# 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 |

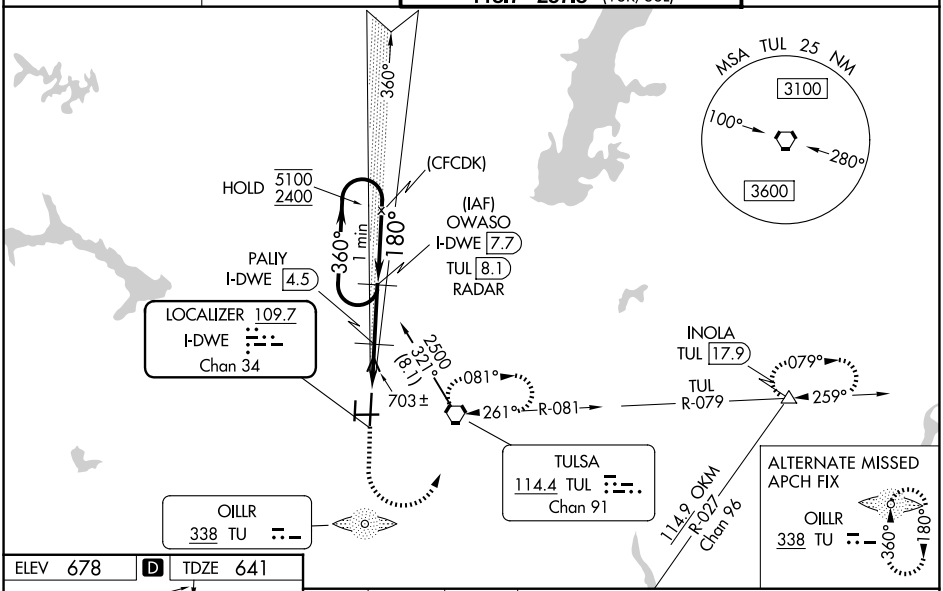
DME required for LOC only.
DME or RADAR required for procedure entry.

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.

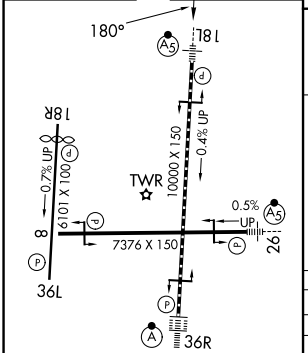
MALSR

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)<br>118.7 257.8 (18R/36L) | 121.9 348.6 |

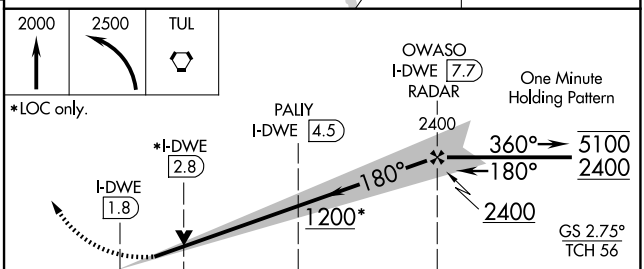



ELEV 678 | D | TDZE 641




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) |



SC-1, 25 DEC 2025 to 22 JAN 2026
SC-1, 25 DEC 2025 to 22 JAN 2026