

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u><b>AIRPORT ID</b></u> CMD	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 20	<u><b>ORIGINAL/AMENDMENT</b></u> 2	<u><b>CITY</b></u> CULLMAN	<u><b>STATE</b></u> AL
<u><b>AIRPORT ELEVATION</b></u> 970	<u><b>TDZE</b></u> 970	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 20	<u><b>DATED</b></u> 08/12/2021	<u><b>MAG VAR</b></u> 3W
<u><b>FACILITY</b></u> RNAV	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>EPOCH YEAR</b></u> 2015
				<u><b>CANCEL/SUSPEND</b></u>

**TAA**

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 110/30 CW 290/30	NOPT	110/10 CW 290/10		4000
2. 110/10 CW 290/10		AMUXY	IF/IAF	2900
3. 290/30 CW 110/30		290/10 CW 110/10		6900
4. 290/10 CW 110/10		AMUXY	IF/IAF	2900

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
AMUXY	IF/IAF	FISRO		TF	FB	1.00	199.56	6.07	2700
FISRO	FAF	ZEDNU/2.26 NM TO RW20		TF	FB	0.30	199.53	3.01	
ZEDNU/2.26 NM TO RW20		RW20	MAP	TF	FO	0.30	199.53	2.26	
RW20	MAP	1220 MSL		CA			199.53		
1220 MSL		MELYE		DF	FO	1.00			3200

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW20

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3200 DIRECT MELYE AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N AMUXY, RT, 199.56 INBOUND, 2900 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	199.53	FAF:	FISRO	DIST FAF TO MAP:	5.28	DIST FAF TO THLD:	5.28							
4.	MIN ALT:	AMUXY 2900, FISRO 2700, ZEDNU/2.26 NM TO RW20 1740													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		250 HAT:	0.63	GS ANT:				
6.	MIN GP INCPT:	2700	GP ALT AT PFAF:	FISRO 2700			OM:				MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	50.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.  
CHART NOTE: CIRCLING RWY 2 NA AT NIGHT.  
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: RWY 20 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 019.48 INBOUND.  
CHART FAS OBST: 1139 TREE (01-037933) 341831N/0865123W.  
CHART R-2104 A/D.  
CHART VDP AT 1.21 NM TO RW20.  
WAAS CHANNEL # 50514  
REFERENCE PATH ID: W20A  
CHART CIRCLING ICON.  
LTP HAE: 267.6 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1220	3/4	250	1220	3/4	250	1220	3/4	250	1220	3/4	250			
LNAV/VNAV DA	1378	1 1/8	408	1378	1 1/8	408	1378	1 1/8	408	1378	1 1/8	408			
LNAV MDA	1400	1	430	1400	1	430	1400	1 1/8	430	1400	1 1/8	430			
CIRCLING	1480	1	510	1500	1	530	1600	1 3/4	630	1640	2	670			



