ILS or LOC RWY 18L
TULSA INTL (TUL)

LOC/DME I-DWE	APP CRS	Rwy Ldg	10000
109.7	180°	TDZE	641
Chan 34		Apt Elev	678

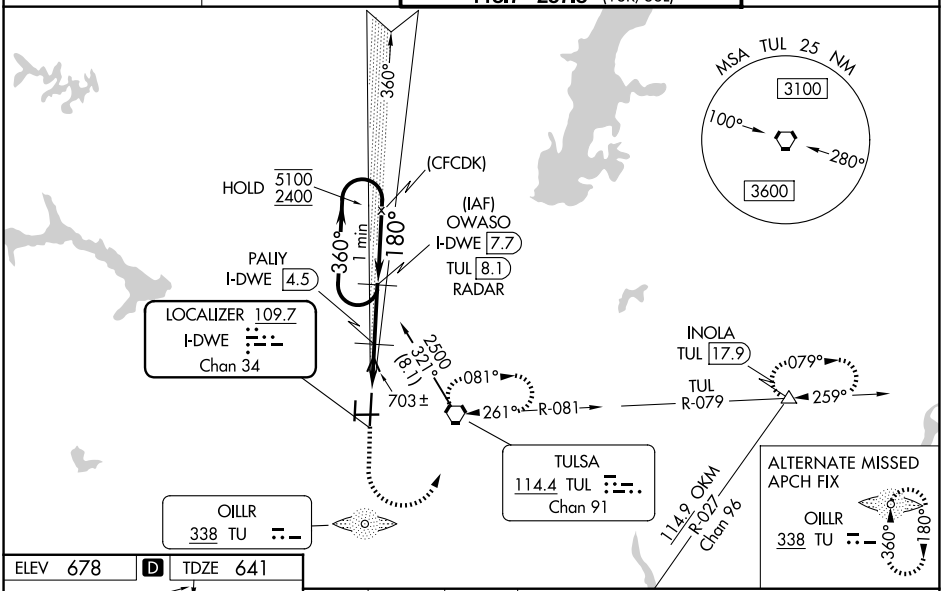
DME required for LOC only.
DME or RADAR required for procedure entry.

Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1⅝ SM, and PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

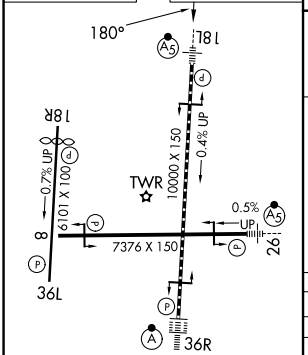
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on 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
124.9 377.2	124.0 338.3	121.2 310.8 (08/26, 18L/36R) 118.7 257.8 (18R/36L)	121.9 348.6

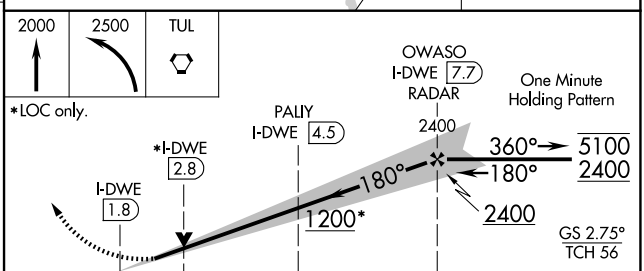


ELEV 678 | D | TDZE 641



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

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 18L #	841/24 200 (200-½)				
S-LOC 18L	1200/24 559 (600-½)		1200/60 559 (600-1¼)		
CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
	PALIY FIX MINIMUMS (DME REQUIRED)				
S-LOC 18L	960/24 319 (300-½)		960/40 319 (300-¾)		
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)