

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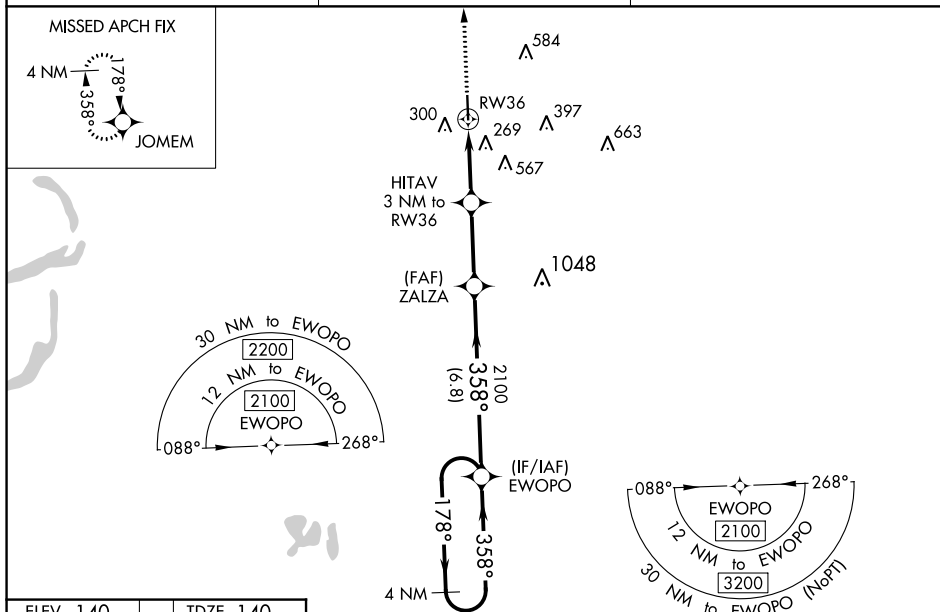
RNAV (GPS) RWY 36

CLEVELAND MUNI (RNV)

▼ 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 ¼ mile, and LNAV/VNAV all Cats visibility ⅓ mile. Rwy 36 helicopter visibility reduction below ¾ 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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ELEV 140

TDZE 140

81

5005 X 75

4

36

358°

MIRL Rwy 18-36

REIL Rwy 18 and 36

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.25/TCH 46).

2100 MSL

JOMEM

*LNAV only.

HITAV 3 NM to RW36

ZALZA 2100

EWOP

4 NM Holding Pattern

2100

178°

358°

358°

2100

GP 3.00° TCH 54

1140*

1.1

1.9

3 NM

6.8 NM

CATEGORY	A	B	C	D
LPV DA		390- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
RNAV/VNAV DA		549-1 $\frac{3}{8}$	409 (500-1 $\frac{3}{8}$)	
RNAV MDA		520-1	380 (400-1)	
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 $\frac{1}{2}$)