CHANGES - REASONS

1. AIRPORT ELEVATION CHANGED FROM “969” TO “970” – UPDATED SURVEY 8/25/2022.
2. TAA: CHANGED FROM “110 CW 290: 3700; 290 CW 110: 3700” TO “110 CW 290: 4000; 10NM STEPDOWN ARC 2900; 290 CW 110: 3600; 10NM STEPDOWN ARC 2900” – PER FPT REQUEST.
3. TAA: ALTITUDE FOR SECTOR 290/30 CW 110/30 CHANGED FROM "3600" TO "6900" - PER NEW OBSTACLE EVALUATION.
4. TERMINAL ROUTES: DISTANCE BETWEEN AMUXY AND FISRO CHANGED FROM “6.04” TO 6.07” – NEW PFAF LOCATION.
5. TERMINAL ROUTES: DISTANCE BETWEEN ZEDNU AND RW20 CHANGED FROM “2.30” TO “2.26” – NEW PFAF LOCATION.
6. PROFILE LINE 2: HOLDING ALTITUDE AT AMUXY CHANGED FROM “3700” TO “2900” – PER FPT REQUEST.
7. PROFILE LINE 3: FAC CHANGED FROM “199.54” TO 199.53” – NEW PFAF LOCATION.
8. PROFILE LINE 4: DIST FAF TO MAP CHANGED FROM “5.31” TO “5.28” – NEW PFAF LOCATION.
9. PROFILE LINE 4: DIST FAF TO THLD CHANGED FROM “5.31” TO “5.28” – NEW PFAF LOCATION.
10. PROFILE LINE 5: 250 HAT CHANGED FROM “0.66” TO “0.63” – TCH CHANGED FROM 40 TO 50.
11. PROFILE LINE 7: TCH CHANGED FROM “40” TO “50” – ALIGN FISRO WITH DEISGN GPA/TCH 3.00°/50.
12. PBN REQUIREMENTS: UPDATED FROM “RNP APCH” TO “RNP APCH – GPS” – IAW 8260.19J, 8-6-8, D.
13. CHART NOTE: CHANGED FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HUNTSVILLE INTL-CARL T. JONES FIELD 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 1/4 SM, LNAV/VNAV ALL CATS VISIBILITY 1/4 SM, LNAV CAT C, D VISIBILITY 3/8 SM AND CIRCLING CAT C 1/2 SM, CAT D 1/4 SM” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HSV ALTIMETER SETTING AND INCREASE LPV DA TO 1321 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 1479 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM” – IAW 8260.19J 8-6-12.N.
14. ADDITIONAL FLIGHT DATA: VDP CHANGED FROM “1.24” TO 1.21” - TCH CHANGED FROM 40 TO 50.
15. MINIMUMS: LPV DA CHANGED FROM “1219” TO “1220” – UPDATED AIRPORT ELEVATION.
16. MINIMUMS: LNAV HAA ALL CATS CHANGED FROM “431” TO “430” – PER NEW AIRPORT ELEVATION.
17. MINIMUMS: LNAV CATS C/D VIS CHANGED FROM “1 1/4” TO 1 1/8” – IAW 8260.3F TABLE 3-3-1.
18. MINIMUMS: CIRCLING MDA/HAT CHANGED FROM “1420/451” TO “1480/510” – PER NEW OBSTACLE EVALUATION.
19. MINIMUMS: CIRCLING MDA FOR CATS B/C/D CHANGED FROM “531/631/671” TO 530/630/670” – PER NEW AIRPORT ELEVATION.
20. MINIMUMS: CICLING CAT D VIS CHANGED FROM “2 1/4” TO “2” – PER 8260.3F TABLE 3-3-7.
21. FAS DATA: LTP/FTP LATITUDE CHANGED FROM “341633.3990N” TO “341633.4095N” – NEW AIRPORT SURVEY.
22. FAS DATA: LTP/FTP LONGITUDE CHANGED FROM “0865119.6205W” TO “0865119.6125W”- NEW AIRPORT SURVEY/AIRNAV DATA.
23. FAS DATA: TCH CHANGED FROM “40” TO “50” – TO SUPPORT 3 DEGREE GLIDESLOPE.
24. FAS DATA: CRC REMAINDER CHANGED FROM “F0F2C964” TO “098568D5” – NEW LTP ORTHOMETRIC HEIGHT/FPAP ORTHOMETRIC HEIGHT AND NEW FPAP POSITION.
25. LTP ORTHOMETRIC HEIGHT AND FPAP ORTHOMETRIC HEIGHT CHANGED FROM “+02954” TO “+02955” – NEW AIRPORT SURVEY/AIRNAV DATA.
26. FAS DATA: FPAP POSITION CHANGED FROM "341507.8300N/0865150.1800W" TO "341507.8360N/0865150.1670W" - NEW FAS DATA CALCULATIONS.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER:ZME ARTCC, HSV APP CON, AMGR, ZTL ARTCC

