

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/17/2025	APWS Task ID: FD4C8673E02F4E5EA164939A6D7D4C53	APWS Project ID: EBA280FFA8F94B0895F96DE617FB10D8
Procedure: RNAV (GPS) RWY 20 AMDT 2		Enroute: NO	Specialist: Ferreira, Giorgia		Agreement Number:
Airport ID: KCMD			Airport City: CULLMAN		State: AL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: POC: JOHN BORDY 405 954 0980</div> <div><div><div>Digitally signed by</div><div>ERIC N SUSKI</div><div>Mar 13, 2025</div></div><div><div>QUALITY</div><div>9</div><div>CHECKED</div><div>BEGUE</div></div></div>					
<div><div>QUALITY</div><div>25</div><div>CHECKED</div></div>					

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RNAV (GPS) RWY 20

CULLMAN RGNL/FOLSOM FLD (CMD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
▲ Circling Rwy 2 NA at night. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 When local altimeter setting not received, use HSV altimeter setting and increase LPV DA to 1321 feet and all visibilities $\frac{1}{4}$ SM. Increase LNAV/VNAV DA to 1479 feet and all visibilities $\frac{1}{4}$ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D $\frac{3}{8}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.

UNICOM
122.8 (CTAF) **L**

3200 MSL
MELBY VORTAC

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 33).

4 NM Holding Pattern
(017°T) 020° → 6000
← 200° 2900
(197°T)

AMUXY

FISRO 2700

ZEDNU 2.3 NM to RW20

1.2 NM to RW20

1740

2700 (197°T) 200°

GP 3.00° TCH 50

CULLMAN RGNL/FOLSOM FLD (CMD)
RNAV (GPS) RWY 20

WAAS CH 50514 W20A	APP CRS 200°	Rwy Idg 5500 TDZE 969 Apt Elev 969
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OLD

RNAV (GPS) RWY 20

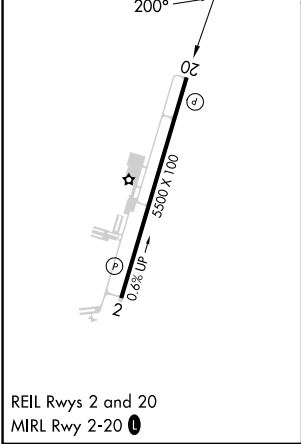
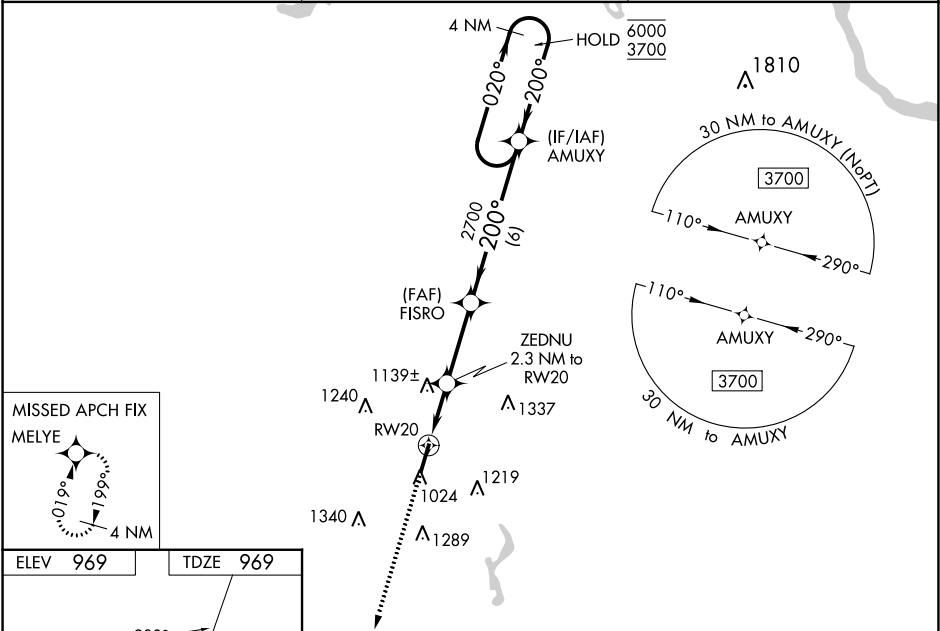
CULLMAN RGNL/FOLSOM FLD (CMD)

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°C or above 54°C . When local dlimiter 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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3200	MELYE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 33).		4 NM
		AMUXY Holding Pattern		
*LNAV only.	ZEDNU 2.3 NM to RW20	FISRO 2700	200°	6000
	*1.2 NM to RW20		200°	3700
			1740*	GP 3.00°
				TCH 40
	1.2 NM	1.1 NM	3 NM	6 NM
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 $\frac{1}{4}$)

