

**GENERAL**

**Operational Hours**

**ATS Hours:** TWR H24

**AD OPS Hours:** Attended continuously

**Airport Information**

**RFF:** FAA Index C / CAT 7

**PCN:** RWY 08/26: 68/R/B/W/T

RWY 18L/36R: 88/R/B/W/T

RWY 18R/36L: 47/F/C/X/T

**Operation**

**Traffic Note**

Low Level Windshear Alert System (LLWAS) in operation.

**TWY Restrictions**

TWY JJ restricted to MAX 15.9t / 35000lbs single-wheel type LDG gear.

TWY M2 restricted to MAX 15.9t / 35000lbs single-wheel type LDG gear and 23.6t / 52000lbs dual-wheel type LDG gear.

TWY HH restricted to MAX 20.4t / 45000lbs single-wheel type LDG gear and 27.2t / 60000lbs dual-wheel type LDG gear.

TWY L, L4 restricted to MAX 24.9t / 55000lbs single-wheel type LDG gear and 27.2t / 60000lbs dual-wheel type LDG gear.

TWY QQ, LZ, LA, NN and TWY L south of TWY L5 not visible from TWR.

**Warnings**

Edge lights located 9.7m / 32ft off edge.

**ARRIVAL**

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR United States.

**Arrival Procedure**

**Non-standard GP Intercept Position on**

**RWY 18L**

GP intercepts RWY 18L at *355m / 1166ft* after landing threshold.

Remaining LDG DIST beyond GP is *2693m / 8833ft*.

**RWY 18R**

GP intercepts RWY 18R at *374m / 1228ft* after landing threshold.

Remaining LDG DIST beyond GP is *1486m / 4873ft*.

**Warnings**

Do not mistake 4000ft blacktop track 1.5NM E of AD with RWY 26.

RWY 26: PAPI unusable beyond 7° right and 9° left of centerline.

RWY 18R/36L, RWY 08: PAPI unusable beyond 8° both sides of centerline.

21-SEP-2017

**TUL-KTUL**

1-20

**A01****A01****DEPARTURE****Take-off Minima**

RWY		18L/36R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		08/26, 18R/36L	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-

**Speed**

MAX IAS 250KT below 10000ft.

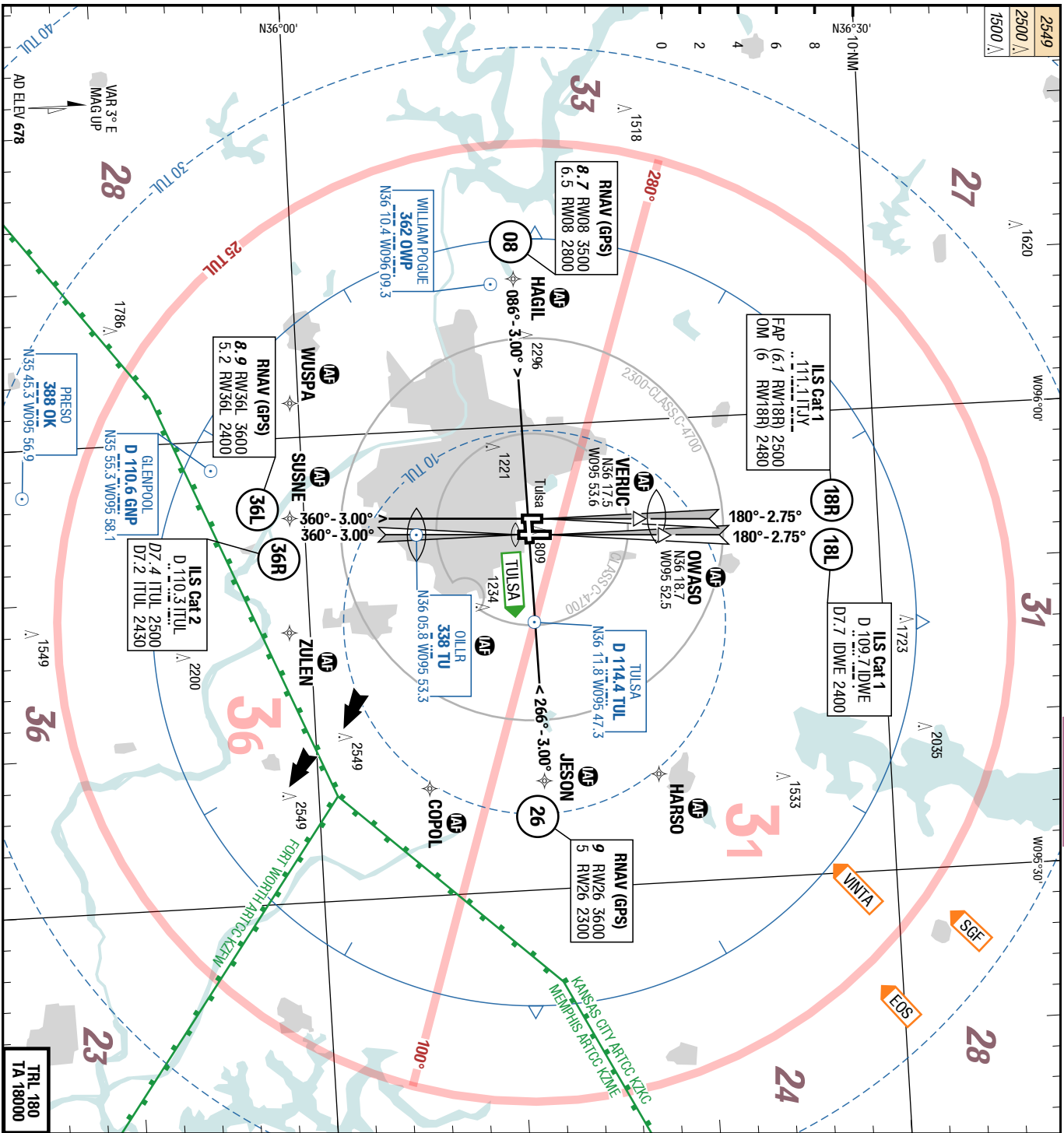
**Communication****COM Failure:** See CRAR United States and in addition;**TULSA FIVE:** Proceed to and hold east of TUL VOR/DME on the R080. Climb to 15000 or lower requested ALT, then proceed on course via filed route. Climb to requested ALT when established on course.**Departure Procedure****Noise Abatement Procedure:** All RWYs climb ASAP 3000ft.

