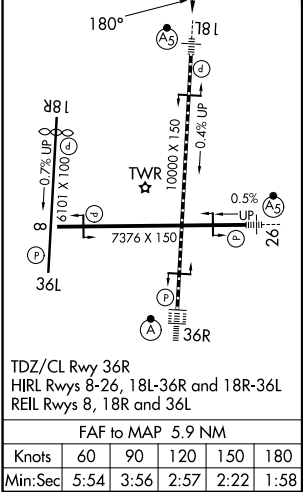
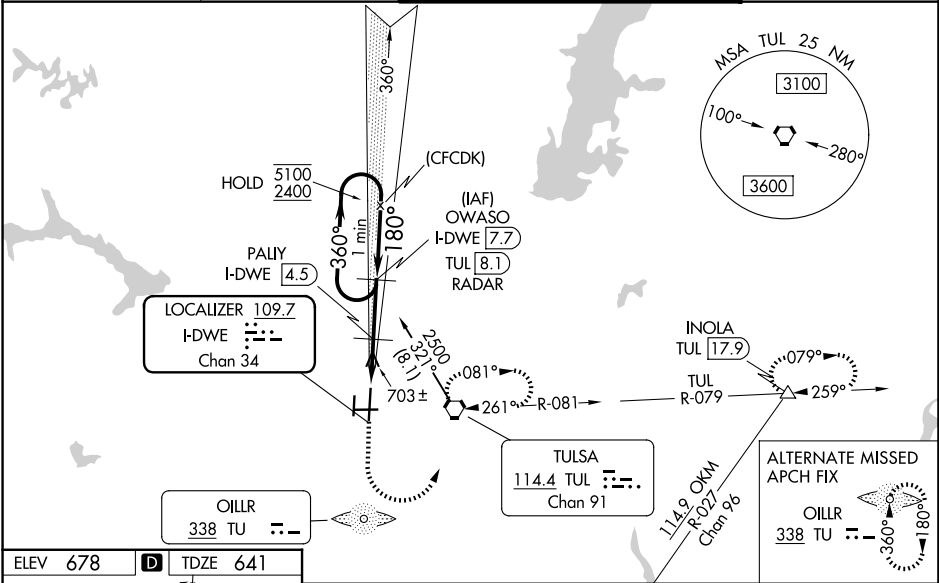


LOC/DME I-DWE 109.7 Chan 34	APP CRS 180°	Rwy Ldg TDZE 641 Apt Elev 678
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ILS or LOC RWY 18L
TULSA INTL (TUL)

DME required for LOC only. DME or RADAR required for procedure entry.	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).
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 1½ 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.		

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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ELEV 678	TDZE 641
180°	18L
2000	2500
TUL	
*LOC only.	
I-DWE 1.8	I-DWE 2.8
PALIY I-DWE 4.5	OWASO I-DWE 7.7
2400	2400
360°	180°
1200*	1200
1 NM	1.7 NM
3.2 NM	
One Minute Holding Pattern	
GS 2.75°	TCH 56
36L	36R
18L	18R
7376 X 150	10000 X 150
0.7% UP	0.4% UP
0.5% UP	
6101 X 100	
18L	18R
36L	36R
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	

SC-1, 30 OCT 2025 to 27 NOV 2025

SC-1, 30 OCT 2025 to 27 NOV 2025