AIRPORT ID: KCMD
AIRPORT NAME: CULLMAN RGNL/
FOLSOM FLD
CITY/STATE: CULLMAN, ALABAMA
PROCEDURE: RNAV (GPS) RWY 20
AMDT: 2
SCALE: 1:650,000

TAA Straight-In 110 CW 290 TERRAIN+AAO (1923)
TPTAAS11_765785

TAA Straight-In 110 CW 290 Stepdown
TOWER (1810) 01-000257

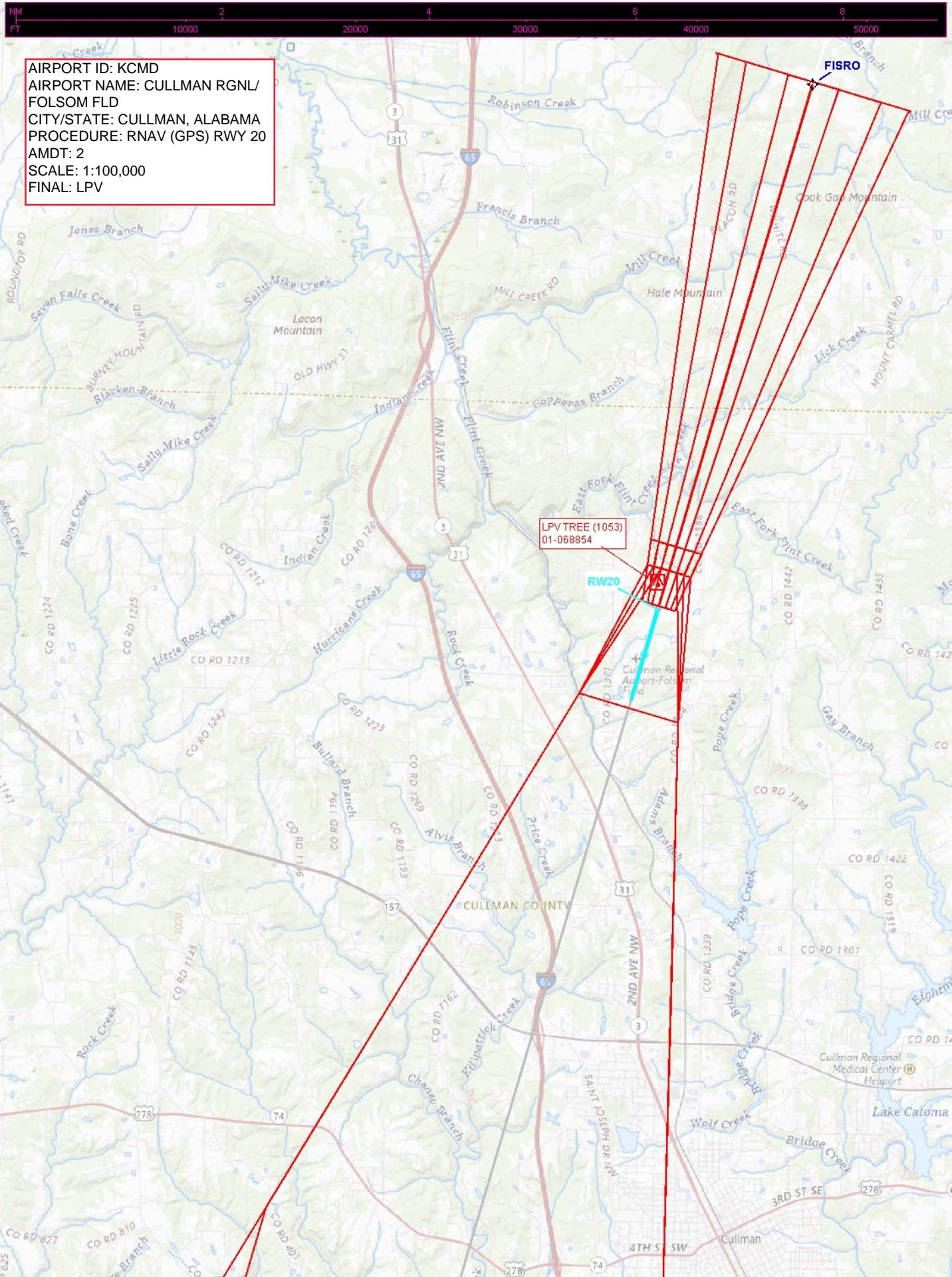
CTC HUNTSVILLE APP
WITHIN 20 NM ON 125.6 354.1