05-APR-2018  
TUL-KTUL

2-10

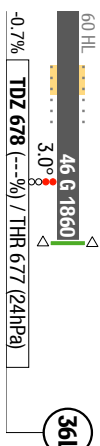
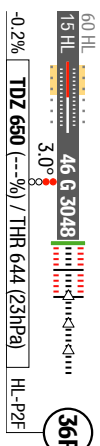
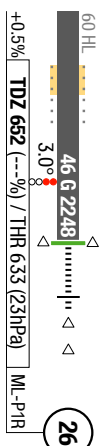
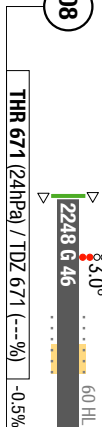
United States **Tulsa** Tulsa Intl  
AGC  
AFC

Tulsa Intl **Tulsa** United States  
AGC  
AFC

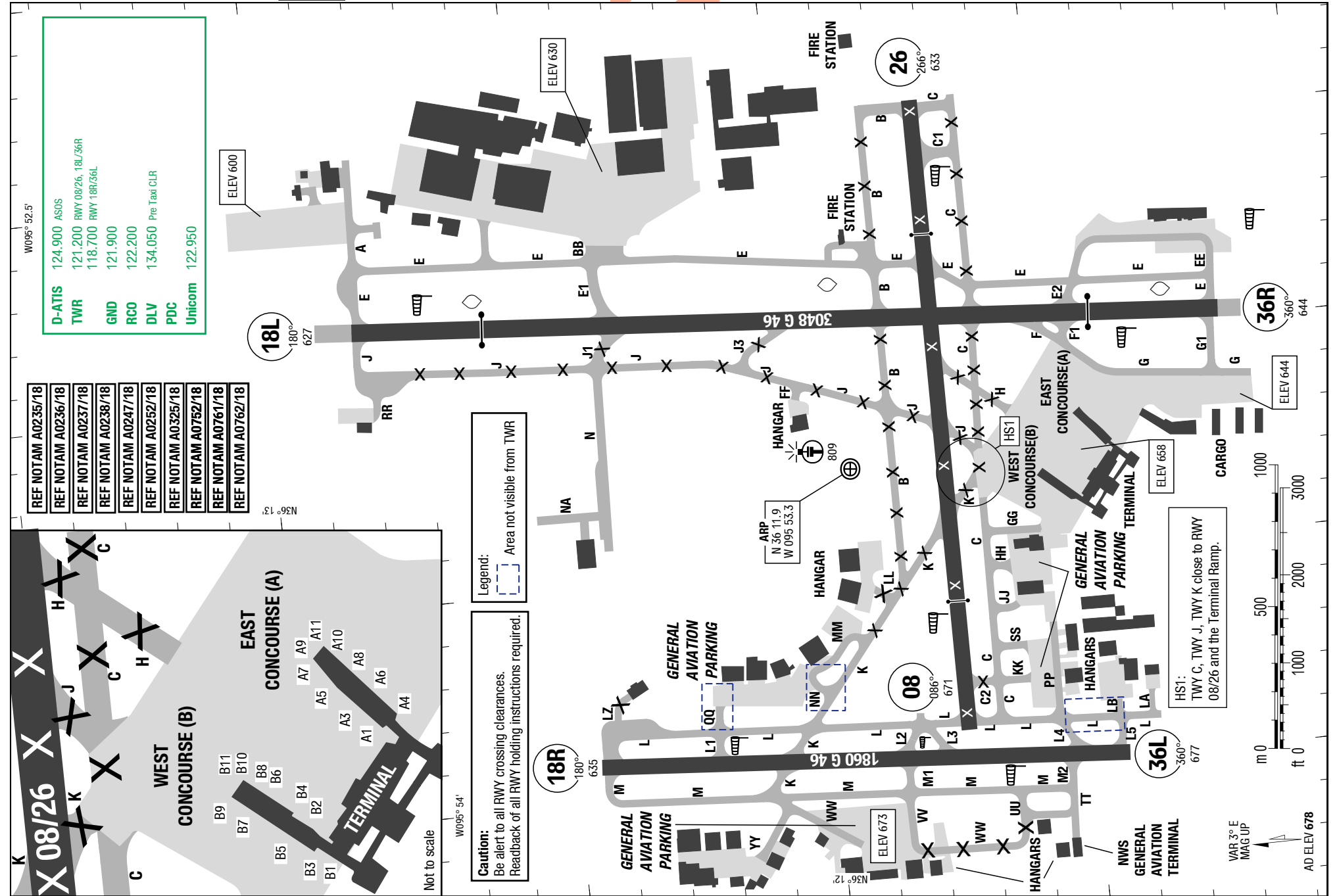


D-ATIS	124.900	ASOS
APP/DEP	119.100	E355°-174°
TWR	118.700	RNMY 18R/36L
GND	121.900	
DLV	134.050	Pre Tax CLR
PDC		
RCO	122.200	
Unicom	122.950	

Landing RWY system:







## Stand Coordinates

### East Concourse A

<b>A1,A4</b>	N36 11.4 W095 53.3
<b>A6,A8</b>	N36 11.4 W095 53.2
<b>A3</b>	N36 11.4 W095 53.3
<b>A5</b>	N36 11.5 W095 53.2
<b>A10</b>	N36 11.4 W095 53.2

<b>A7,A9,A11</b>	N36 11.5 W095 53.2
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### West Concourse B

<b>B1-B5</b>	N36 11.5 W095 53.4
<b>B6</b>	N36 11.5 W095 53.3
<b>B7</b>	N36 11.6 W095 53.4
<b>B8, B10</b>	N36 11.5 W095 53.3
<b>B9, B11</b>	N36 11.6 W095 53.3

