

WAAS CH 50514 W20A	APP CRS 200°	Rwy Idg 5500 TDZE 969 Apt Elev 969
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RNAV (GPS) RWY 20

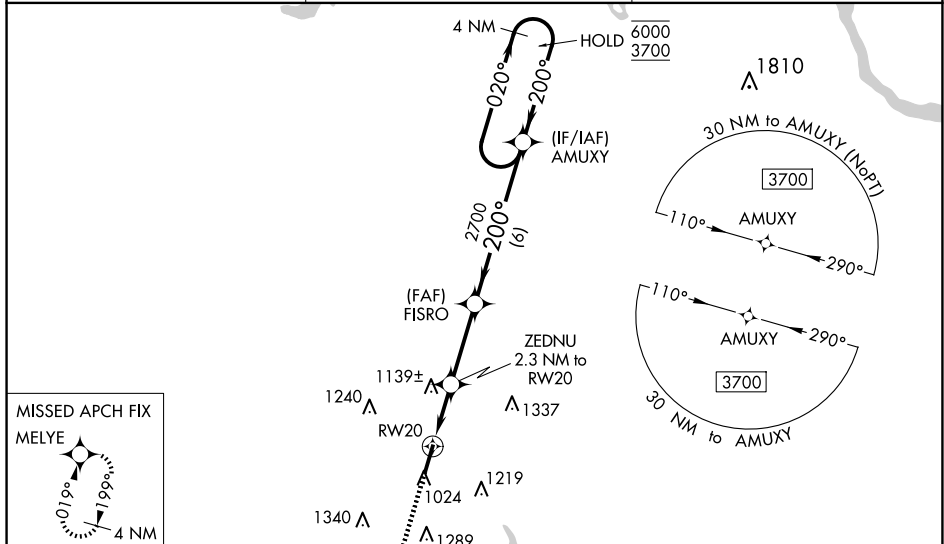
CULLMAN RGNL/FOLSOM FLD (CMD)

RNP APCH - GPS.

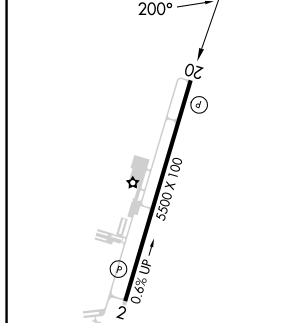
T During Rwy 27L night operations, if VFR conditions are deteriorating and you cannot see the runway lights, call ATIS for Baro-VNAV DA setting. Rwy 20 helicopter visibility reduction below $\frac{3}{8}$ NM SA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase LPV DA to 1320 feet, LNAV/VNAV DA to 1479 feet, and increase all MDA 120 feet; increase LPV all Cats visibility $\frac{1}{4}$ SM, LNAV/VNAV all Cats visibility $\frac{1}{4}$ SM, LNAV Cat C, D visibility $\frac{3}{8}$ SM and Circling Cat C $\frac{1}{2}$ SM, Cat D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3200 direct
MELYE and hold.

AWOS-3PT 124.175	HUNTSVILLE APP CON★ 118.05 239.0	UNICOM 122.8 (CTAF) 0
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ELEV 969	TDZE 969
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REIL Rwy 2 and 20
MIRL Rwy 2-20 **L**

3200
↑

MELYE
✦

VGS and RNAV glidepath not coincident
(VGS Angle 3.00/TCH 33).

4 NM
Holding Pattern

AMUXY

020° → 6000
← 200° 3700

*RNAV only.

RW20

*1.2 NM to RW20

ZEDNU
2.3 NM to RW20

FISRO
2700

1740*

200°

2700

GP 3.00°
TCH 40

→ 1.2 NM ← 1.1 NM → 3 NM → 6 NM →

CATEGORY	A	B	C	D
LPV DA	1219-3/4		250 (300-3/4)	
RNAV/ VNAV DA	1378-1 1/8		409 (500-1 1/8)	
RNAV MDA	1400-1 431 (500-1)		1400-1 1/4 431 (500-1 1/4)	
CIRCLING	1420-1 451 (500-1)	1500-1 531 (600-1)	1600-1 3/4 631 (700-1 1/4)	1640-2 1/4 671 (700-2 1/4)

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