


WAAS CH <b>97411</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Ldg <b>7981</b>
	TDZE <b>129</b>	
	Apt Elev <b>131</b>	

# RNAV (GPS) RWY 18L

GREENVILLE MID-DELTA (GLH)

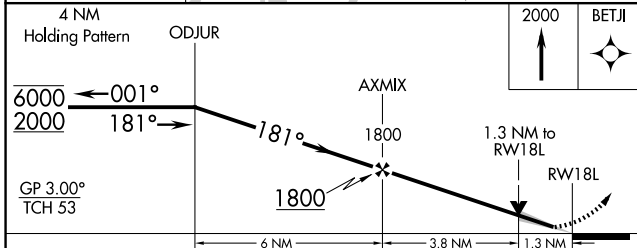
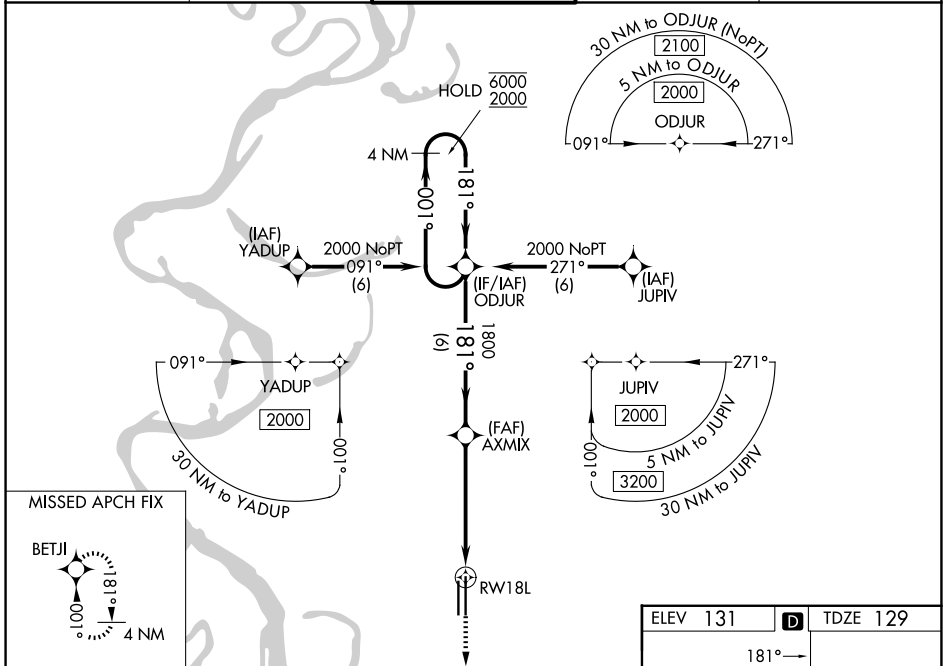
RNP APCH - GPS.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cat A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1/2 SM.

MALSR 

MISSED APPROACH: Climb to 2000 direct BETJ and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER* <b>119.0</b> (CTAF) <b>0 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
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ELEV 131	<b>D</b>	TDZE 129
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The vertical profile shows the descent from 181° heading to RWY 18L. Key altitudes include 181 ft at the start, 180 ft at AXMIX, and 150 ft at the 7019 x 150 vertical curve. The final 150 ft vertical curve leads to the runway elevation of 131 ft. The profile also shows the missed approach climb to 2000 ft at BETJ.

REIL Rwy 36R  
MIRL Rwy 18R-36L **0**  
HIRL Rwy 18L-36R **0**

CATEGORY	A	B	C	D
LPV DA		329/50	200 (200-1)	
LNAV/VNAV DA		527/50	398 (400-1)	
LNAV MDA		600/50	471 (500-1)	
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	800-2 669 (700-2)

SC-4, 14 MAY 2026 to 11 JUN 2026

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