**TUL-KTUL**

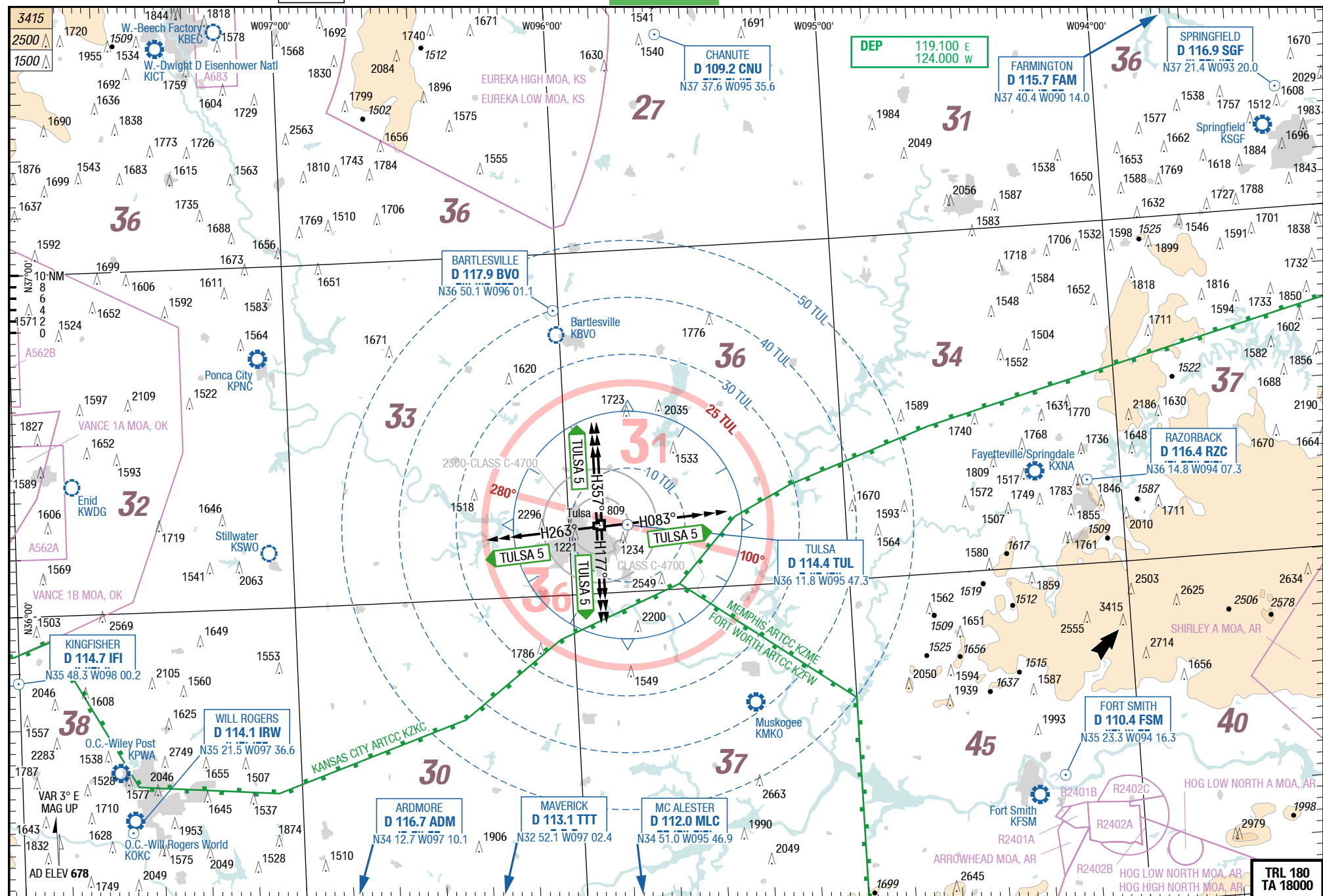
**SID TULSA 5**

SID

SID

NIL

## SID TULSA 5



Changes: OBST, SUAs, Editorial

TRL 180  
TA 18000

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24-MAR-2016

**TUL-KTUL**

5-10

**SID TULSA 5****SIDPT****TULSA 5**

RWYs 08 (086°) / 18L/R (180°) / 26 (266°) / 36L/R (360°)

DESIGNATOR	ROUTING	ALTITUDES
<b>TULSA 5</b> <b>119.100 (E)</b> <b>124.000 (W)</b> <sup>①</sup>		Maintain <b>15000</b> or assigned lower altitude
<b>RWY 08</b>	HDG 083° - expect radar vectors to assigned route	
<b>RWYs 18L/18R</b>	HDG 177° - expect radar vectors to assigned route	
<b>RWY 26</b>	HDG 263° - expect radar vectors to assigned route	
<b>RWYs 36L/36R</b>	HDG 357° - expect radar vectors to assigned route	

<sup>①</sup> Expect clearance to filed altitude 10 minutes after departure.



**TUL-KTUL****5-30****DEPARTURES****Obstacle Departure**

		GS	120	150	180	210	240	270	
	3.7%	ft/MIN	500	600	700	800	900	1100	
RWY		Routing							
26		HDG between 292° CW 086° from DER, or MNM climb 3.7% /222ft per NM to 2900 for HDG 087° through 291°.							
RWY		Notes							
18L		Tree 1880ft from DER, 905ft left of centerline, 74ft AGL/693ft MSL.							
18R		Vehicle on road 200ft for DER, 419ft right of centerline, 15ft AGL/687ft MSL. Antenna on building 549ft from DER, 447ft left of centerline, 22ft AGL/692ft MSL. Building 411ft from DER, 574ft right of centerline, 39ft AGL/699ft MSL. Sign 1151ft from DER, 757ft right of centerline, 46ft AGL/720ft MSL. Building 2847ft from DER, 690ft right of centerline, 118ft AGL/788ft MSL.							
26		Antenna and buildings 1031ft from DER, 745ft left of centerline, up to 51ft AGL/ 707ft MSL. Tree 1544ft from DER, 425ft left of centerline, 53ft AGL/713ft MSL.							
36L		Trees 726ft from DER, 608ft right of centerline, 69ft AGL/659ft MSL. Trees 822ft from DER, 596ft left of centerline, 82ft AGL/672ft MSL.							
36R		Lights and navaid 2ft from DER, on centerline, 1ft AGL/627ft MSL. Trees beginning 1630ft from DER, 470ft left of centerline, up to 84ft AGL/674ft MSL.							

