

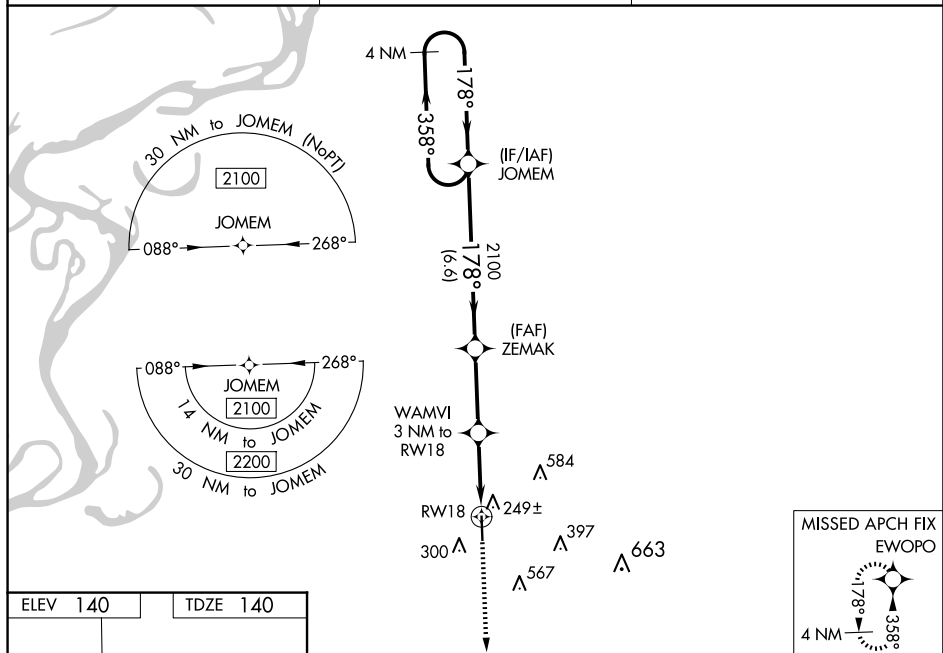
WAAS CH 58322 W18A	APP CRS 178°	Rwy Idg 5005 TDZE 140 Apt Elev 140
--	------------------------	---

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
----------------------------	---	--



ELEV 140

TDZE 140

178°

81

5005 X 75

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 altitude. The approach begins from the left, passing through JOMEM (2100) and ZEMAK (2100). A course correction angle of 358° is indicated from the initial heading to the final approach heading of 178°. The distance between JOMEM and ZEMAK is 6.6 NM. From ZEMAK, the approach continues for 3 NM to a point where a 1 NM turn to RW18 is required. The distance from this turn point to RW18 is 2 NM. The final segment to RW18 is 1 NM. The chart includes a table of minimum altitudes for different categories and procedures.

CATEGORY	A	B	C	D
LPV DA		390- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		549-1 $\frac{3}{8}$	409 (500-1 $\frac{3}{8}$)	
LNAV 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 $\frac{1}{2}$)