

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

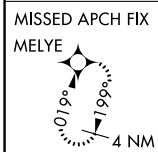
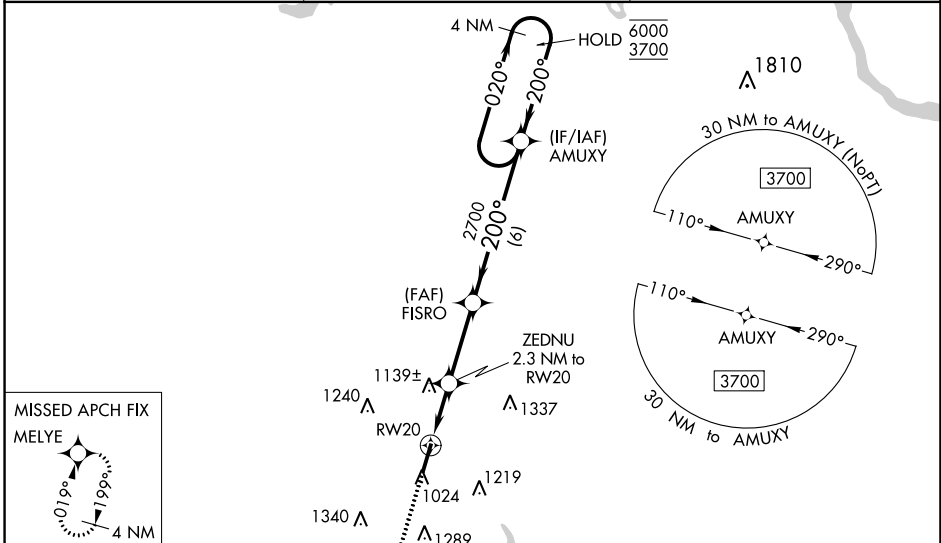
CULLMAN RGNL/FOLSOM FLD (CMD)

RNP APCH - GPS.

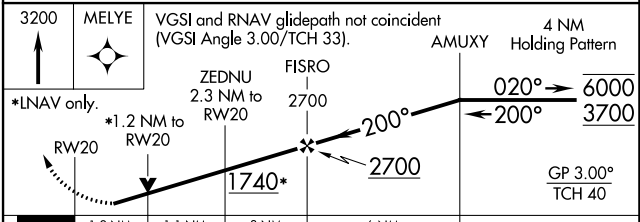
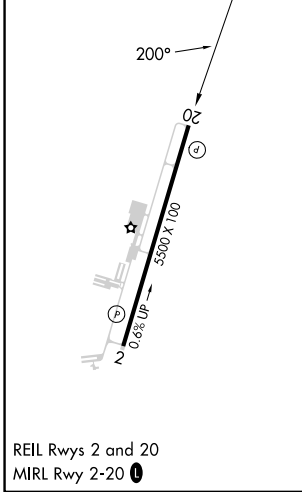
**⚠** Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using Huntsville Intl-Carl T Jones Fld altimeter setting. Rwy 20 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-16^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ . When 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 <b>124.175</b>	HUNTSVILLE APP CON* <b>118.05 239.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>969</b>	TDZE <b>969</b>
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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 $\frac{1}{4}$ )
<b>C</b> 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 $\frac{1}{4}$ )

SE-4, 11 JUL 2024 to 08 AUG 2024

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