ILS or LOC RWY 36R

TULSA INTL (TUL)

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3	357°	TDZE	650
Chan 40		Apt Elev	677

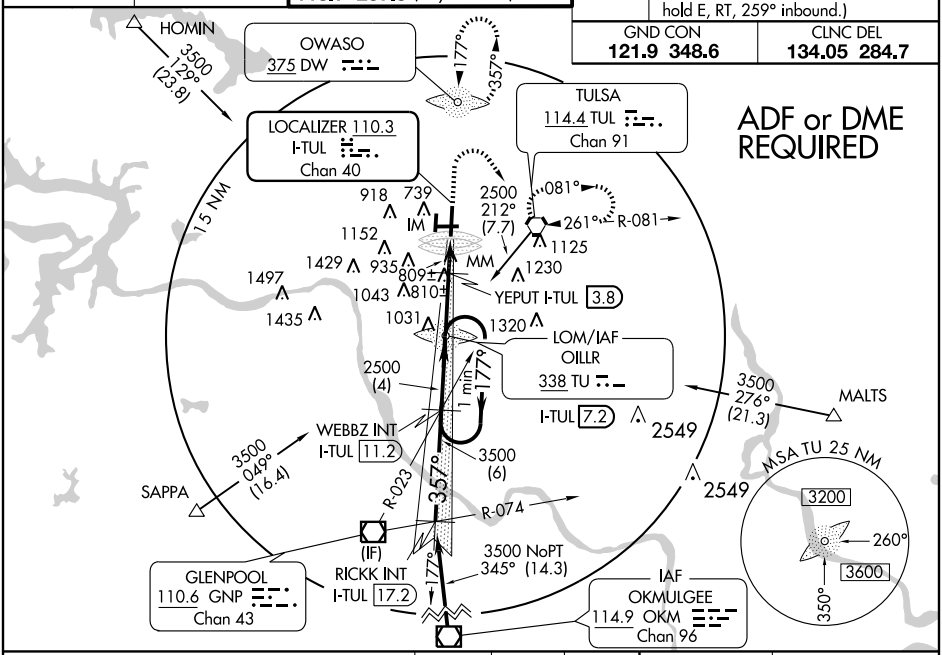
For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

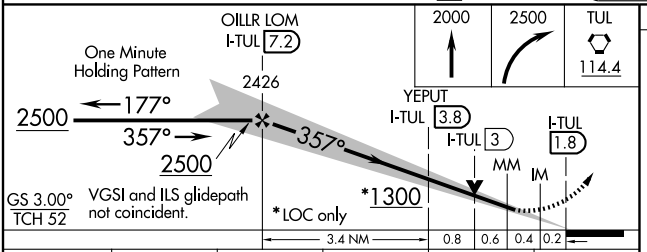
ALSF-2

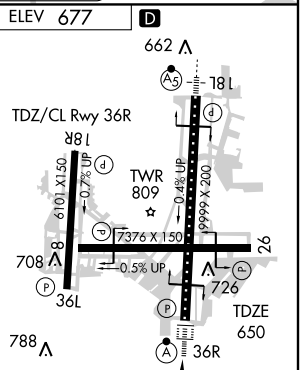
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)

GND CON	CLNC DEL
121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				850/24 200 (200-½)
S-LOC 36R	1300/24 650 (700-½)		1300/60 650 (700-1¼)	1300-1½ 650 (700-1½)	1300-1¾ 650 (700-1¾)
CIRCLING	1300-1 623 (700-1)		1300-1¾ 623 (700-1¾)	1300-2 623 (700-2)	NA
YEPUT FIX MINIMUMS					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		1060/50 410 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	NA

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, 11 MAR 2010 to 08 APR 2010
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