

LOC/DME I-DWE 109.7 Chan 34	APP CRS 180°	Rwy Idg TDZE 641 Apt Elev 678
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ILS or LOC RWY 18L

TULSA INTL (TUL)

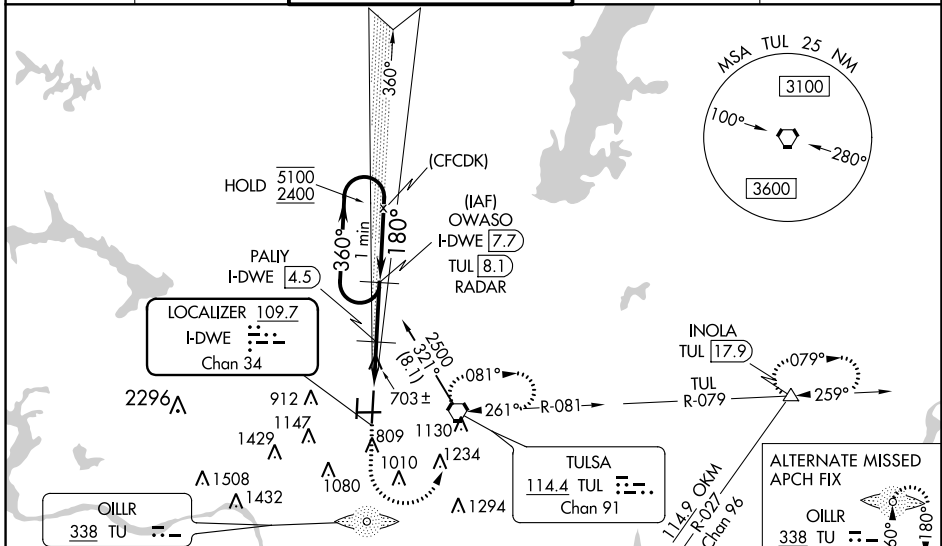
DME required for LOC only.
DME or RADAR required for procedure entry.

▼ 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 PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500.
ASR #RVR 1800 authorized with use of FD or AP or HUD to DA.

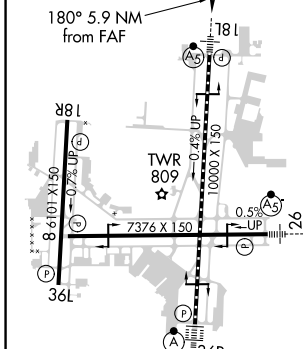
MALSR

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 (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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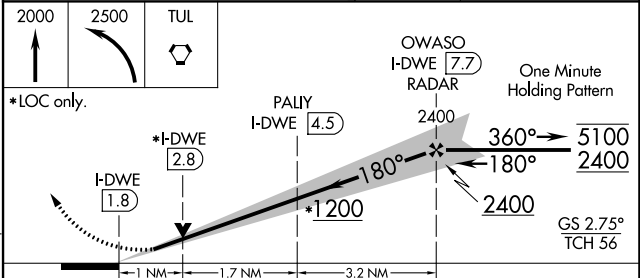


ELEV 678	D	TDZE 641
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TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 18L #	841/24 200 (200-1/2)				
S-LOC 18L	1200/24	559 (600-1/2)	1200/60		559 (600-1/4)
C CIRCLING	1200-1	522 (600-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)
PALIY FIX MINIMUMS (DME REQUIRED)					
S-LOC 18L	960/24	319 (300-1/2)	960/40		319 (300-3/4)
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)

SC-1, 13 AUG 2020 to 10 SEP 2020

SC-1, 13 AUG 2020 to 10 SEP 2020