

WAAS CH 93504 W18A	APP CRS 180°	Rwy Idg TDZE 641 Apt Elev 678
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RNAV (GPS) RWY 18L

TULSA INTL (TUL)

RNP APCH - GPS.

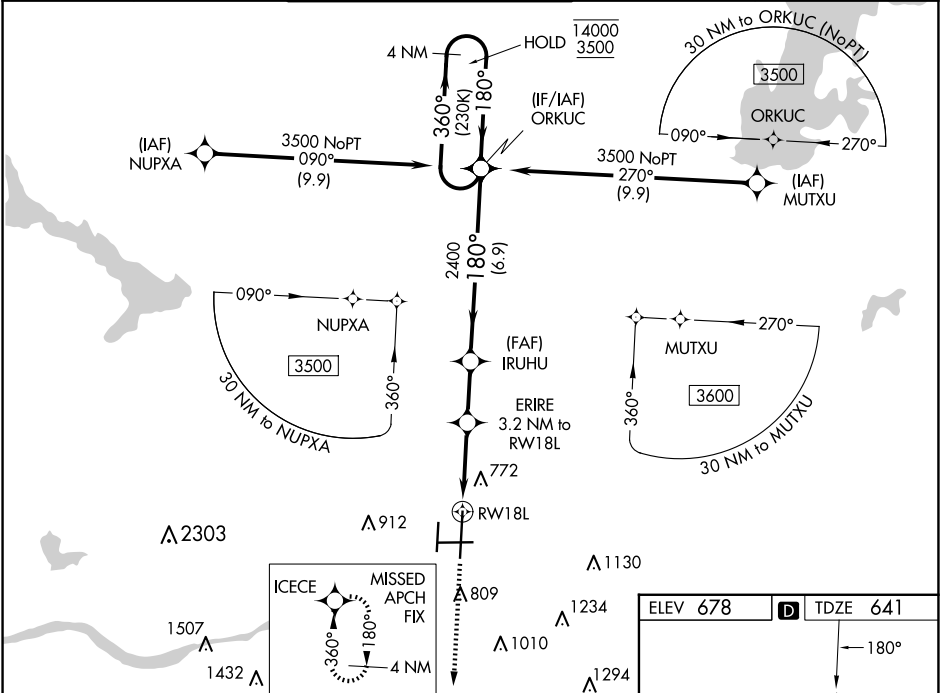
ASR

Circling NA for Cat E south of Rwy 8-26. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat E visibility to 1 1/4 SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

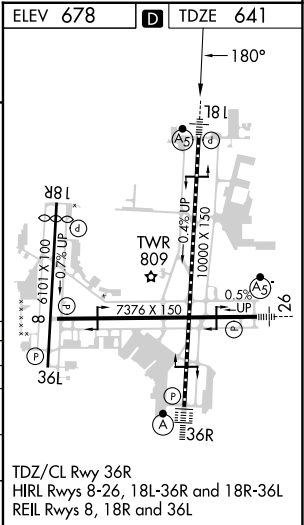
MALSR

MISSED APPROACH: Climb to 3500 direct ICECE and hold.

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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3500	ICECE	VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 56).			
		ERIRE 3.2 NM to RWY18L	IRUHU 2400	ORKUC 14000 3500	4 NM Holding Pattern
		1.4 NM to RWY18L	1700	2400	GP 3.00° TCH 56
CATEGORY	A	B	C	D	E
LPV DA	841/24		200 (200-1/2)		
LNAV/VNAV DA	983/30		342 (400-5/8)		
LNAV MDA	1080/24	439 (500-1/2)	1080/40	439 (500-3/4)	
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1500-2 1/2 822 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)



SC-1, 17 APR 2025 to 15 MAY 2025

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