

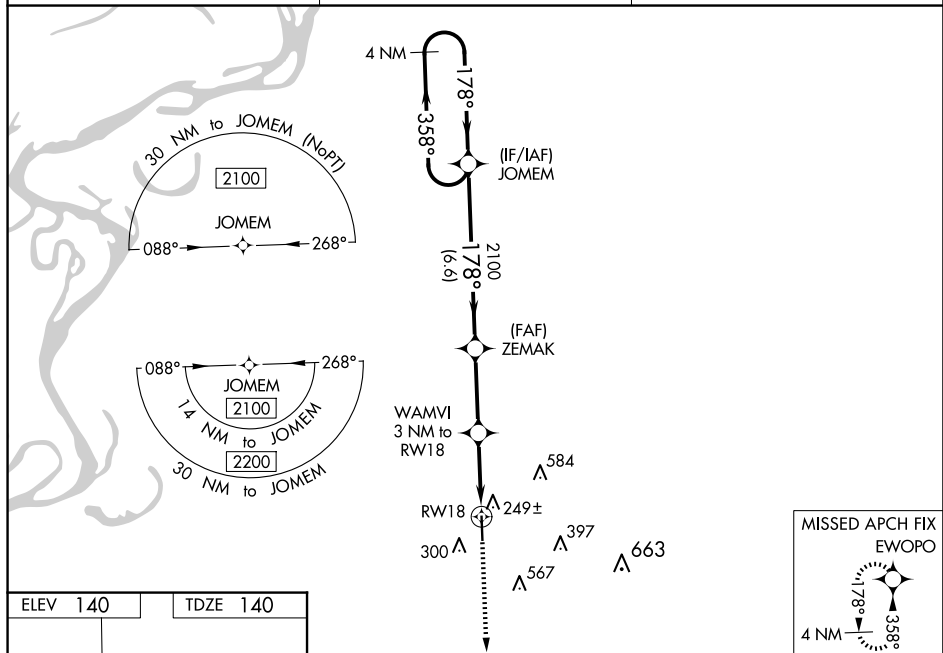
WAAS CH 58322 W18A	APP CRS 178°	Rwy Idg 5005 TDZE 140 Apt Elev 140
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RNAV (GPS) RWY 18
CLEVELAND MUNI (RNV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility $\frac{1}{8}$ mile, increase LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2100 direct
EWOPD and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) ①
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ELEV 140

TDZE 140

178°

81

5005.75

36

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

The diagram illustrates the JOMEM ZEMAK WAMVI RNAV approach chart. It shows a holding pattern at 4 NM from JOMEM, followed by a descent to 2100 feet. The final approach segment is a straight-in approach to RW18, starting at 1120 feet and descending to 1 NM above the runway. The chart includes various navigation aids and distances.

CATEGORY	A	B	C	D
LPV DA		390- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)	
RNAV/VNAV DA		549-1 $\frac{3}{8}$	409 (500-1 $\frac{3}{8}$)	
RNAV MDA		500-1	360 (400-1)	
C CIRCLING	600-1	460 (500-1)	900-2 $\frac{1}{4}$ 760 (800-2 $\frac{1}{4}$)	900-2 $\frac{1}{2}$ 760 (800-2 $\frac{1}{2}$)