

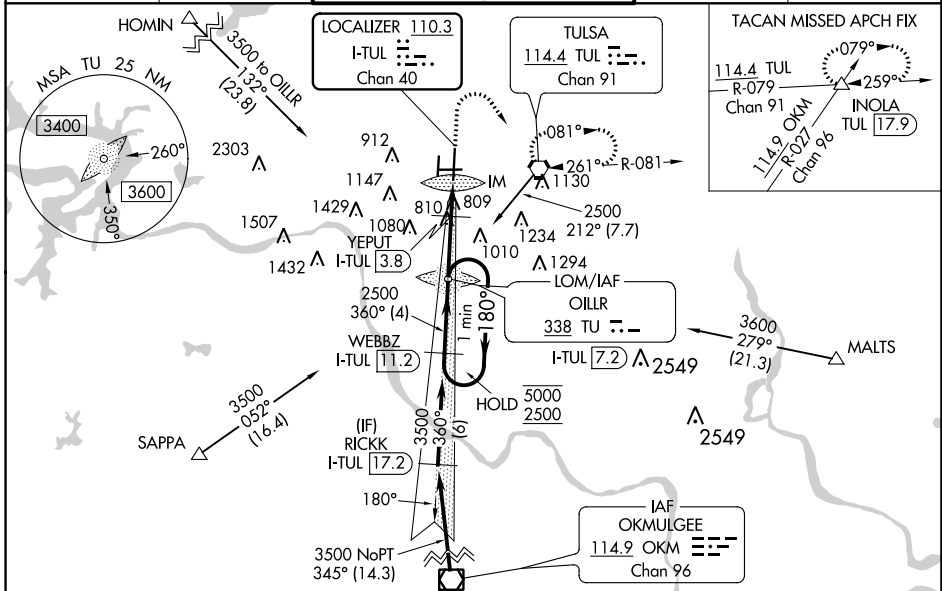
LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Idg 10000 TDZE 650 Apt Elev 678
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ILS or LOC RWY 36R

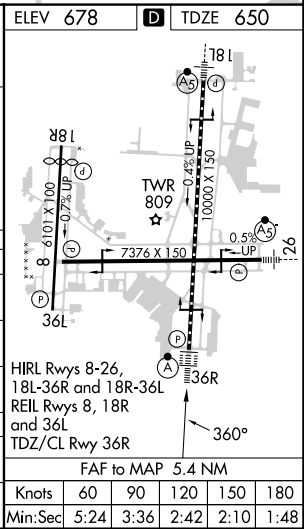
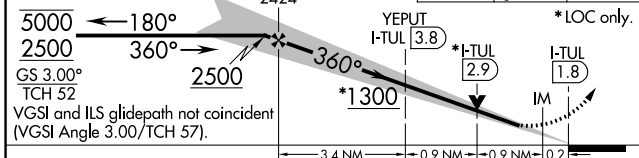
TULSA INTL (TUL)

ADF or DME required for procedure entry.		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>▼ 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>▲ ASR</p>			

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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One Minute Holding Pattern	OILR LOM I-TUL 7.2	2000	2500	TUL	ELEV 678	TDZE 650
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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)
C 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)
C 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)