15-SEP-2016

TUL-KTUL

6-10

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NIL

VINTA 2

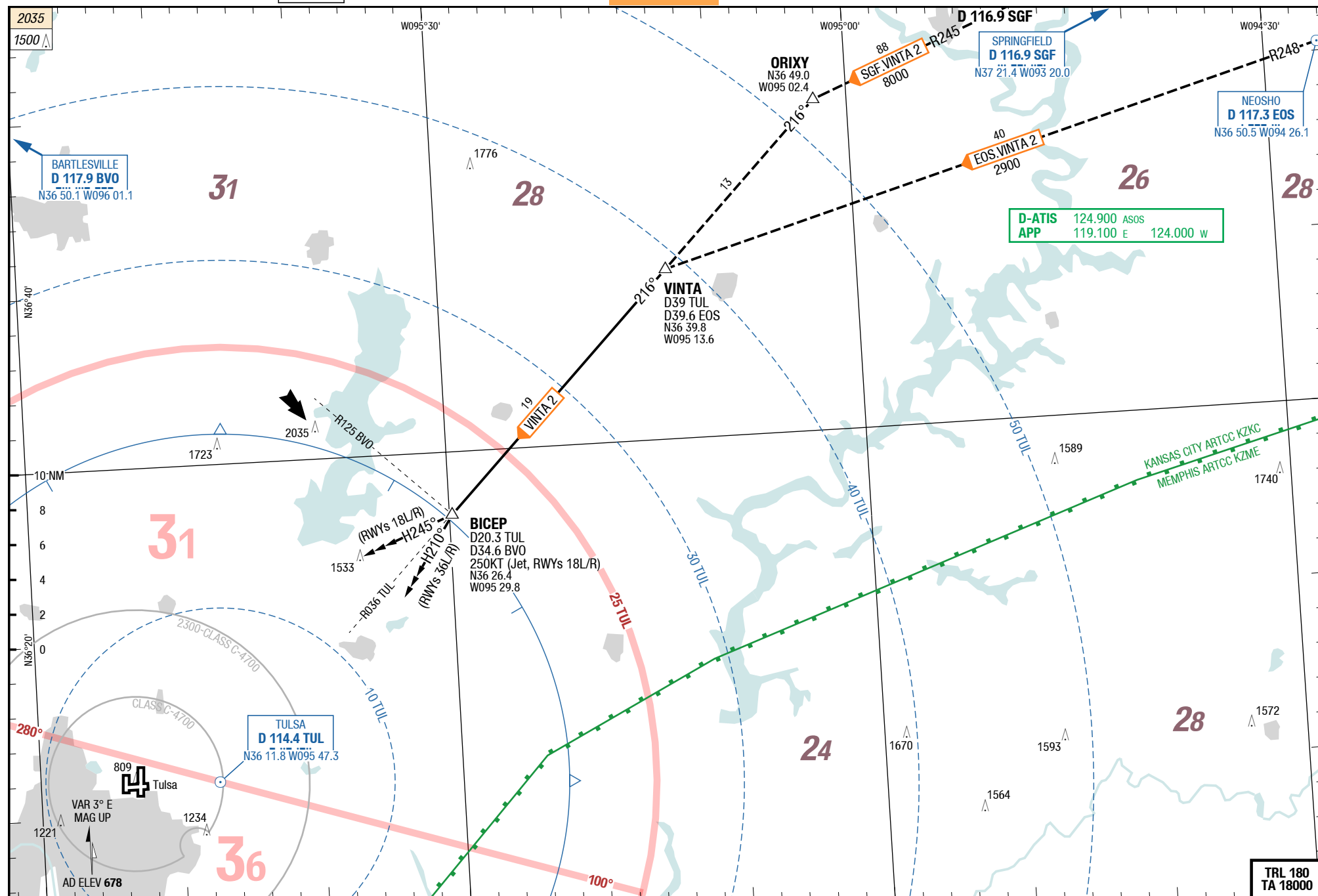
STAR

STAR

Tulsa Intl Tulsa United States

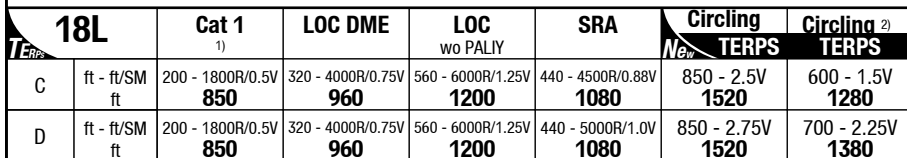
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VINTA 2



Changes: OBST

## ILS or LOC 18L



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15-SEP-2016

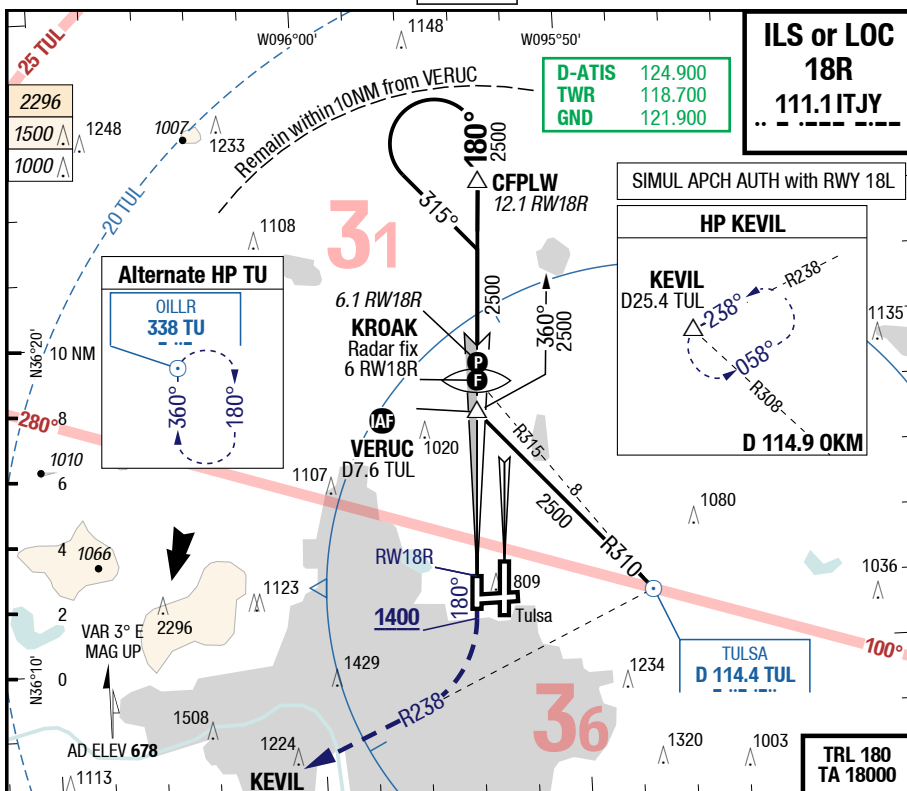
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TUL-KTUL

7-20

ILS or LOC 18R



LOC 18R					Circling TERPS	
Cat 1					Circling 1) TERPS	
C	ft - ft/SM	250 - 1.0V	420 - 1.25V	420 - 1.25V	850 - 2.5V	600 - 1.5V
	ft	920	1080	1080	1520	1280
D	ft - ft/SM	250 - 1.0V	420 - 1.25V	420 - 1.25V	850 - 2.75V	700 - 2.25V
	ft	920	1080	1080	1520	1380

1) SRA

Changes: APL, Editorial

AMDT 7D

15-SEP-2016

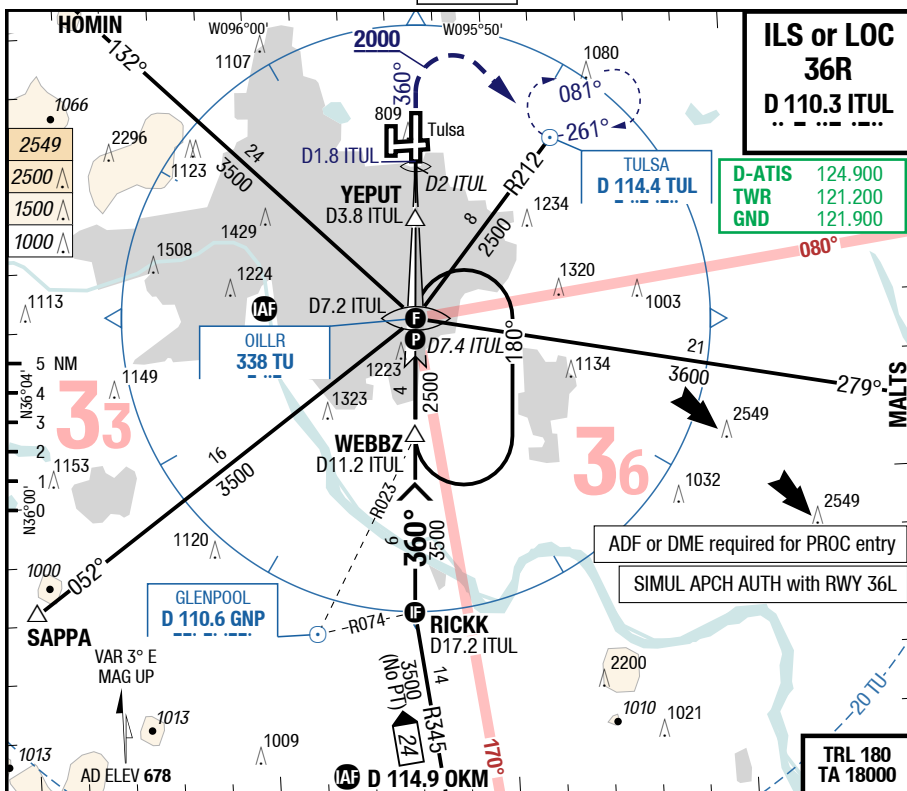
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TUL-KTUL

7-30

ILS or LOC 36R



36R		Cat 2	Cat 1	LOC DME	LOC wo YPUT	Circling TERPS	Circling 1) TERPS
C	ft - ft/SM ft	100 - 1200R 116 RA	200 - 1800R/0.5V 850	410 - 4000R/0.75V 1060	650 - 1.38V 1300	850 - 2.5V 1520	600 - 1.5V 1280
D	ft - ft/SM ft	100 - 1200R 116 RA	200 - 1800R/0.5V 850	410 - 4000R/0.75V 1060	650 - 1.38V 1300	850 - 2.75V 1520	700 - 2.25V 1380

