

LOC/DME I-DWE <b>109.7</b> Chan <b>34</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>10000</b> <b>641</b> Apt Elev <b>678</b>
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# ILS or LOC RWY 18L

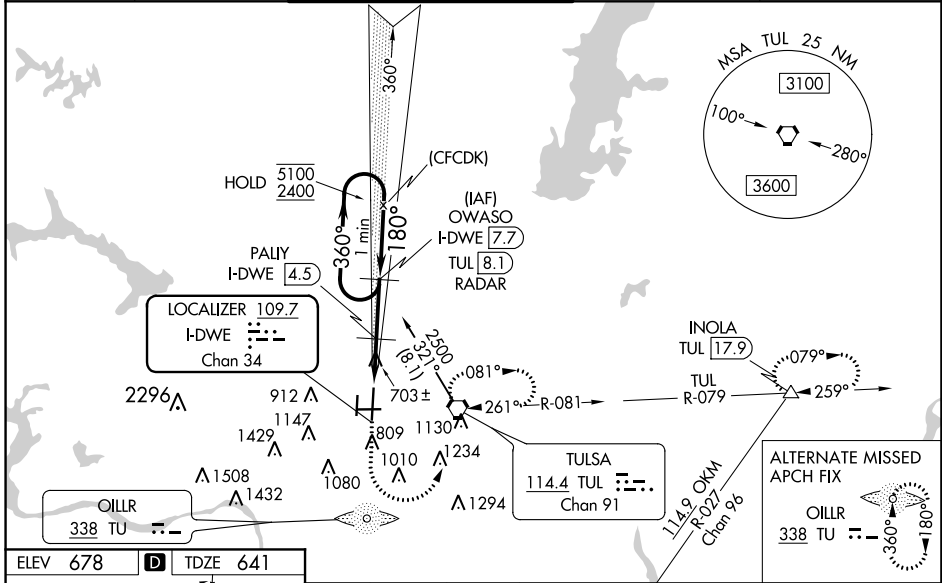
TULSA INTL (TUL)

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

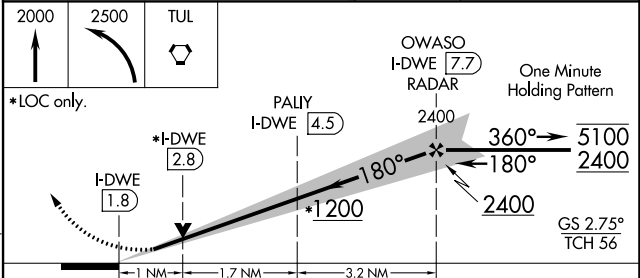
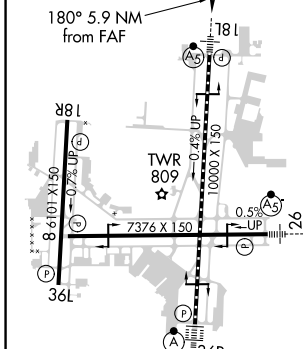
▼ Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 $\frac{1}{2}$  SM, and PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500.  
ASR #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL  
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 <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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ELEV 678	<b>D</b>	TDZE 641
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CATEGORY	A	B	C	D	E
S-ILS 18L #	841/24		200 (200- $\frac{1}{2}$ )		
S-LOC 18L	1200/24	559 (600- $\frac{1}{2}$ )	1200/60 559 (600- $\frac{1}{4}$ )		
<b>C</b> CIRCLING	1200-1	522 (600-1)	1520-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$ )	1520-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$ )	1520-3 842 (900-3)
PALIY FIX MINIMUMS (DME REQUIRED)					
S-LOC 18L	960/24	319 (300- $\frac{1}{2}$ )	960/40 319 (300- $\frac{3}{4}$ )		
<b>C</b> CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$ )	1520-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$ )	1520-3 842 (900-3)

TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 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, 09 SEP 2021 to 07 OCT 2021

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