

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

TULSA INTL (TUL)

RNP APCH - GPS.

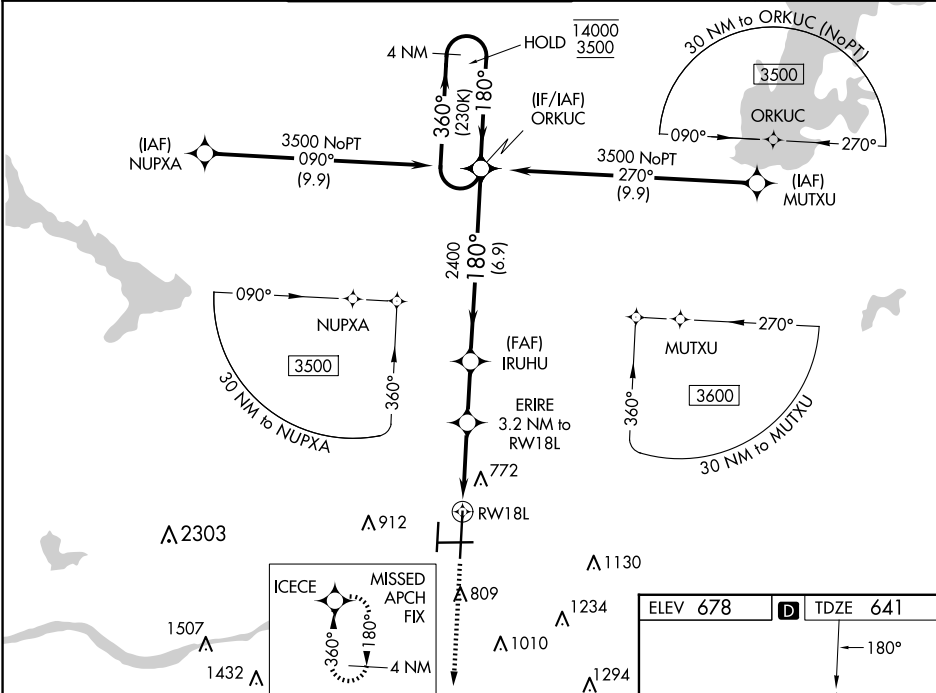
ASR

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 1/4 SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

MALSR

MISSED APPROACH:  
Climb to 3500 direct ICECE and hold.

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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CATEGORY	ICECE				
	VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 56).				
	ERIRE 3.2 NM to RW18L				
	IRUHU 2400				
	ORKUC 4 NM Holding Pattern				
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)