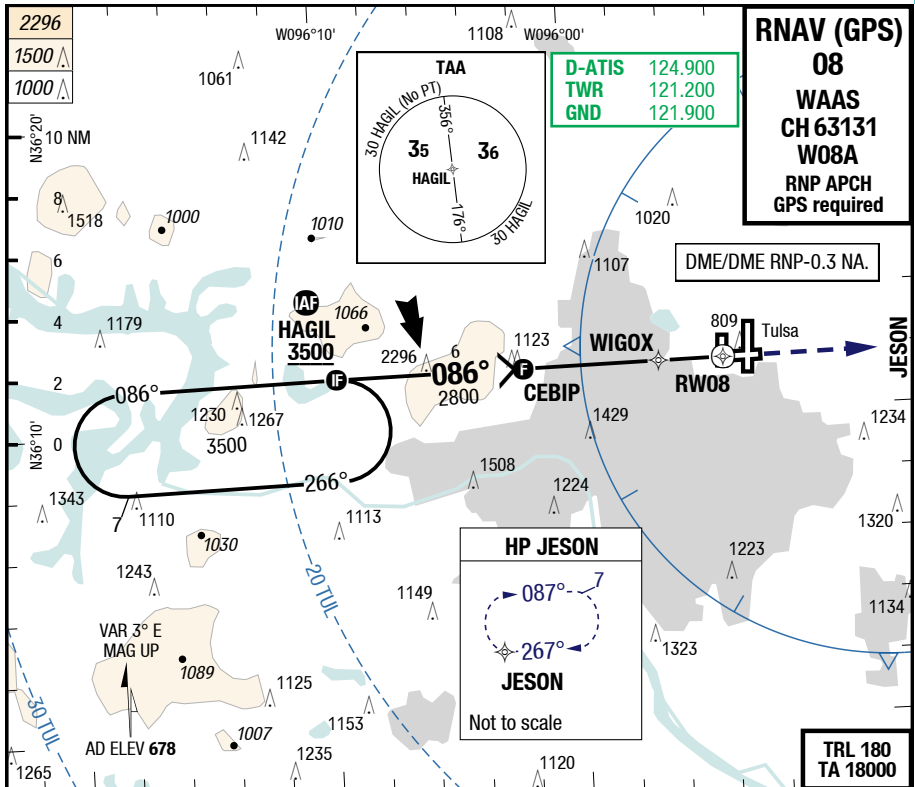
1) SRA

Changes: APL, Note, OBST, Editorial

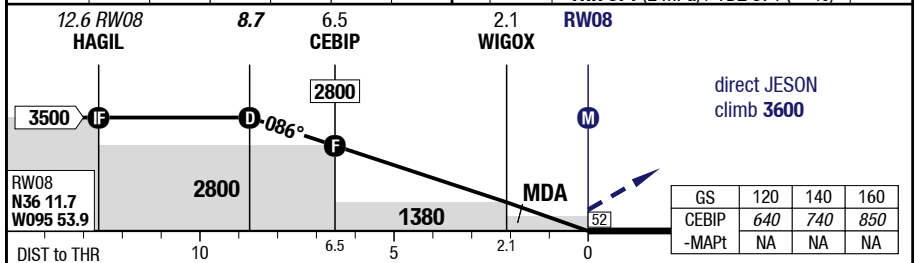
AMDT 29F

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15-SEP-2016

**TUL-KTUL****7-50****RNAV (GPS) 08**

3.00°	8.7	7	5	4	3	2	08	83.0° 2248 G 46 60 HL	THR 671 (24hPa) / TDZ 671 (---%) -0.5%
<b>RW08</b>	3500	2960	2320	2000	1680	1360			



08		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV			Circling TERPS
C	ft - ft/SM ft	250 - 0.88V 930	320 - 1.0V 990	370 - 1.0V 1040			850 - 2.5V 1520
D	ft - ft/SM ft	250 - 0.88V 930	320 - 1.0V 990	370 - 1.0V 1040			850 - 2.75V 1520

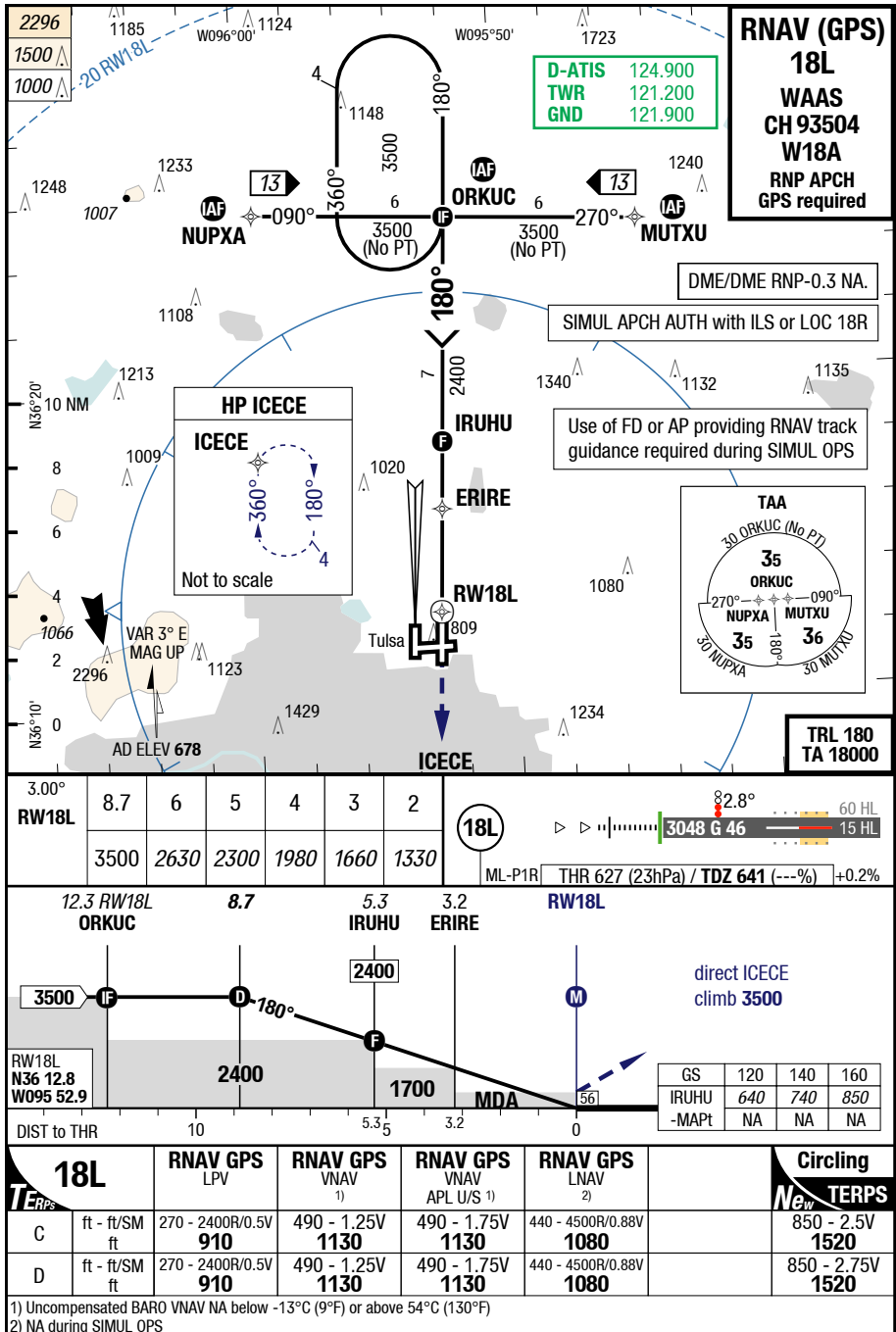
1) Uncompensated BARO VNAV NA below -13°C (9°F) or above 54°C (130°F)