FLIGHT CHECKED BY

JON D HOLLAND

Digitally signed by

ERIC N SUSKI

Mar 13, 2025

OFFICE

AJF

DATE

03/11/2025

DEVELOPED BY

JOHN BORDY (GIORGIA FERREIRA)

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Mar 13, 2025

OFFICE

AJV-A421

DATE

09/25/2024

APPROVED BY

JOHN BORDY

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ERIC N SUSKI

Mar 13, 2025

OFFICE

AJV-A33

DATE

TITLE

MANAGER



AIRPORT ID  
CMD

PROCEDURE NAME  
RNAV (GPS) RWY 20

ORIGINAL/AMENDMENT  
2

CITY  
CULLMAN

STATE  
AL

**FAS DATA BLOCK INFORMATION**

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCMD
RUNWAY	RW20
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W20A
LTP/FTP LATITUDE	341633.4095N
LTP/FTP LONGITUDE	0865119.6125W
LTP/FTP ELLIPSOIDAL HEIGHT	+02676
FPAP LATITUDE	341507.8360N
FPAP LONGITUDE	0865150.1670W
THRESHOLD CROSSING HEIGHT (TCH)	00050.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1072
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	098568D5
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**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+02955
FPAP ORTHOMETRIC HEIGHT	+02955

QUALITY  
25  
CHECKED

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CMD	RNAV (GPS) RWY 20	2	CULLMAN	AL	970	RNAV

**PART A: OBSTRUCTION DATA SEGMENTS**

**STRAIGHT-IN AREA**

**FROM** 110/30 CW 290/30 **TO** 110/10 CW 290/10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	345003.00N/0861957.00W	1923	215	8	4B	2000					4000
TERRAIN	344715.00N/0862006.00W	1689 (1700)								AS1500	3200

**COMPUTATIONS**

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

**STRAIGHT-IN AREA**

**FROM** 110/10 CW 290/10 **TO** AMUXY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (01-000257)	342925.00N/0863737.00W	1810	500	125	5E	1000					2900
TERRAIN	342921.00N/0863736.00W	1325 (1300)								AS1500	2800

**COMPUTATIONS**

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**



STRAIGHT-IN AREA

FROM

290/30 CW 110/30

TO

290/10 CW 110/10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TETHERED_BALLOON (01-074862)	342028.00N/0872017.80W	5871	1000	125	6E	1000					6900
TERRAIN	335948.00N/0864154.00W	1423 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM

290/10 CW 110/10

TO

AMUXY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (01-001478)	342748.53N/0863834.42W	1538	20	3	1A	1000				AT362	2900
TERRAIN	342418.00N/0864839.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

AMUXY (IF/IAF)

TO

FISRO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	6.07										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (01-021983)	342418.67N/0864802.25W	1435	20	3	1A	500					2000
TERRAIN	342418.00N/0864839.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

FISRO

TO

RW20

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.28		DA		250						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (01-068854)	341647.66N/0865119.39W	1053	20	3	1A		34.00:1				1220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

FISRO

TO

RW20

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.28		DA		408						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (01-023064)	341733.35N/0865108.11W	1079	50	20	2C		23.34:1			AC20	1378

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

FISRO

TO

ZEDNU/2.26 NM TO RW20

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.01										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	342200.00N/0865024.00W	1263	215	8	4B	250				RA120 DG107	1740

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

ZEDNU/2.26 NM TO RW20

TO

RW20

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.26		RW20		430						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (01-037933)	341831.39N/0865122.70W	1139	50	20	2C	250					1400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





HOLD-IN-LIEU OF PT

FROM  
AMUXY

TO  
P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (01-021983)	342418.67N/0864802.25W	1435	20	3	1A	1000				AT465	2900
TERRAIN	342418.00N/0864839.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM  
DA

