

LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Ldg 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.

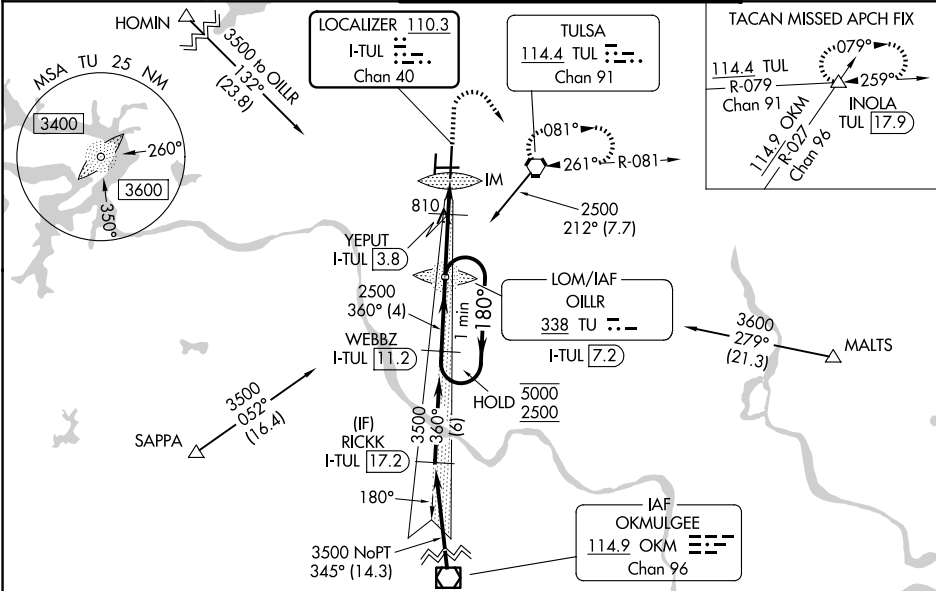
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

ASR

ALS-F-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 (08/26, 18L/36R) 118.7 257.8 (18R/36L)	GND CON 121.9 348.6
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One Minute Holding Pattern 5000 ← 180° 2500 → 360° GS 3.00° TCH 52 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).					2000 2500 TUL		ELEV 678 TDZE 650	
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)			
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, 02 OCT 2025 to 30 OCT 2025

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