15-SEP-2016

TUL-KTUL

7-60

RNAV (GPS) 18L



15-SEP-2016

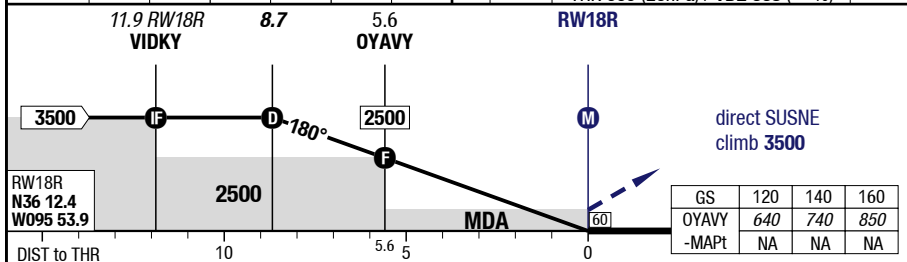
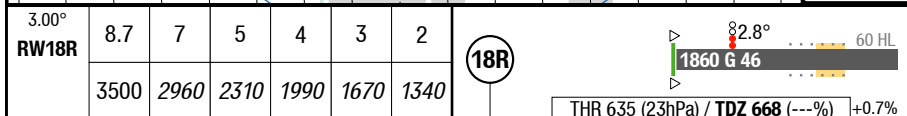
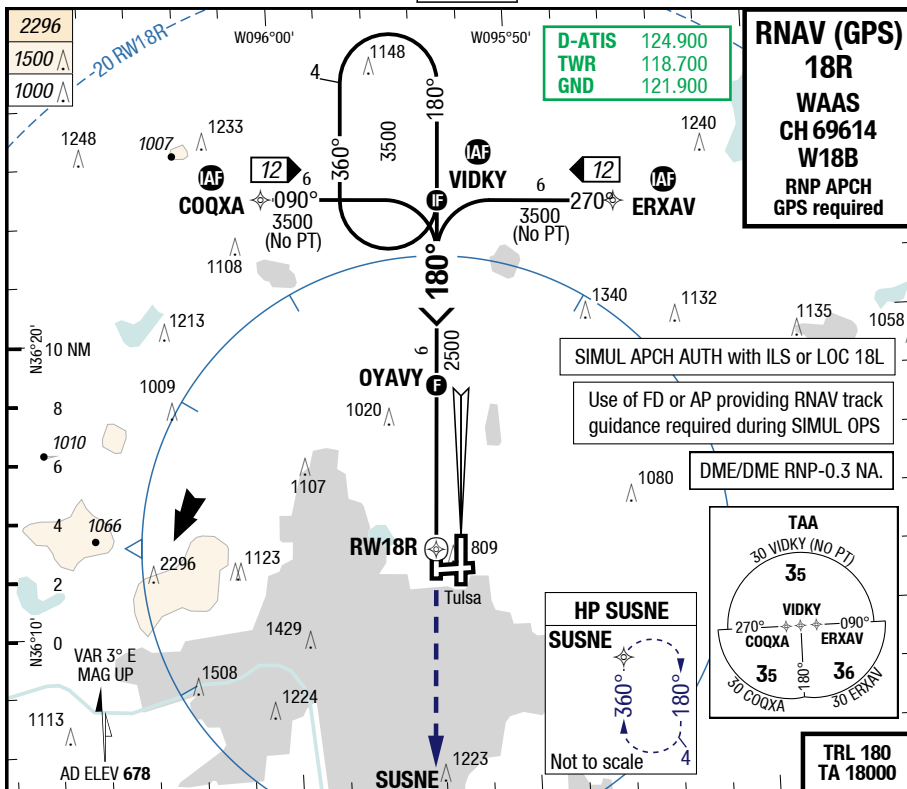
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TUL-KTUL

7-70

RNAV (GPS) 18R



18R		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)	Circling	
C	ft - ft/SM	250 - 0.88V 920	320 - 1.13V 980	500 - 1.38V 1160		850 - 2.5V 1520
D	ft - ft/SM	250 - 0.88V 920	320 - 1.13V 980	500 - 1.38V 1160		850 - 2.75V 1520

1) Uncompensated BARO VNAV NA below -13°C (9°F) or above 54°C (130°F)

2) NA during SIMUL OPS

Changes: chart layout, APL, OBST, TOPO, Editorial

AMDT 1D

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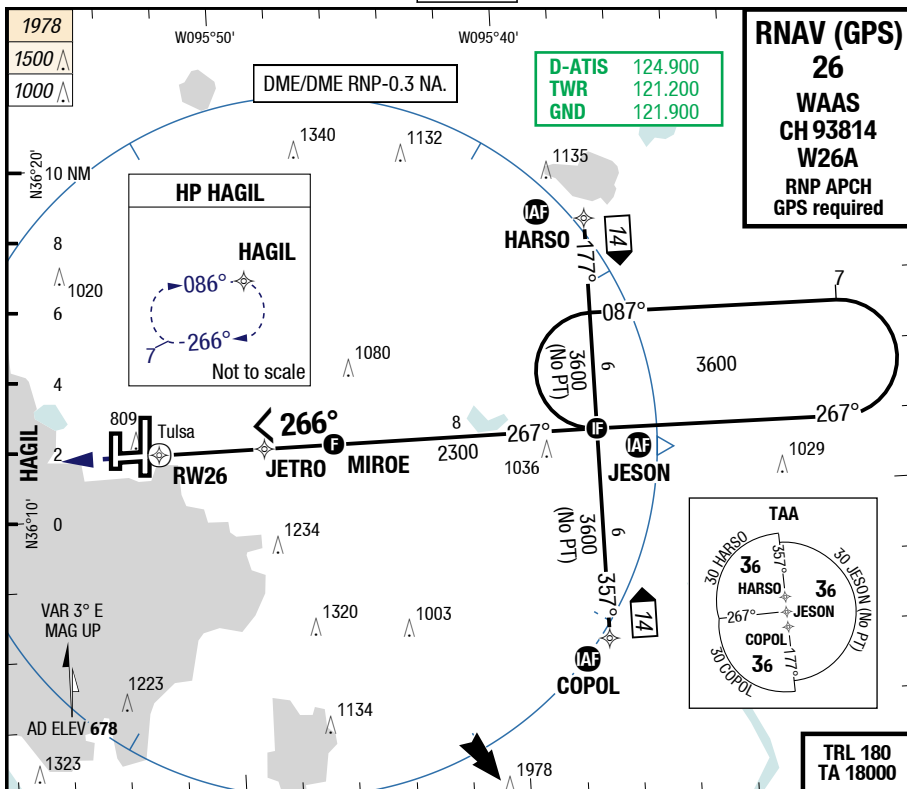
TUL-KTUL

