

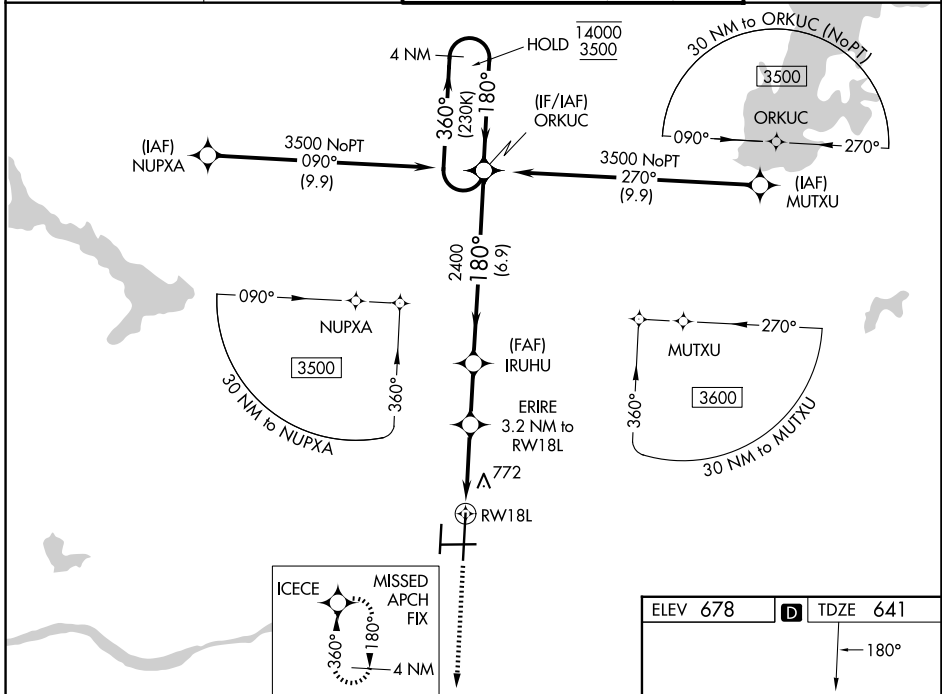
WAAS CH 93504 W18A	APP CRS 180°	Rwy Ldg 10000 TDZE 641 Apt Elev 678
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RNAV (GPS) RWY 18L

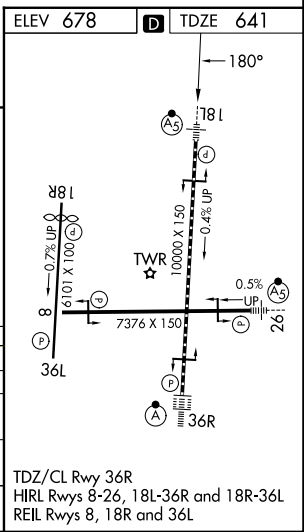
TULSA INTL (TUL)

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

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 RWY 18L IRUHU 2400 ORKUC 14000 / 3500 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, 14 MAY 2026 to 11 JUN 2026

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TDZ/Cl Rwy 36R
HIRL Rwy 8-26, 18L-36R and 18R-36L
REIL Rwy 8, 18R and 36L