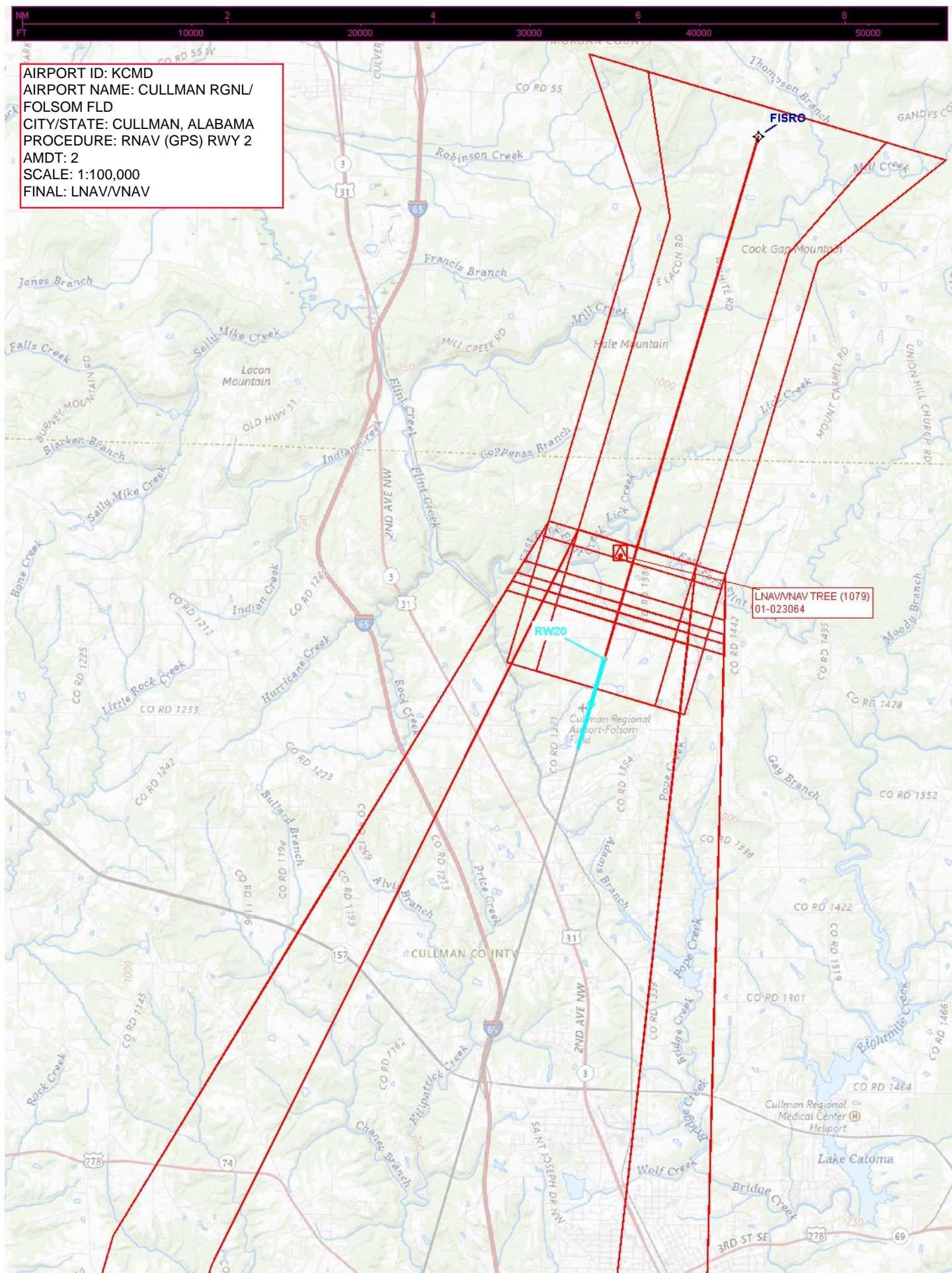
CTC HUNTSVILLE APP
WITHIN 20 NM ON 125.6 354.1

TAA Straight-In 290 CW 110 TETHERED_BALLOON (5871)
01-074862

TAA Straight-In 290 CW 110 Stepdown TOWER (1538)
01-001478

[illegible]





AIRPORT ID: KCMD
AIRPORT NAME: CULLMAN RGNL/
FOLSOM FLD
CITY/STATE: CULLMAN, ALABAMA
PROCEDURE: RNAV (GPS) RWY 20
AMDT: 2
SCALE: 1:100,000
FINAL: LNAV