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7-80

RNAV (GPS) 26

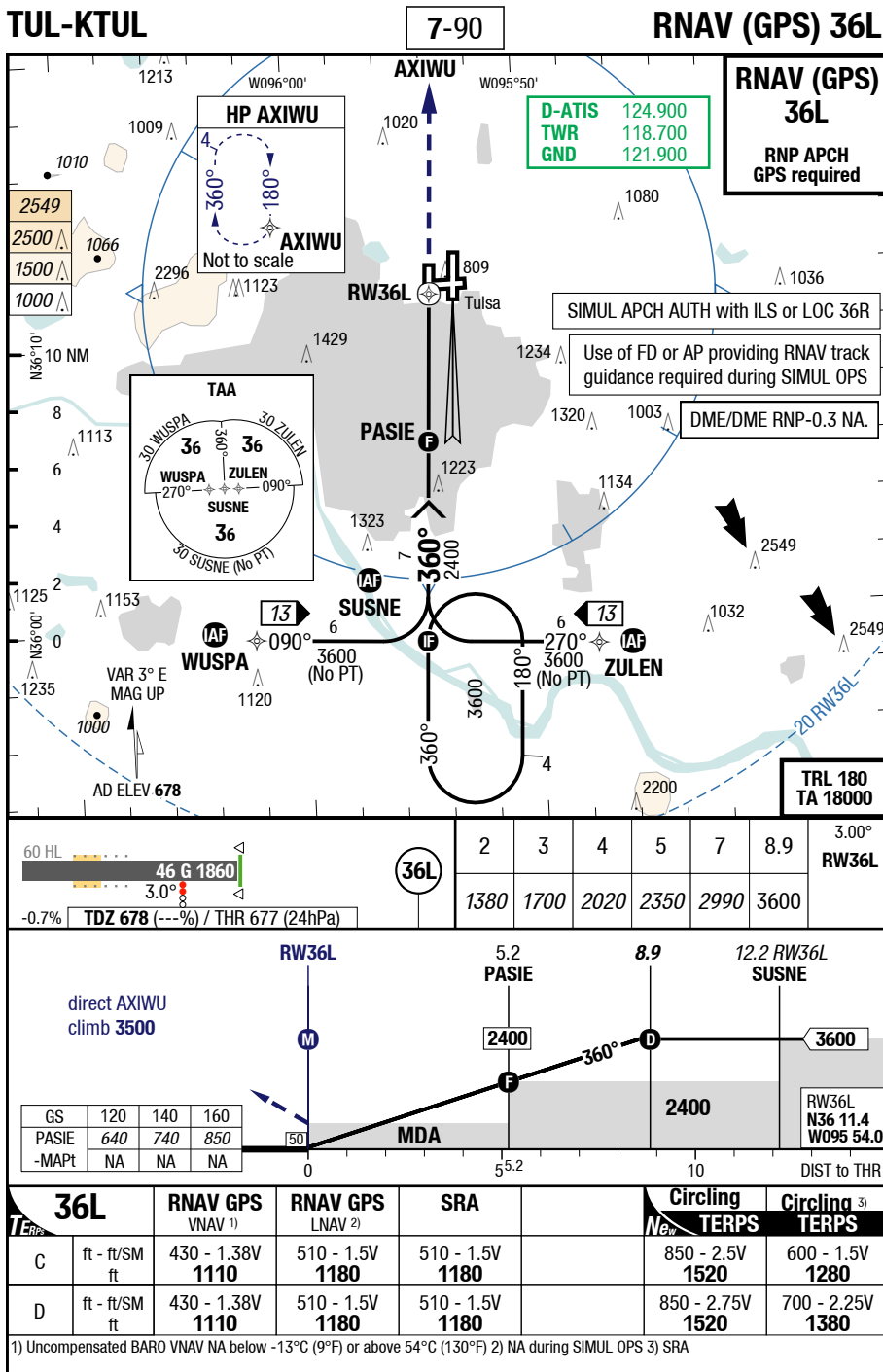


**TUL-KTUL**

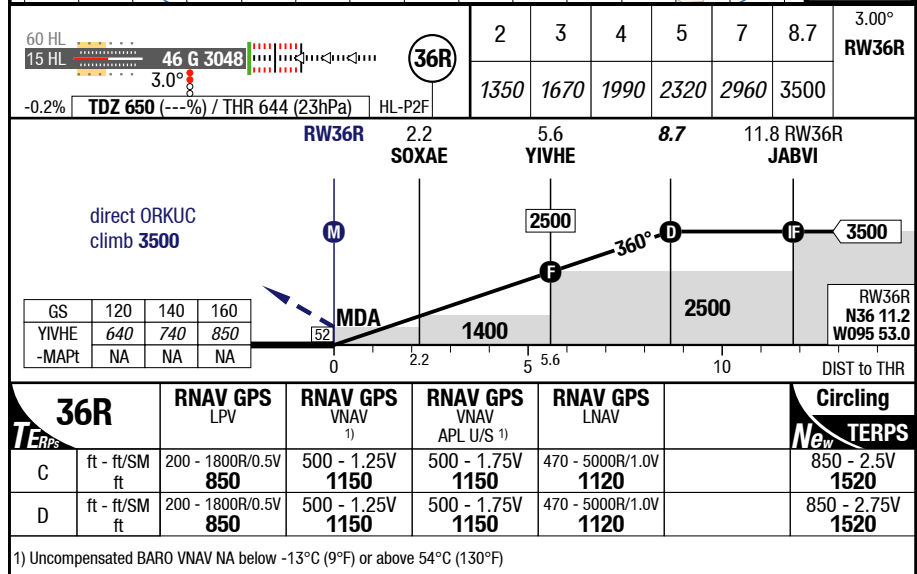
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# IAC

