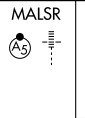


ILS or LOC RWY 18L

TULSA INTL (TUL)

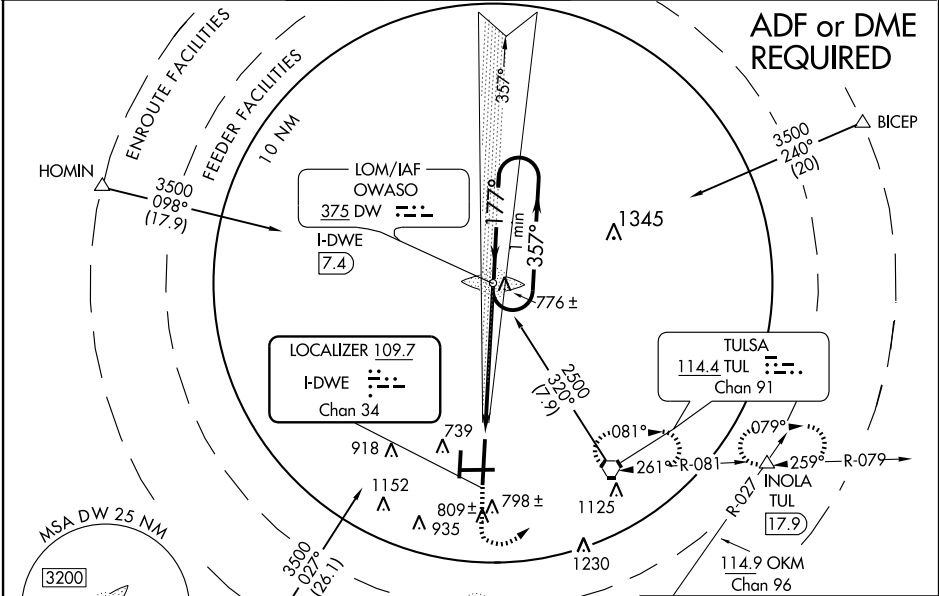
LOC I-DWE 109.7 Chan 34	APP CRS 177°	Rwy Idg TDZE 641 Apt Elev 677	9999
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ASR Circling NA for Cat. E south of runway 8-26. Autopilot coupled approach NA below 1288. For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase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

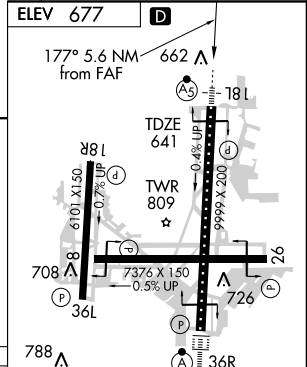
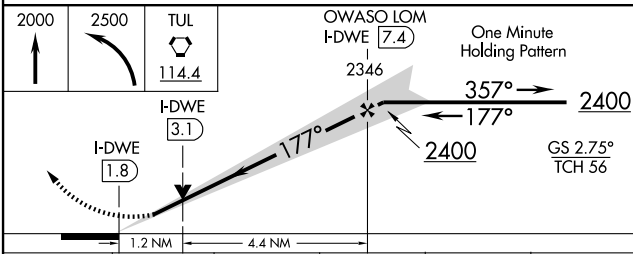
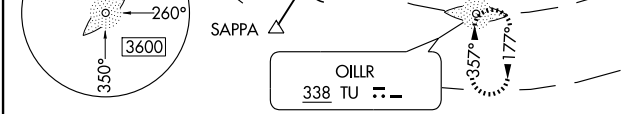
ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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ADF or DME REQUIRED

SC-1, 22 OCT 2009 to 19 NOV 2009

SC-1, 22 OCT 2009 to 19 NOV 2009



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
CIRCLING	1120-1	1140-1	1140-1½	1300-2	1300-2¼
	443 (500-1)	463 (500-1)	463 (500-1½)	623 (700-2)	623 (700-2¼)

TDZ/CL Rwy 36R	841/24 200 (200-½)				
HRL Rwys 8-26, 18L-36R and 18R-36L	841/24 200 (200-½)				
REIL Rwys 8, 18R, 26 and 36L	841/24 200 (200-½)				
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52