

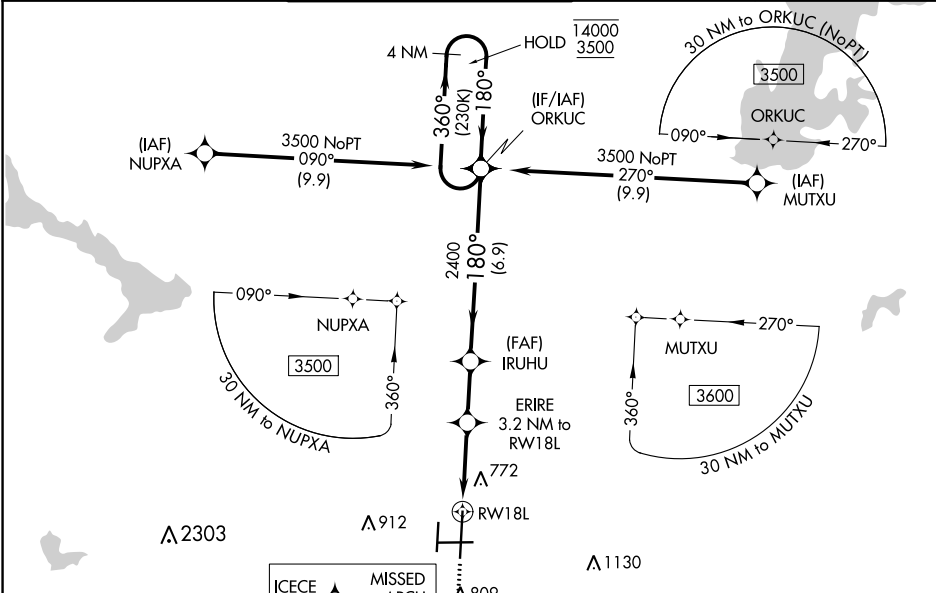
WAAS CH 93504 W18A	APP CRS 180°	Rwy Idg TDZE 641 Apt Elev 678
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RNAV (GPS) RWY 18L

TULSA INTL (TUL)

RNP APCH - GPS.		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 1 1/4 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 (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).			
		4 NM Holding Pattern			
ERIRE 3.2 NM to RW18L		IRUHU 2400		ORKUC 360° → 14000 ← 180° 3500	
1700		2400		GP 3.00° TCH 56	
1.4 NM 1.4		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)

ELEV 678

TDZE 641

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

SC-1, 22 FEB 2024 to 21 MAR 2024

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