


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)

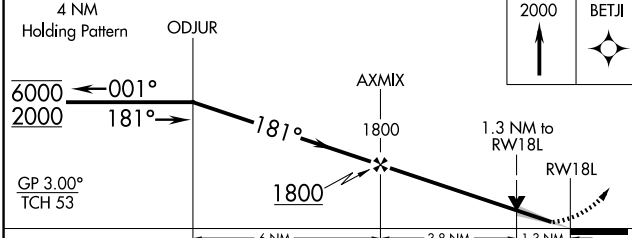
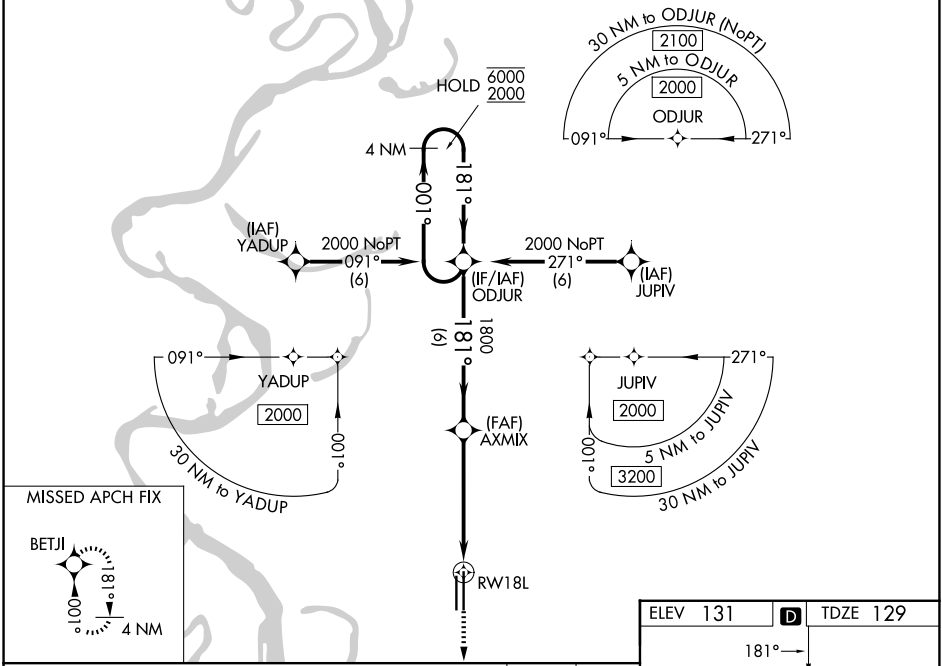
RNP APCH - GPS.

**⚠** 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 1/8 SM.

MALSR 

MISSED APPROACH: Climb to 2000 direct BETJI and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER* <b>119.0</b> (CTAF) <b>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 view shows the approach to RWY 18L. It starts at 181° heading and 2000 ft altitude. The profile includes a 181 ft segment, a 150 ft segment, and a 1008 ft segment. The chart also shows the 36L and 36R runways. The chart includes a MALSR symbol and a 1.3 NM segment to RWY 18L.

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

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, 11 JUN 2026 to 09 JUL 2026

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