

ILS or LOC RWY 36R

TULSA INTL (TUL)

LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Idg 10000 TDZE 650 Apt Elev 678
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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 1 $\frac{1}{2}$ SM. YEPUT fix ASR minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000.

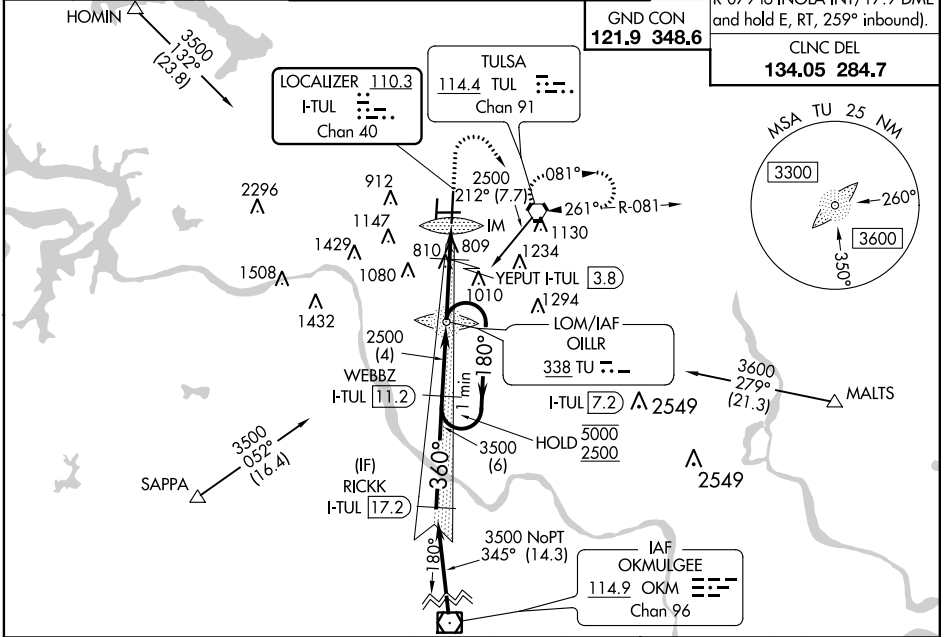
ALSF-2

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 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)
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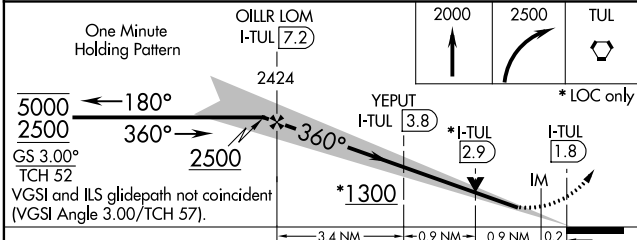
GND CON
121.9 348.6

CLNC DEL
134.05 284.7



SC-1, 13 AUG 2020 to 10 SEP 2020

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ELEV 678	D	TDZE 650
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CATEGORY	A	B	C	D	E
S-ILS 36R	850/18		200 (200- $\frac{1}{2}$)		
S-LOC 36R	1300/24	650 (700- $\frac{1}{2}$)	1300-1 $\frac{3}{8}$		650 (700-1 $\frac{3}{8}$)
C CIRCLING	1300-1	622 (700-1)	1520-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$)	1520-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1520-3 842 (900-3)
YEPUT FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	1060/24	410 (400- $\frac{1}{2}$)	1060/40		410 (400- $\frac{3}{4}$)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$)	1520-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1520-3 842 (900-3)