TO  
MELYE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1033			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3200
TOWER (01-001199)	340457.00N/0865413.00W	2056	50	20	2C	1000					3100
TERRAIN	341554.00N/0865039.00W	1059 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM  
DA

TO  
MELYE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1217			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3200
TOWER (01-001199)	340457.00N/0865413.00W	2056	50	20	2C	1000					3100
TERRAIN	341554.00N/0865039.00W	1059 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM  
RW20

TO  
MELYE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1289			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3200
TOWER (01-001199)	340457.00N/0865413.00W	2056	50	20	2C	1000					3100
TERRAIN	341554.00N/0865039.00W	1059 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AIRPORT ID  
CMD

PROCEDURE NAME  
RNAV (GPS) RWY 20

AMDT NO.  
2

CITY  
CULLMAN

STATE  
AL

AIRPORT ELEVATION  
970

FACILITY  
RNAV

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	341609.00N/0864951.00W	1.30	510	1173	215	8	4B	300			1480
CATEGORY B											
TREE (01-037934)	341612.23N/0864946.08W	1.84	530	1199	50	20	2C	300			1500
CATEGORY C											
ANTENNA (01-069487)	341313.14N/0865134.97W	2.89	630	1284	20	10	1B	300			1600
CATEGORY D											
TOWER (01-020359)	341343.56N/0865420.59W	3.78	670	1340	50	20	2C	300			1640

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

HSV APP CON, ANNISTON FSS, ZME ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	CMD	24	CMD	0.21	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	HSV	24	HSV	22.50	Y	120

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
CMD 970, HSV 623  
RA = 100.9

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW02 - REIL, MIRL (PCL), PAPI-2L	NPI-G		
RW20 - MIRL (PCL), REIL, PAPI-2L	NPI-G		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	969.6	50.0			3.00	33.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-16C	+54C	-16C	+13.08C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 968 HIGH TEMP 1277.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 02
20:1	
1076 TREE (01-068302) 341521.5900N/0865139.5600W (54.76)	1054 TREE (01-026660) 341524.1100N/0865139.3700W (45.19)
1047 TREE (01-026639) 341524.9800N/0865139.0400W (42.8)	1074 TREE (01-067846) 341519.3100N/0865140.0500W (41.12)
1037 TREE (01-026642) 341526.0900N/0865138.8300W (38.43)	1053 TREE (01-026638) 341522.9700N/0865139.7500W (38.22)
1059 TREE (01-026187) 341521.6600N/0865139.8600W (37.74)	1077 TREE (01-026738) 341517.3300N/0865140.4200W (34.08)



