

LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Ldg 10000 TDZE 650 Apt Elev 678
---	------------------------	--

ILS or LOC RWY 36R
TULSA INTL (TUL)

ADF or DME required for procedure entry.

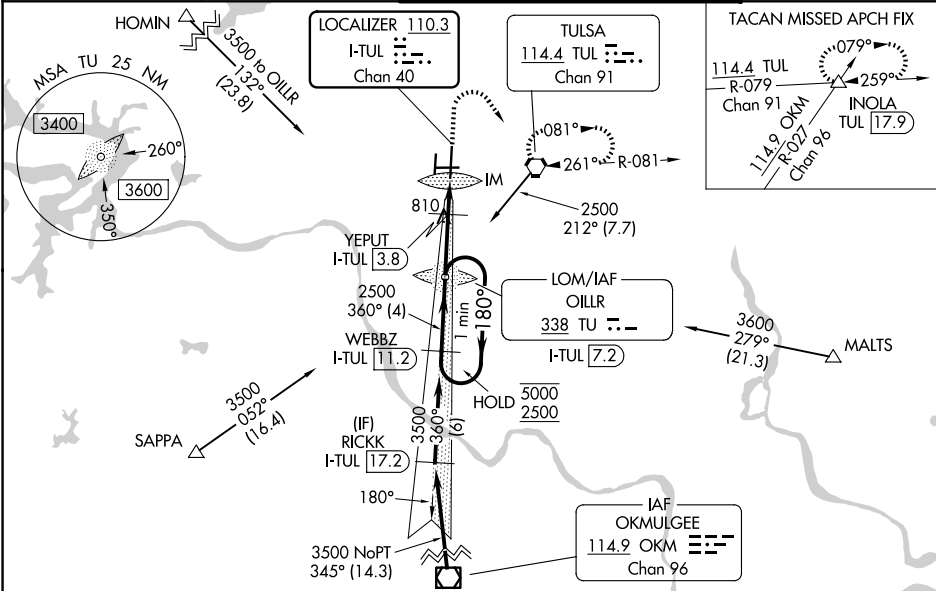
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

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
------------------------------	-------------------------------------	--	-------------------------------



One Minute Holding Pattern GS 3.00° TCH 52 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).					ELEV 678 D TDZE 650			
CATEGORY	A	B	C	D	E			
S-ILS 36R	850/18		200 (200-½)					
S-LOC 36R	1300/24	650 (700-½)	1300-1¾		650 (700-1¾)			
CIRCLING	1300-1	622 (700-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)	HIRL Rwys 8-26, 18L-36R and 18R-36L REIL Rwys 8, 18R and 36L TDZ/CL Rwy 36R		
YEPUT FIX MINIMUMS (DME REQUIRED)								
S-LOC 36R	1060/24	410 (400-½)	1060/40		410 (400-¾)			
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)			
						FAF to MAP 5.4 NM		
						Knots	60	90
						Min:Sec	5:24	3:36

SC-1, 09 JUL 2026 to 06 AUG 2026

SC-1, 09 JUL 2026 to 06 AUG 2026