

WAAS  
CH **50514**  
**W20A**

APP CRS  
**200°**

Rwy Idg **5500**  
TDZE **969**  
Apt Elev **969**

**RNAV (GPS) RWY 20**

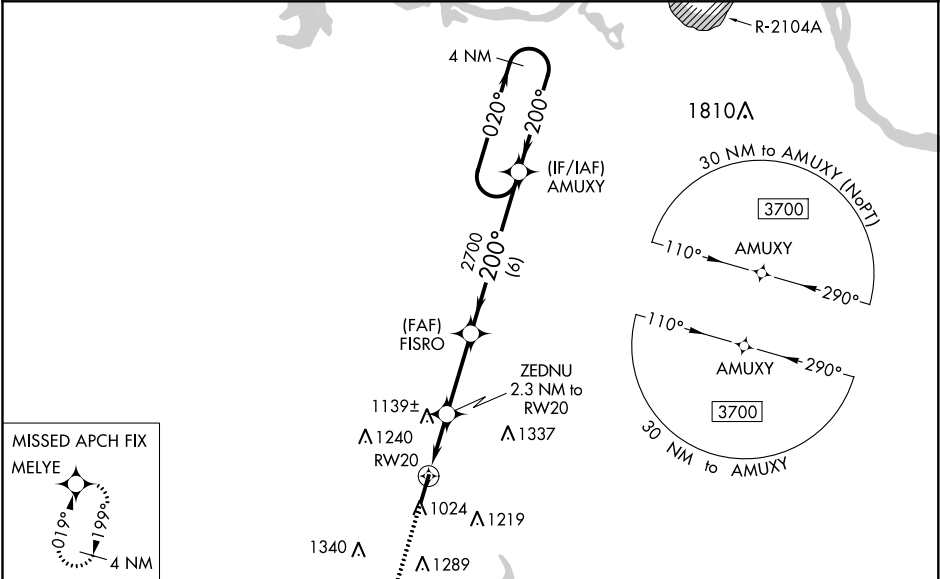
CULLMAN RGNL-FOLSOM FIELD (CMD)

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all DAs/MDAs 100 feet, LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ⅓ SM, and LNAV and Circling Cat C, D visibility ¼ SM. Baro-VNAV and VDP NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. Rwy 20 helicopter visibility reduction below ⅓ SM NA. Circling Rwy 2 NA at night.

MISSED APPROACH:  
Climb to 3200 direct MELYE and hold.

AWOS-3PT <b>124.175</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 969

TDZE 969

REIL Rws 2 and 20

MIRL Rwy 2-20

3200

MELYE

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

\*LNAV only.

1.3 NM to RW20

1 NM

3 NM

6 NM

4 NM Holding Pattern

020° → 3700

← 200°

GP 3.00° TCH 40

CATEGORY

A

B

C

D

LPV DA

1219-7⁄8

250 (300-7⁄8)

LNAV/VNAV DA

1354-1¼

385 (400-1¼)

LNAV MDA

1400-1

431 (500-1)

1400-1¼

431 (500-1¼)

CIRCLING

1420-1  
451 (500-1)

1500-1  
531 (600-1)

1600-1¾  
631 (700-1¾)

1640-2¼  
671 (700-2¼)