

ILS or LOC RWY 18L

TULSA INTL (TUL)

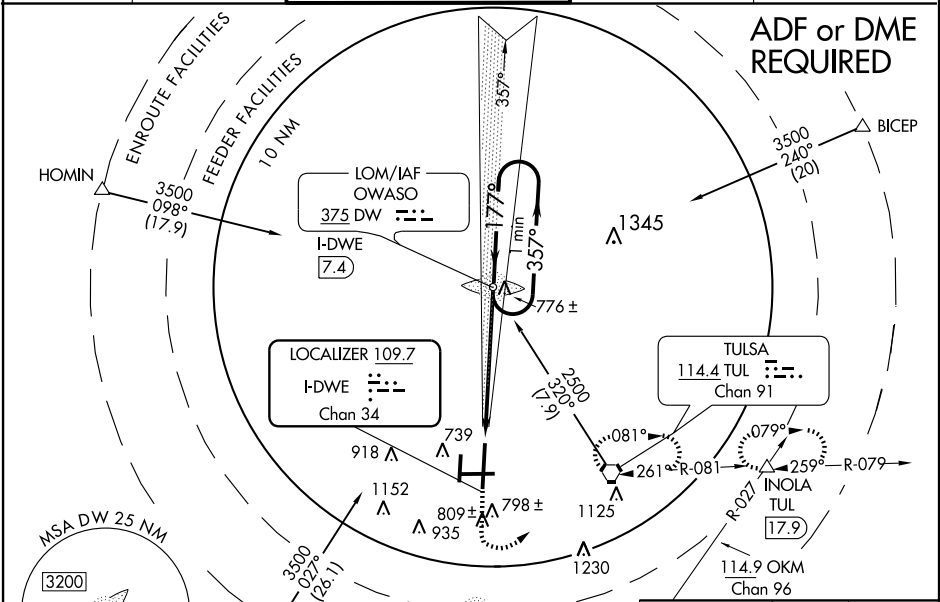
LOC/DME I-DWE 109.7 Chan 34	APP CRS 177°	Rwy Idg TDZE Apt Elev	9999 641 677
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⚠ Circling NA for Cat. E south of runway 8-26. Autopilot coupled approach NA below 1288.
⚠ ASR For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.



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

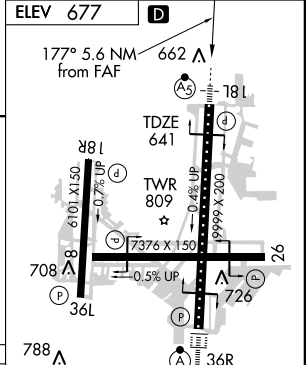
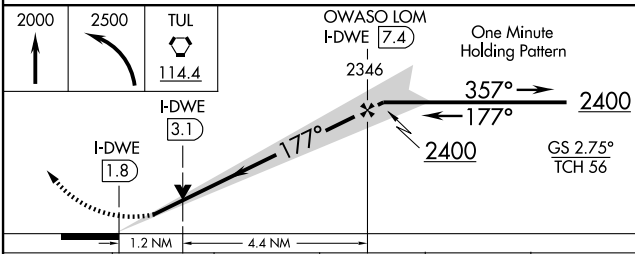
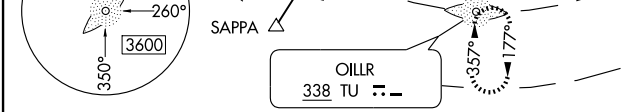
ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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ADF or DME REQUIRED

SC-1, 11 MAR 2010 to 08 APR 2010

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CATEGORY	A	B	C	D	E
S-ILS 18L	841/24 200 (200-½)				
S-LOC 18L	1040/24	399 (400-½)	1040/40 399 (400-¾)	1040/50 399 (400-1)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R					
HIRL Rwys 8-26, 18L-36R and 18R-36L					
REIL Rwys 8, 18R, 26 and 36L					
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52