

LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Idg 10000 TDZE 650 Apt Elev 678
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ILS or LOC RWY 36R
TULSA INTL (TUL)

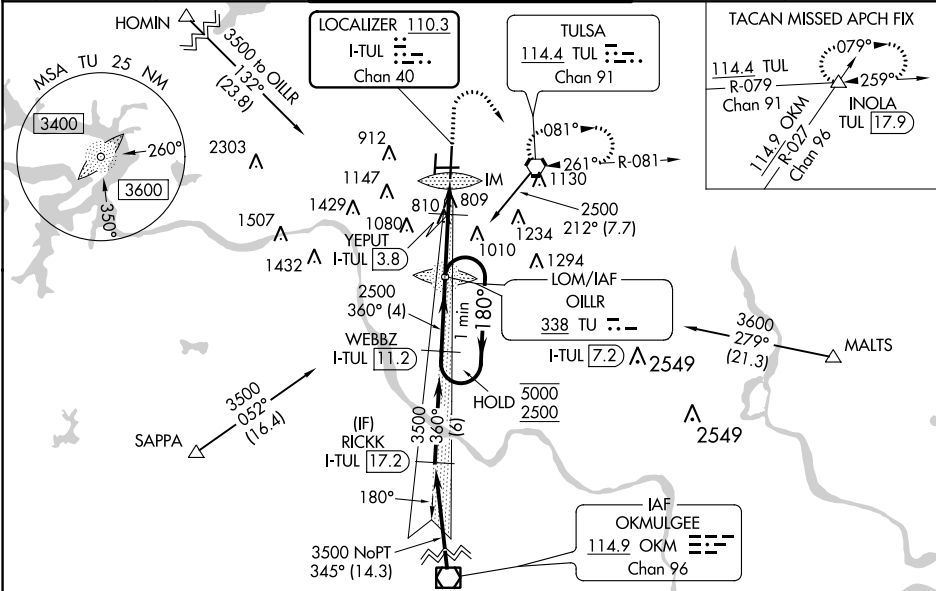
ADF or DME required for procedure entry.

Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

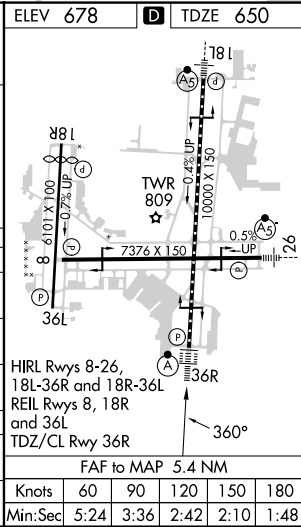
ALS-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

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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One Minute Holding Pattern		OILRR LOM I-TUL 7.2	2000	2500	TUL	ELEV 678	TDZE 650
5000 180° 2500 360° 2500 360°		2424	YEPUT I-TUL 3.8	*LOC only.			
GS 3.00° TCH 52							
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).							
CATEGORY	A	B	C	D	E		
S-ILS 36R		850/18	200 (200-½)				
S-LOC 36R	1300/24	650 (700-½)	1300-1¾	650 (700-1¾)			
CIRCLING	1300-1	622 (700-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)		
YEPUT FIX MINIMUMS (DME REQUIRED)							
S-LOC 36R	1060/24	410 (400-½)	1060/40	410 (400-¾)			
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)		



SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024