ILS or LOC RWY 36R
TULSA INTL (TUL)

LOC/DME I-TUL	APP CRS	Rwy ldg 10000
110.3	360°	TDZE 650
Chan 40		Apt Elev 678

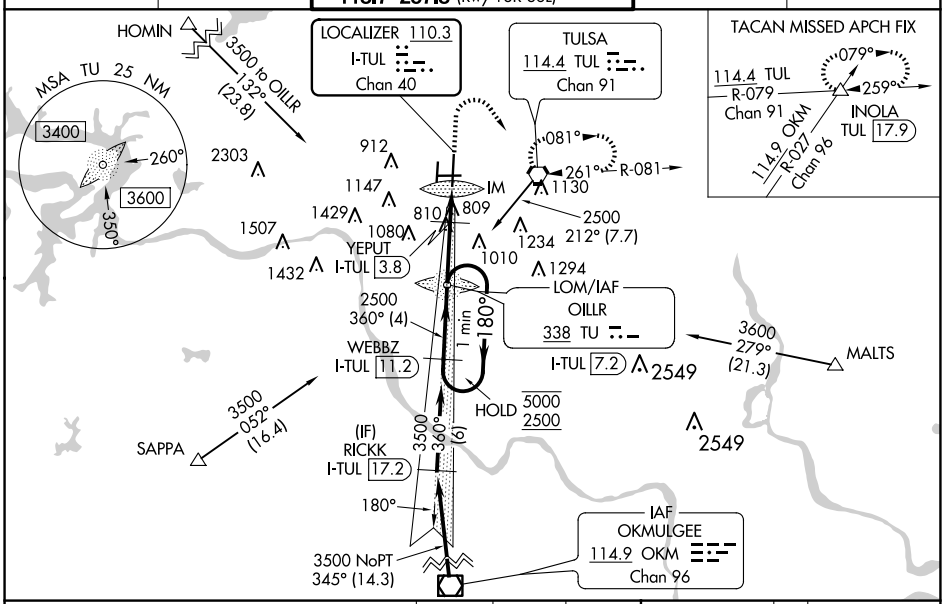
ADF or DME required for procedure entry.

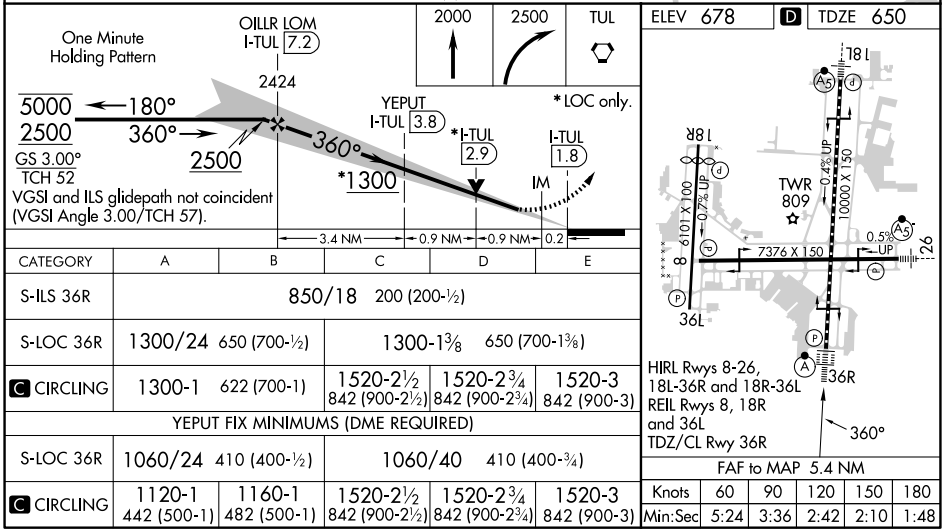
ASR: Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1⅞ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

ALSF-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	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





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)		1300-1⅜ 650 (700-1⅜)		
C 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)		
C 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)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-1, 04 SEP 2025 to 02 OCT 2025

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