

LOC/DME I-DWE <b>109.7</b> Chan <b>34</b>	APP CRS <b>180°</b>	Rwy Idg <b>10000</b> TDZE <b>641</b> Apt Elev <b>678</b>
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ILS or LOC RWY 18L  
TULSA INTL (TUL)

DME required for LOC only.

DME or RADAR required for procedure entry.

**T** 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% SM, and PALY fix minimums S-LOC 18L Cat E visibility to RVR 4500.

**A** #RVR 1800 authorized with use of FD or AP or HUD to DA.

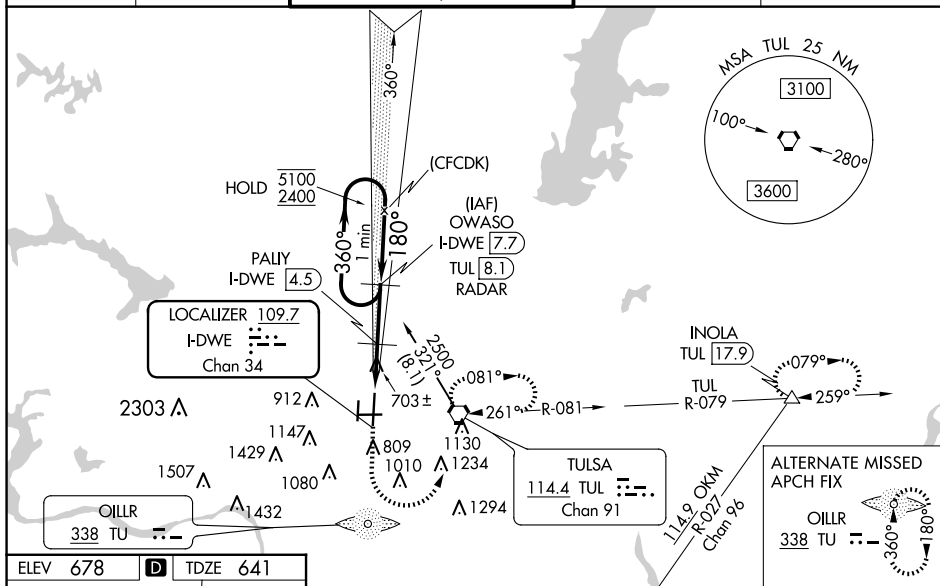
**ASR**

MALSR

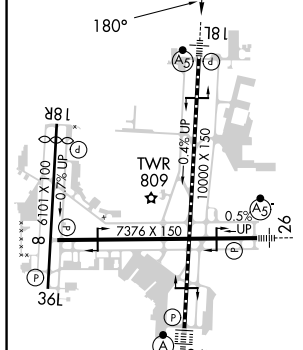


**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E. RT. 259° inbound).

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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ELEV 678	<b>D</b>	TDZE 641
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TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R and 36L

FAF to MAP 5.9 NM

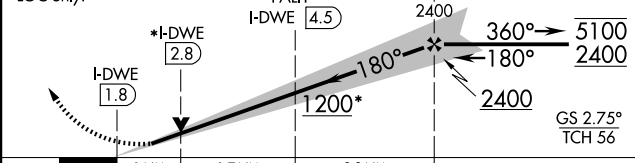
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

TULSA, OKLAHOMA

Amdt 16A 25APR19

2000	2500	TUL
		

\* LOC only.



	1 NM		1.7 NM		3.2 NM			
CATEGORY	A	B	C	D	E			
S-ILS 18L #	841		24	200 (200-½)				
S-LOC 18L	1200/24	559 (600-½)	1200/60		559 (600-1¼)			
<b>C</b> CIRCLING	1200-1	522 (600-1)	1520-2½	1520-2¾	1520-3			
			842 (900-2½)	842 (900-2¾)	842 (900-3)			
PAILY FIX MINIMUMS (DME REQUIRED)								
S-LOC 18L	960/24	319 (300-½)	960/40		319 (300¾)			
<b>C</b> CIRCLING	1120-1	1160-1	1520-2½	1520-2¾	1520-3			
	442 (500-1)	482 (500-1)	842 (900-2½)	842 (900-2¾)	842 (900-3)			

TULSA INTL (TUL)

## ILS or LOC RWY 18L

36°12'N-95°53'W

SC-1, 10 JUL 2025 to 07 AUG 2025