

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.

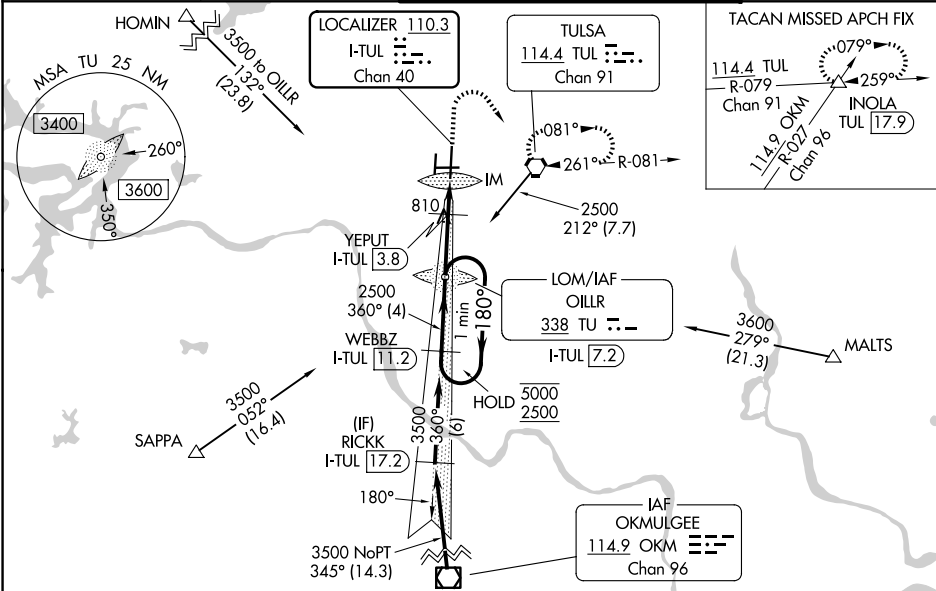
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

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 2500 GS 3.00° TCH 52 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57). 180° 360° 2500 360° 3.4 NM 0.9 NM 0.9 NM 0.2 OILRR LOM I-TUL 7.2 2424 YEPUT I-TUL 3.8 *I-TUL 2.9 I-TUL 1.8 IM *LOC only.					2000 2500 TUL	ELEV 678 D TDZE 650
8 36L 881 10000 X 150 0.7% UP 0.4% UP 0.5% UP 7376 X 150 36R 18L 18R 36L 36R <						