

WAAS

CH **50514**

W20A

APP CRS

200°

Rwy Idg

5500

TDZE

969

Apt Elev

969

RNAV (GPS) RWY 20

CULLMAN RGNL/FOLSOM FLD (CMD)

RNP APCH - GPS.

T

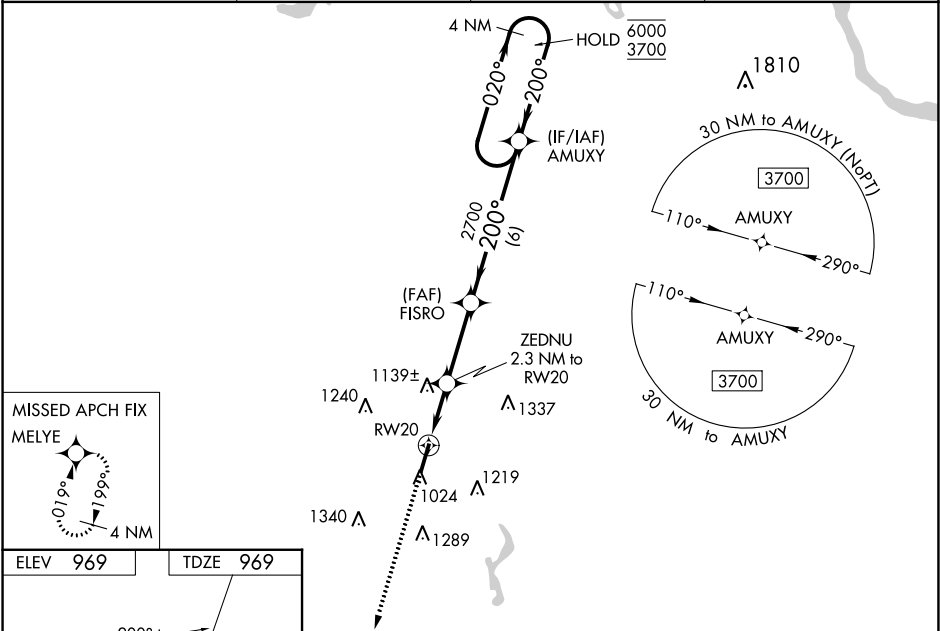
A

Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using Huntsville Intl-Carl T Jones Fld altimeter setting. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. 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.

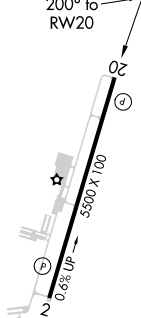
AWOS-3PT 124.175	HUNTSVILLE APP CON ★ 118.05 239.0	GCO 121.725	UNICOM 122.8 (CTAF) 
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ELEV **969**


TDZE **969**

200° to RW20



3200

MELYE




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

4 NM Holding Pattern

*LNAV only.

1.2 NM to RW20



1.1 NM

3 NM

6 NM

1740*

2700

200°

020°


200°

6000

3700

GP 3.00°

TCH 40

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