

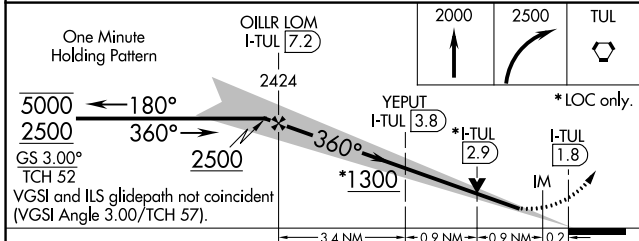
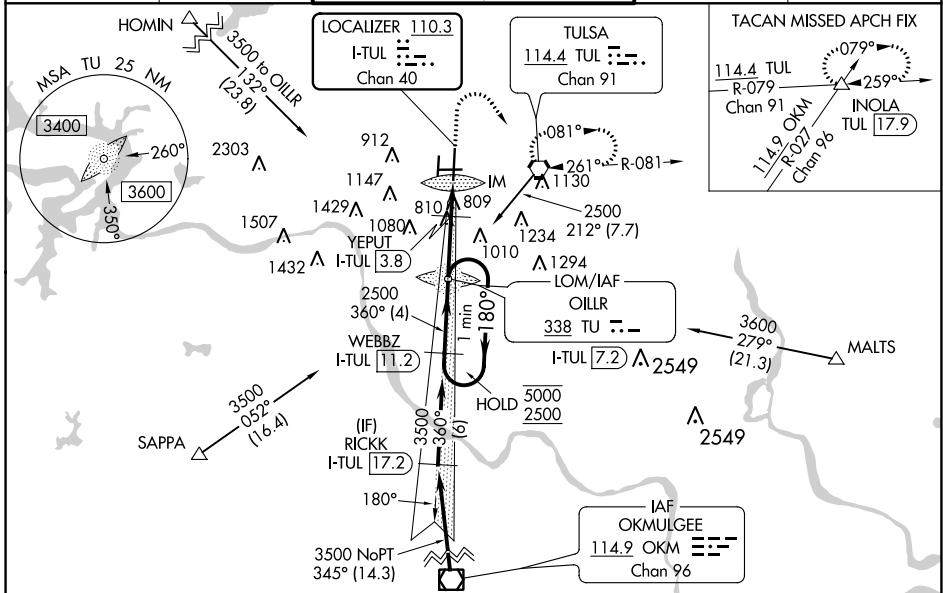
LOC/DME I-TUL <b>110.3</b> Chan <b>40</b>	APP CRS <b>360°</b>	Rwy Idg <b>10000</b> TDZE <b>650</b> Apt Elev <b>678</b>
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# ILS or LOC RWY 36R

TULSA INTL (TUL)

ADF or DME required for procedure entry.		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).
<p><b>▼</b> 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 1/8 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.</p> <p><b>▲</b> ASR</p>			

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 650
HIRL Rwys 8-26, 18L-36R and 18R-36L REIL Rwys 8, 18R and 36L TDZ/CL Rwy 36R	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

CATEGORY	A	B	C	D	E
S-ILS 36R	850/18		200 (200-1/2)		
S-LOC 36R	1300/24	650 (700-1/2)	1300-1 3/8	650 (700-1 3/8)	
<b>C</b> CIRCLING	1300-1	622 (700-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)
YEPUT FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	1060/24	410 (400-1/2)	1060/40	410 (400-3/4)	
<b>C</b> CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)