

WAAS CH 86823 W36A	APP CRS 358°	Rwy Idg 5005 TDZE 140 Apt Elev 140
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RNAV (GPS) RWY 36

CLEVELAND MUNI (RNV)

T 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. Baro-VNAV and VDP NA when using Greenville altimeter setting. 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/VNAV all Cats C/D visibility $\frac{1}{4}$ mile, and LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2100 direct
JOMEM and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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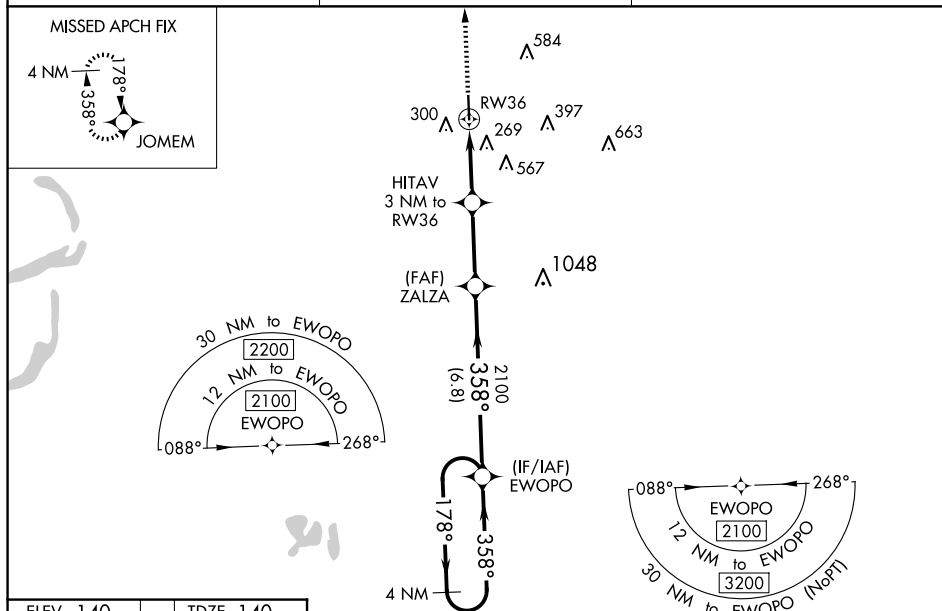


Diagram illustrating the MIRA 18-36 and REIL 18-36 system. The diagram shows a vertical line representing the REIL (Runway End Identifier Lights) with a height of 5005 X 75. The line is labeled '81' at the top and '36' at the bottom. A star symbol is located at the base of the line, indicating the runway threshold. The diagram is labeled 'MIRA 18-36' and 'REIL 18-36'.