


WAAS CH <b>69614</b> <b>W18B</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>668</b> Apt Elev <b>678</b>
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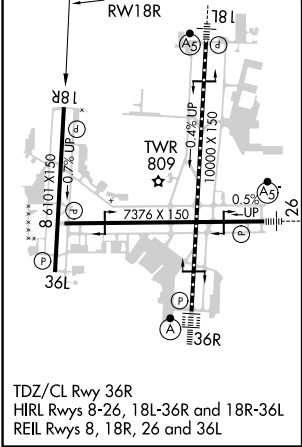
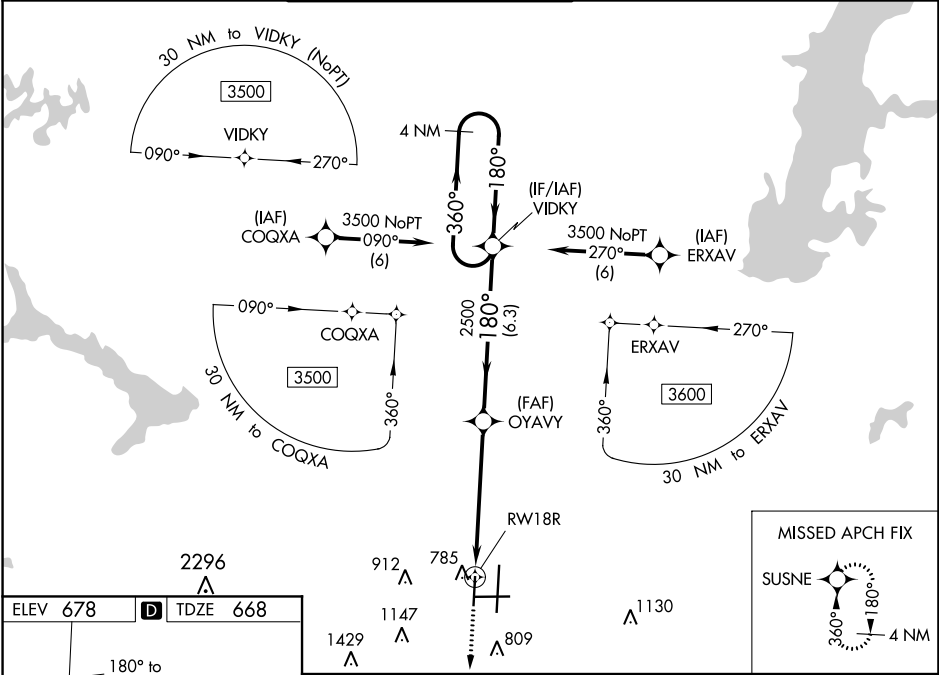
RNAV (GPS) RWY 18R  
TULSA INTL (TUL)

  
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with ILS or LOC Rwy 18L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH:  
Climb to 3500 direct  
SUSNE 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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3500

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SUSNE

VGSI and RNAV glidepath not coincident  
(VGSI Angle 2.75/TCH 63).

4 NM

Holding Pattern

VIDKY

360° →

← 180°

3500

\*LNAV only

OYAVY

2500

180°

2500

GP 3.00°

TCH 60


RW18R

1.6 NM

4 NM

6.3 NM

1.6 NM to RW18R

CATEGORY	A	B	C	D	E
LPV DA	918-7 <sup>7</sup> / <sub>8</sub>		250 (300-7 <sup>7</sup> / <sub>8</sub> )		
LNAV/VNAV DA	979-1 <sup>1</sup> / <sub>8</sub>		311 (400-1 <sup>1</sup> / <sub>8</sub> )		
LNAV MDA	1160-1 492 (500-1)		1160-1 <sup>3</sup> / <sub>8</sub> 492 (500-1 <sup>3</sup> / <sub>8</sub> )		
 CIRCLING	1160-1 482 (500-1)		1520-2 <sup>1</sup> / <sub>2</sub> 842 (900-2 <sup>1</sup> / <sub>2</sub> )	1520-2 <sup>3</sup> / <sub>4</sub> 842 (900-2 <sup>3</sup> / <sub>4</sub> )	1520-3 842 (900-3)