## RNAV (GPS) 36L



## RNAV (GPS) 36R

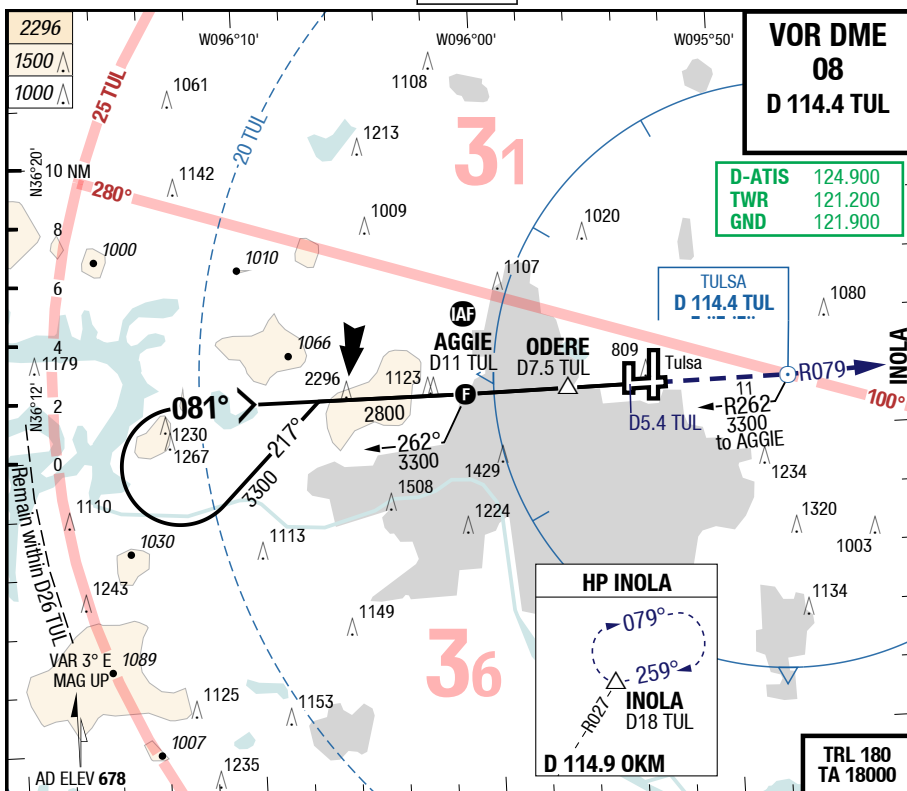


**TUL-KTUL**

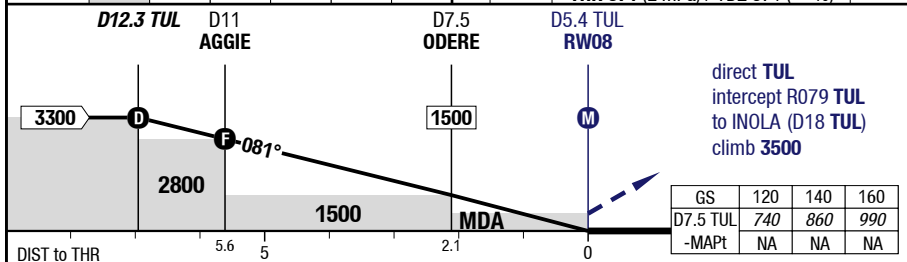
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**7-110**

## VOR DME 08



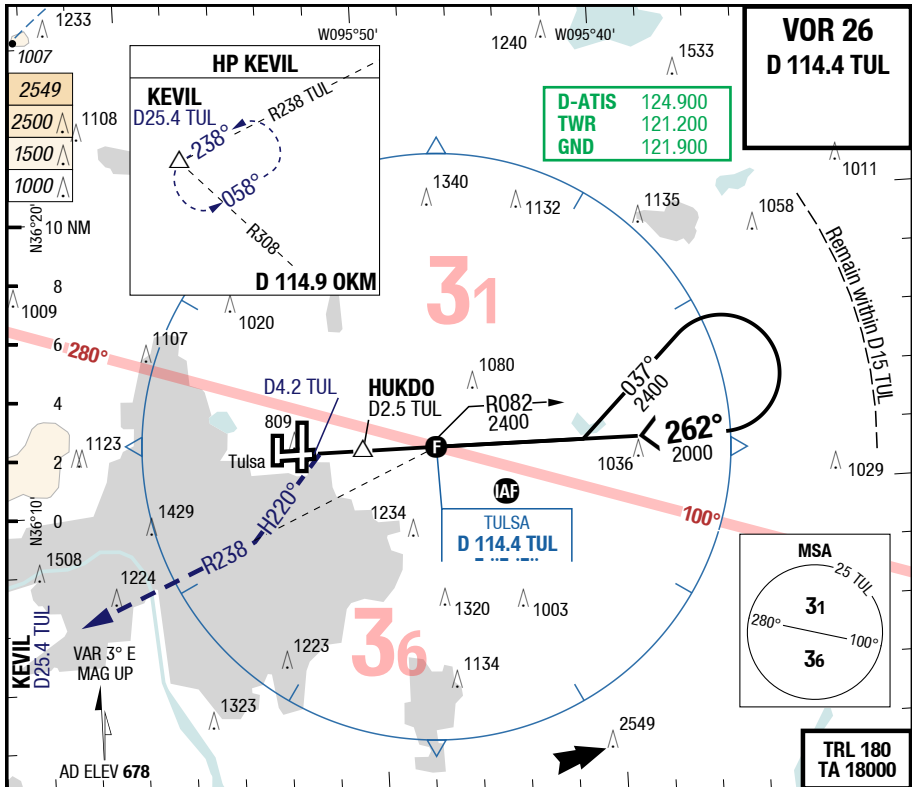
3.49° <b>D TUL</b> <b>081°</b> RWY 083°		12.3	10	9	8	7	<div>08</div>	<div> <div>3.0°</div> <div>2248 G 46</div> <div>60 HL</div> </div>
		3300	2440	2070	1700	1320		<div> <div>THR 671 (24hPa) / TDZ 671 (---%)</div> <div>-0.5%</div> </div>



08		VOR DME 1)	SRA			Circling New TERPS	Circling 2) TERPS
C	ft - ft/SM ft	410 - 1.25V 1080	450 - 1.38V 1120			850 - 2.5V 1520	600 - 1.5V 1280
D	ft - ft/SM ft	410 - 1.25V 1080	450 - 1.5V 1120			850 - 2.75V 1520	700 - 2.25V 1380

- 1) Autopilot coupled APCH NA
- 2) SRA

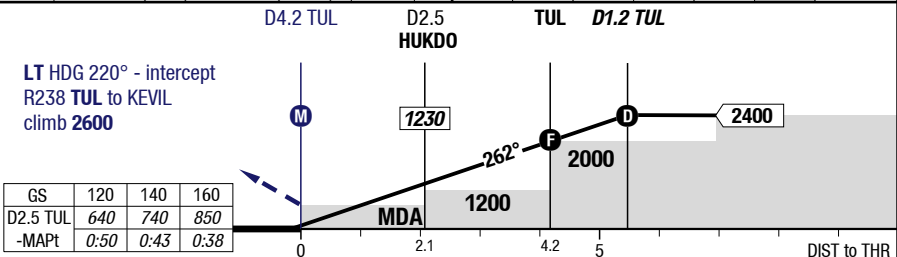
15-SEP-2016

**TUL-KTUL****7-120****VOR 26**

60 HL 46 G 2248 3.0°  
+0.5% TDZ 652 (---%) / THR 633 (23hPa) ML-P1R

**26**

2	1	TUL	1	1.2	3.00°
1390	1700	2020	2340	2400	D TUL 262° RWY 263°



<b>26</b>		<b>VOR DME</b>	<b>VOR</b> wo HUKDO	<b>SRA</b>	<b>Circling</b> <i>New</i> <b>TERPS</b>	<b>Circling</b> <sup>1)</sup> <b>TERPS</b>
C	ft - ft/SM ft	410 - 0.75V <b>1060</b>	550 - 1.25V <b>1200</b>	410 - 1.25V <b>1060</b>	850 - 2.5V <b>1520</b>	600 - 1.5V <b>1280</b>
D	ft - ft/SM ft	410 - 0.75V <b>1060</b>	550 - 1.25V <b>1200</b>	410 - 1.25V <b>1060</b>	850 - 2.75V <b>1520</b>	700 - 2.25V <b>1380</b>

1) SRA

TUL-KTUL

7-130

WxMinima Overflow

36R		SRA					
C	ft - ft/SM ft	490 - 5000R/1.0V 1140					
D	ft - ft/SM ft	490 - 5000R/1.0V 1140					