

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.

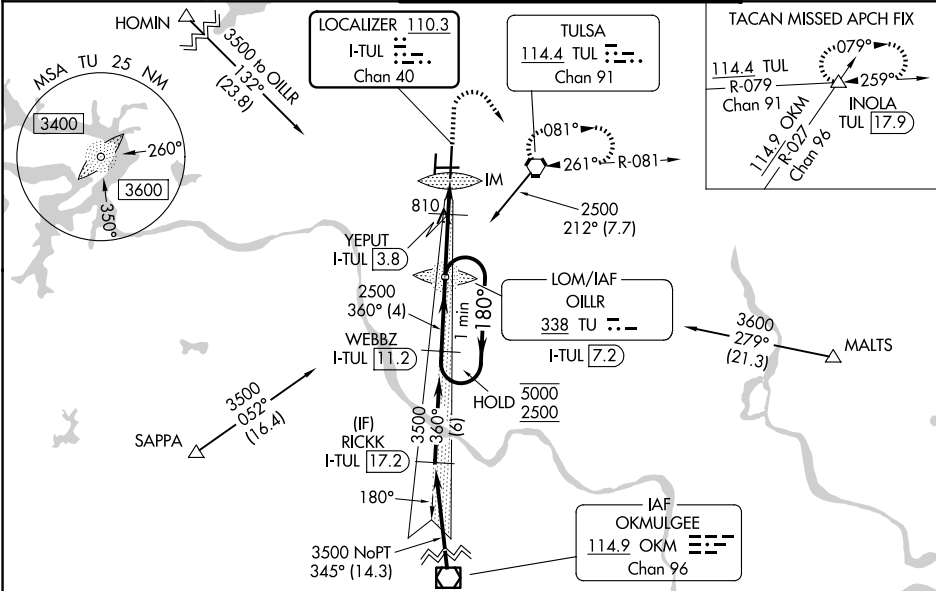
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

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 5000 2500 GS 3.00° TCH 52 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).					OILRR LOM I-TUL 7.2		2000	2500	TUL	ELEV 678	TDZE 650
5000 2500 180° 360° 2500 360° *1300 3.4 NM 0.9 NM 0.9 NM 0.2					YEPUT I-TUL 3.8 *I-TUL 2.9 I-TUL 1.8 IM		*LOC only.				
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)						
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)						
HIRL Rwy 8-26, 18L-36R and 18R-36L REIL Rwy 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

SC-1, 25 DEC 2025 to 22 JAN 2026

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