

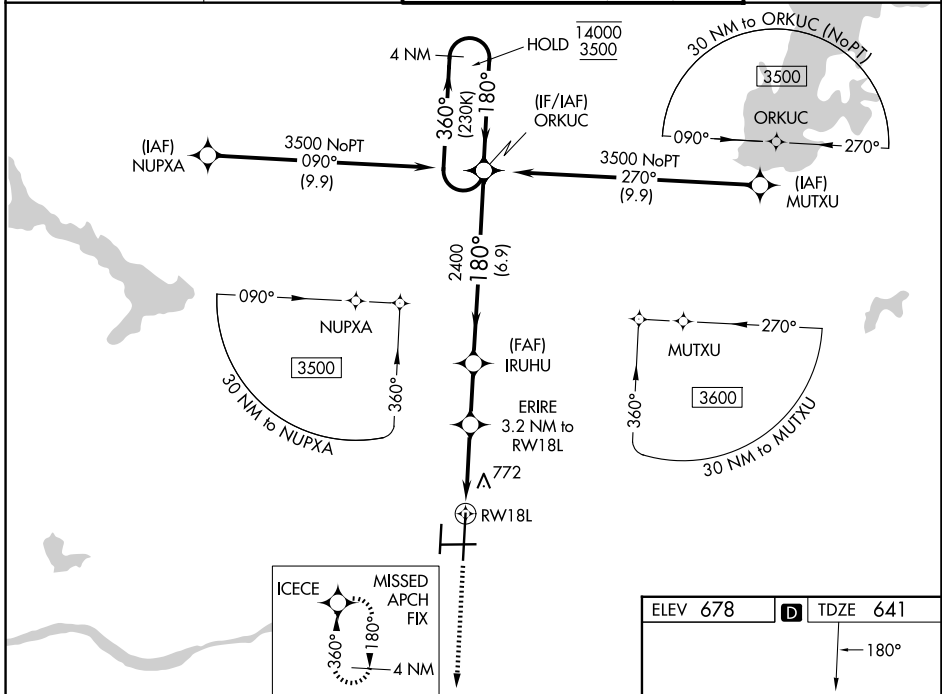
WAAS CH <b>93504</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Ldg TDZE <b>641</b> Apt Elev <b>678</b>	<b>10000</b>
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# RNAV (GPS) RWY 18L

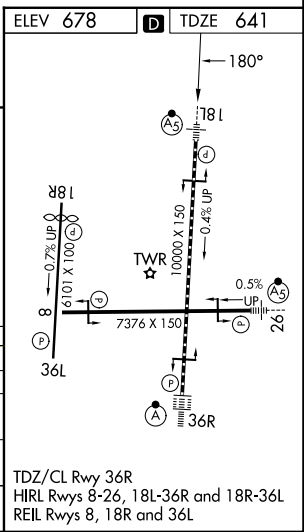
TULSA INTL (TUL)

RNP APCH - GPS.		MALSRR 	MISSED APPROACH: Climb to 3500 direct ICECE and hold.
<p><b>ASR</b> 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 1/4 SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.</p>			

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8 (08/26, 18L/36R)</b> <b>118.7 257.8 (18R/36L)</b>	GND CON <b>121.9 348.6</b>
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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 RWY 18L	IRUHU 2400	ORKUC 14000/3500	
		1.4 NM to RWY 18L	1700	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, 16 APR 2026 to 14 MAY 2026

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