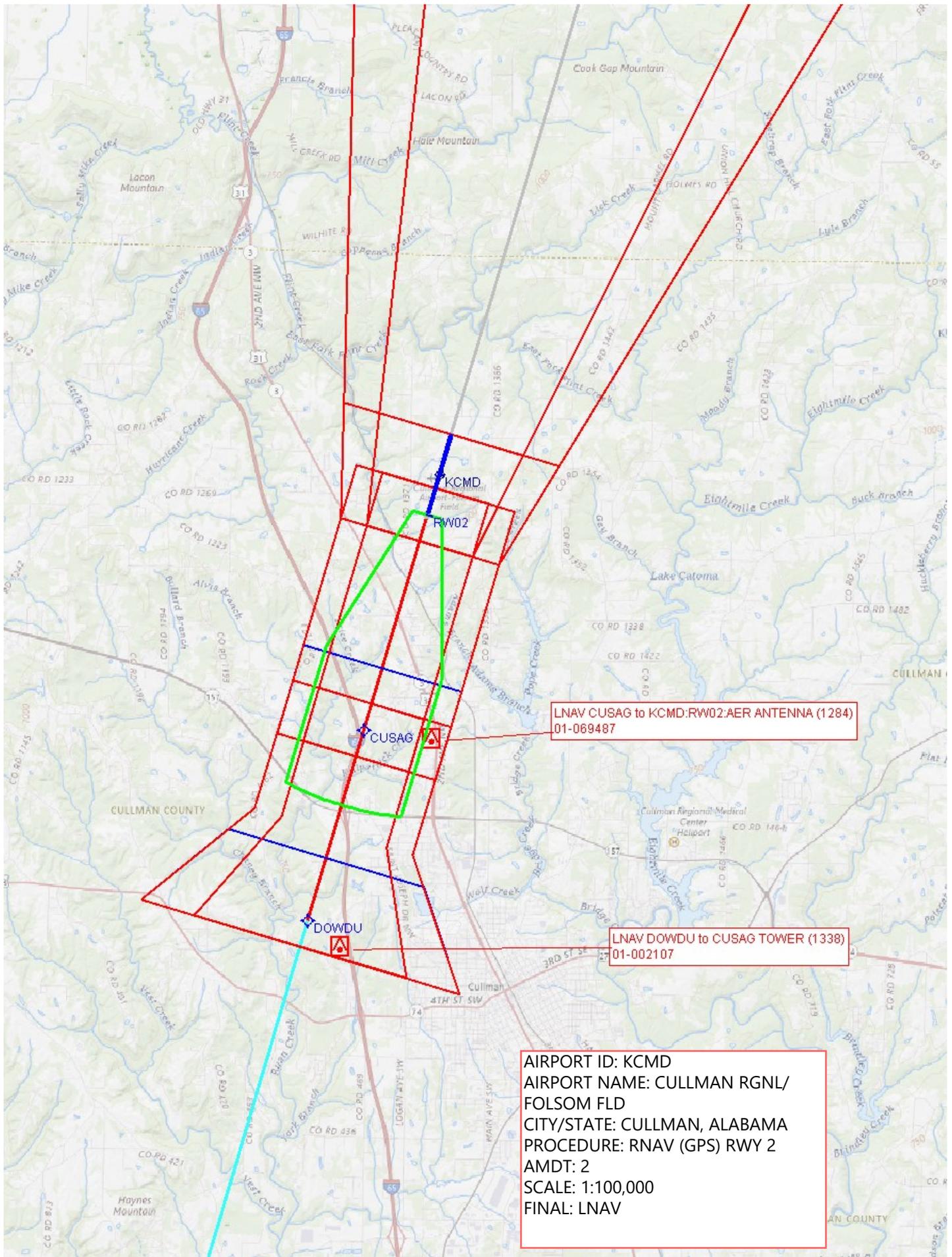
AIRPORT ID: KCMD
AIRPORT NAME: CULLMAN
RGNL/FOLSOM FLD
CITY/STATE: CULLMAN,
ALABAMA
PROCEDURE: RNAV (GPS) RWY 2
AMDT: 2
SCALE: 1:500,000

AIRPORT ID: KCMD
AIRPORT NAME: CULLMAN RGNL/
FOLSOM FLD
CITY/STATE: CULLMAN, ALABAMA
PROCEDURE: RNAV (GPS) RWY 2
AMDT: 2
SCALE: 1:100,000
LP FINAL



LP CUSAG to KCMD:RW02:AER WATER_TOWER (1157)
01-069206

LP DOWDU to CUSAG TOWER (1217)
01-002213



LNAV CUSAG to KCMD:RW02:AER ANTENNA (1284)
01-069487

LNAV DOWDU to CUSAG TOWER (1338)
01-002107

AIRPORT ID: KCMD
AIRPORT NAME: CULLMAN RGNL/
FOLSOM FLD
CITY/STATE: CULLMAN, ALABAMA
PROCEDURE: RNAV (GPS) RWY 2
AMDT: 2
SCALE: 1:100,000
FINAL: LNAV

AIRPORT ID: KCMD
AIRPORT NAME: CULLMAN
RGNL/FOLSON FLD
CITY/STATE: CULLMAN,
ALABAMA
PROCEDURE: RNAV (GPS) RWY 2
AMDT: 2
SCALE: 1:100,000
FINAL: CIRCLING

