

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.

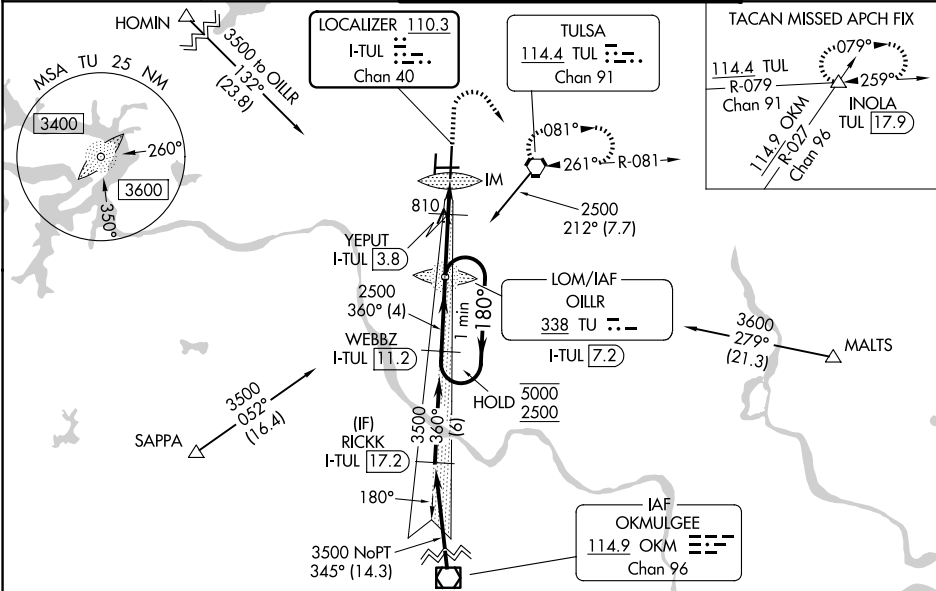
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

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					OILR LOM I-TUL 7.2		2000 2500 TUL		ELEV 678	
5000 2500 GS 3.00° TCH 52 VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 57).					2424		YEPUT I-TUL 3.8		*LOC only.	
CATEGORY A B C D E					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
S-ILS 36R 850/18 200 (200-½)					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
S-LOC 36R 1300/24 650 (700-½) 1300-1¾ 650 (700-1¾)					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
CIRCLING 1300-1 622 (700-1) 1520-2½ 842 (900-2½) 1520-2¾ 842 (900-2¾) 1520-3 842 (900-3)					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
YEPUT FIX MINIMUMS (DME REQUIRED)					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
S-LOC 36R 1060/24 410 (400-½) 1060/40 410 (400-¾)					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
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)					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	
TULSA, OKLAHOMA Amdt 29H 10SEP20					3.4 NM 0.9 NM 0.9 NM 0.2		I-TUL 2.9		I-TUL 1.8	

