

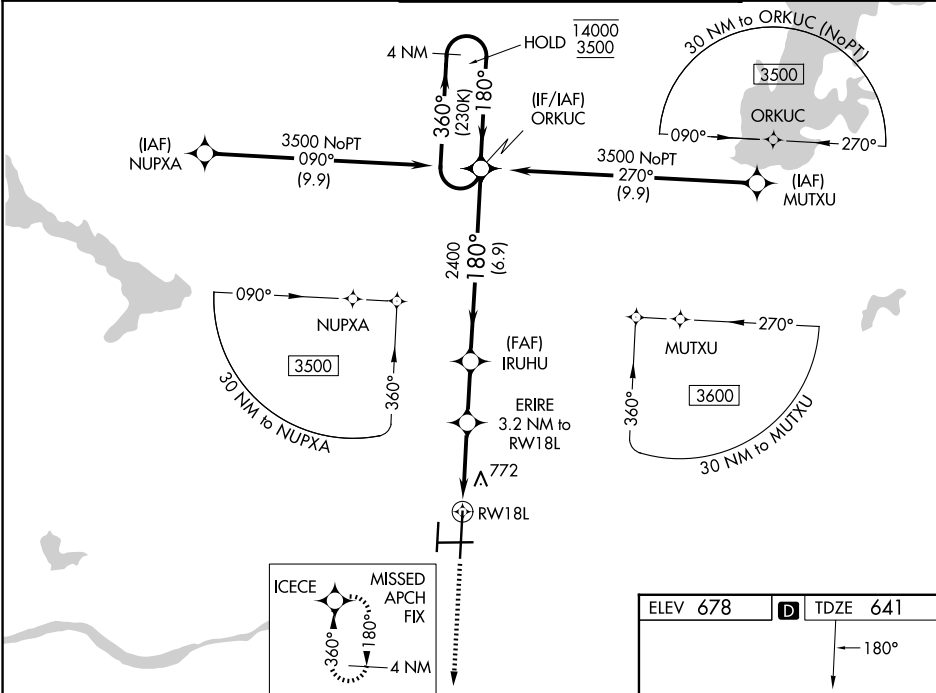
WAAS CH 93504 W18A	APP CRS 180°	Rwy Ldg 10000 TDZE 641 Apt Elev 678
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RNAV (GPS) RWY 18L

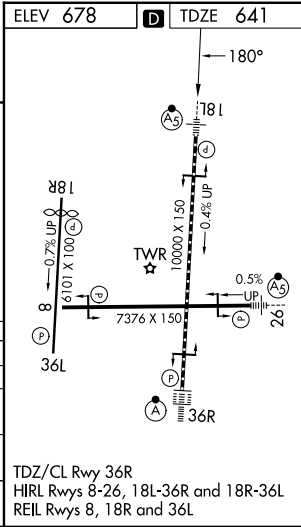
TULSA INTL (TUL)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 3500 direct ICECE and hold.
 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 1¼ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.			

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (08/26, 18L/36R) 118.7 257.8 (18R/36L)	GND CON 121.9 348.6
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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 RWY18L	IRUHU 2400	ORKUC 14000 3500	GP 3.00° TCH 56	
RWY18L 1.4 NM to RWY18L		1.4 NM	1.8 NM	2.2 NM	6.9 NM	
CATEGORY	A	B	C	D	E	
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)	



SC-1, 27 NOV 2025 to 25 DEC 2025

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