

LOC/DME I-DWE 109.7 Chan 34	APP CRS 180°	Rwy Ldg 10000 TDZE 641 Apt Elev 678
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ILS or LOC RWY 18L
TULSA INTL (TUL)

DME required for LOC only.

DME or RADAR required for procedure entry.

T 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 PAUY fix minimums S-LOC 18L Cat E visibility to RVR 4500.

A #RVR 1800 authorized with use of FD or AP or HUD to DA.

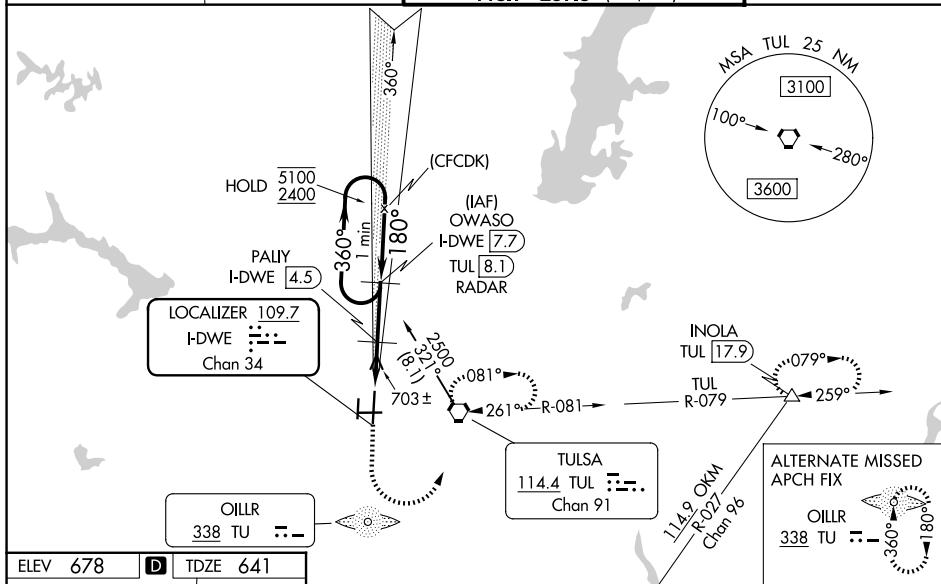
ASR

MALSR

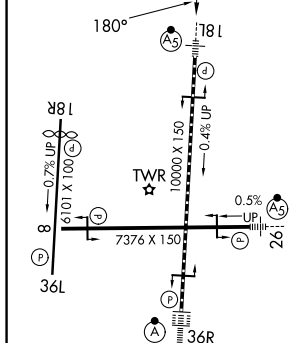


MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS 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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ELEV 678	D	TDZE 641
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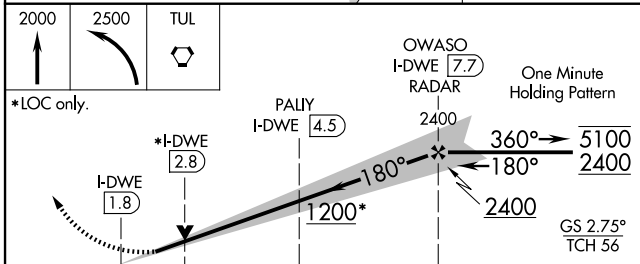
TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

TULSA, OKLAHOMA

Amdt 16A 25APR19



	1 NM	1.7 NM	3.2 NM			
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	1520-2¾	1520-3	
			842 (900-2½)	842 (900-2¾)	842 (900-3)	
	PAAU 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	1520-2¾	1520-3	
			842 (900-2½)	842 (900-2¾)	842 (900-3)	

TULSA INTL (TUL)

ILS or LOC RWY 18L

36°12'N-95°53'W