

WAAS CH 93504 W18A	APP CRS 180°	Rwy Idg 10000 TDZE 641 Apt Elev 678
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RNAV (GPS) RWY 18L
TULSA INTL (TUL)

RNP APCH - GPS.

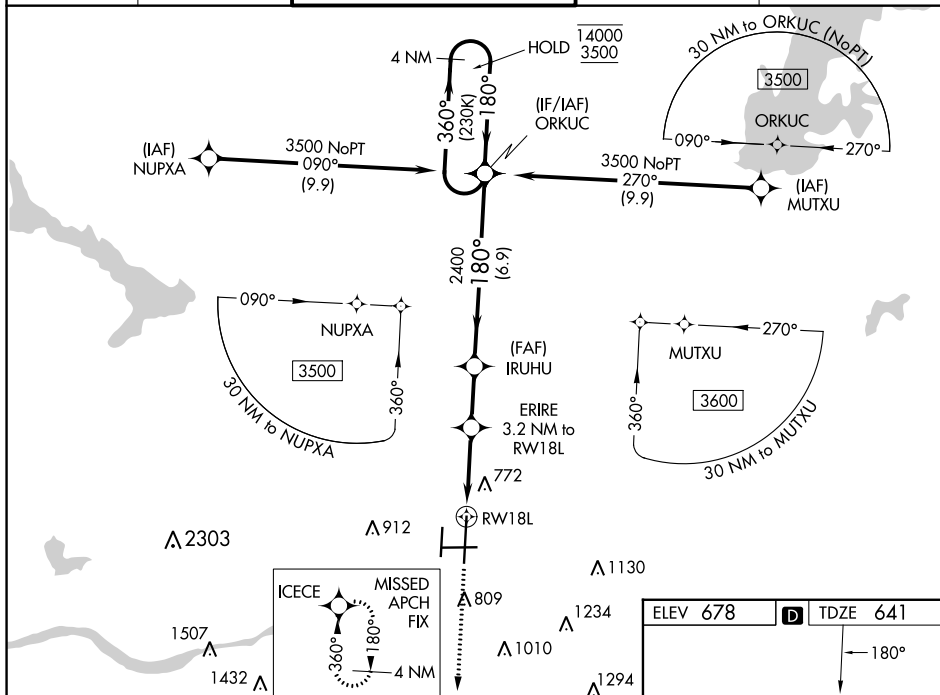
T Circling NA for Cat E south of Rwy 8-26. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cat5 visibility to RVR 5500, and LNAV Cat E visibility to 1¼ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

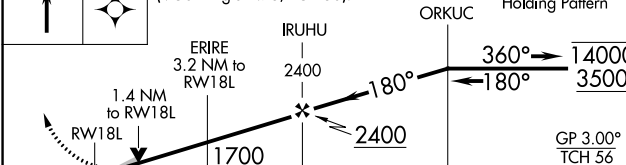
MALSR

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 (Rwys 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).				4 NM Holding Pattern	
		ERIRE 3.2 NM to RW18L		IRUHU 2400		ORKUC		360° → 14000 ← 180° 3500	
1.4 NM to RW18L		1700		2400		GP 3.00° TCH 56			
1.4		1.8 NM		2.2 NM		6.9 NM			
CATEGORY		A		B		C		D	
LPV DA				841/24		200 (200-½)			
LNAV/ VNAV		DA		983/30		342 (400-⅝)			
LNAV MDA		1080/24		439 (500-½)		1080/40		439 (500-¾)	
CIRCLING		1120-1 442 (500-1)		1160-1 482 (500-1)		1500-2½ 822 (900-2½)		1520-2¾ 842 (900-2¾)	
								1520-3 842 (900-3)	