<u>AIRPORT ID</u> CMD		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 20	<u>AMDT NO.</u> 2	<u>CITY</u> CULLMAN	<u>STATE</u> AL	<u>AIRPORT ELEVATION</u> 970	<u>FACILITY</u> RNAV
1058 TREE (01-026502) 341520.6900N/0865140.6600W (31.08)				1066 TREE (01-026644) 341518.2900N/0865140.6900W (27.41)			
1054 TREE (01-026202) 341519.6800N/0865140.3300W (22.58)				1070 TREE (01-044020) 341516.6600N/0865141.6500W (22.37)			
1062 TREE (01-026645) 341518.3700N/0865141.9900W (22.25)				1041 TREE (01-044019) 341522.3200N/0865140.8200W (21.79)			
1041 TREE (01-026568) 341522.1200N/0865140.7100W (20.95)				1031 TREE (01-029754) 341523.9700N/0865140.2400W (20.48)			
1022 TREE (01-026663) 341525.1300N/0865139.4100W (18.09)				1032 TREE (01-026283) 341523.3300N/0865141.2100W (17.22)			
1062 TREE (01-026646) 341518.4200N/0865146.4900W (17.13)				1056 TREE (01-043692) 341519.2900N/0865145.6800W (16.31)			
1068 TREE (01-026201) 341515.4900N/0865141.0200W (15.45)				1056 TREE (01-026503) 341518.9200N/0865145.1200W (15.18)			
1049 TREE (01-026562) 341519.7600N/0865142.8400W (14.97)				1079 TREE (01-026737) 341513.1400N/0865141.1000W (14.97)			
1068 TREE (01-026758) 341515.1900N/0865140.7900W (14.27)				1054 TREE (01-026560) 341519.4900N/0865146.6600W (14.11)			
1012 TREE (01-026700) 341526.2900N/0865139.3100W (13.83)				1058 TREE (01-026764) 341517.6900N/0865142.9500W (13.81)			
1054 TREE (01-026584) 341518.7700N/0865144.5500W (13.14)				1052 TREE (01-026561) 341518.8700N/0865143.8400W (12.47)			
1022 TREE (01-028055) 341524.2700N/0865141.5900W (11.32)				1061 TREE (01-026762) 341517.0900N/0865145.5800W (10.77)			
1045 TREE (01-026564) 341519.3900N/0865141.7300W (10.51)				1046 TREE (01-026563) 341519.9300N/0865145.2600W (9.91)			
1038 TREE (01-026569) 341520.7000N/0865141.9700W (9.57)				1054 TREE (01-026203) 341517.2100N/0865142.6800W (7.81)			
1031 TREE (01-026519) 341521.7000N/0865141.8700W (7.53)				1010 TREE (01-026314) 341525.6200N/0865140.6000W (7.04)			
1034 TREE (01-026518) 341521.2400N/0865143.9700W (5.8)				1046 TREE (01-026585) 341518.3300N/0865143.1900W (4.63)			
1055 TREE (01-029756) 341517.2900N/0865146.8100W (4.27)				989 TREE (01-026649) 341530.7200N/0865146.2900W (3.97)			
1037 TREE (01-026588) 341520.3700N/0865144.9000W (3.47)				1048 TREE (01-026587) 341517.7800N/0865144.6600W (2.21)			
1025 TREE (01-026524) 341522.0800N/0865142.9700W (2.06)							
FINAL TYPE		LPV, LNAV/VNAV, LNAV					
34:1							
1038 TREE (01-068435) 341649.0500N/0865109.7900W (22.81)				1026 TREE (01-067499) 341649.4100N/0865111.6000W (11.05)			
1019 TREE (01-067567) 341648.6700N/0865117.3000W (10.16)				1025 TREE (01-068161) 341649.7900N/0865110.9800W (8.53)			
1013 TREE (01-068506) 341648.5500N/0865117.6700W (4.76)				1023 TREE (01-068820) 341651.2100N/0865111.9000W (3.13)			
1017 TREE (01-043688) 341648.6900N/0865109.5900W (2.69)				1028 TREE (01-069267) 341653.4600N/0865110.9500W (1.05)			
<b><u>PENETRATIONS REMARKS:</u></b>							

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' TREES USED PER FPT.

BARO-VNAV AND VDP NA WHEN USING HSV ALTIMETER SETTING.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HSV ALTIMETER SETTING AND INCREASE LPV DA TO 1321 FEET AND ALL VISIBILITIES 1/4 SM, INCREASE LNAV/VNAV DA TO 1479 FEET AND ALL VISIBILITIES 1/4 SM, INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.39
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	196.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	THLD	TO 1500FT POINT	5.08
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	196.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)	341633.41N/0865119.61W
ARP COORDINATES	341607.33N/0865128.93W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 20 DISTANCE 0.45 NM
FAF COORDINATES	342137.46N/0864930.90W
FIX NAME COORDINATES	IF AMUXY 342727.35N/0864725.44W

REMARKS

TAA: AMUXY 342727.35N 0864725.44W 30 NM RADIUS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN BORDY (GIORGIA FERREIRA)	AJV-A421	09/25/2024	AERONAUTICAL INFORMATION SPECIALIST

