

21-SEP-2017

TUL-KTUL

1-10

AOI

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**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.

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## 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.

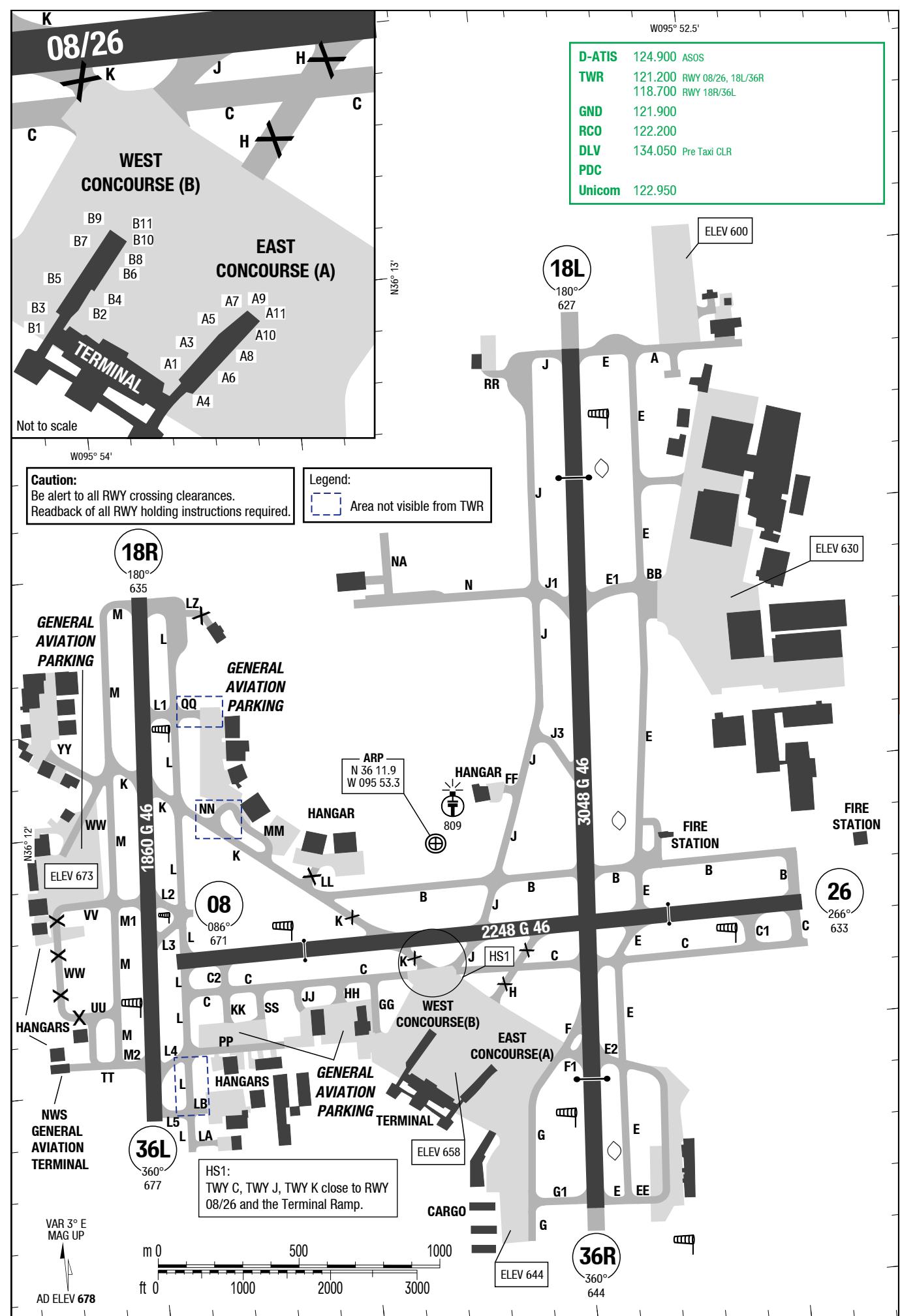
## Communication

**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.





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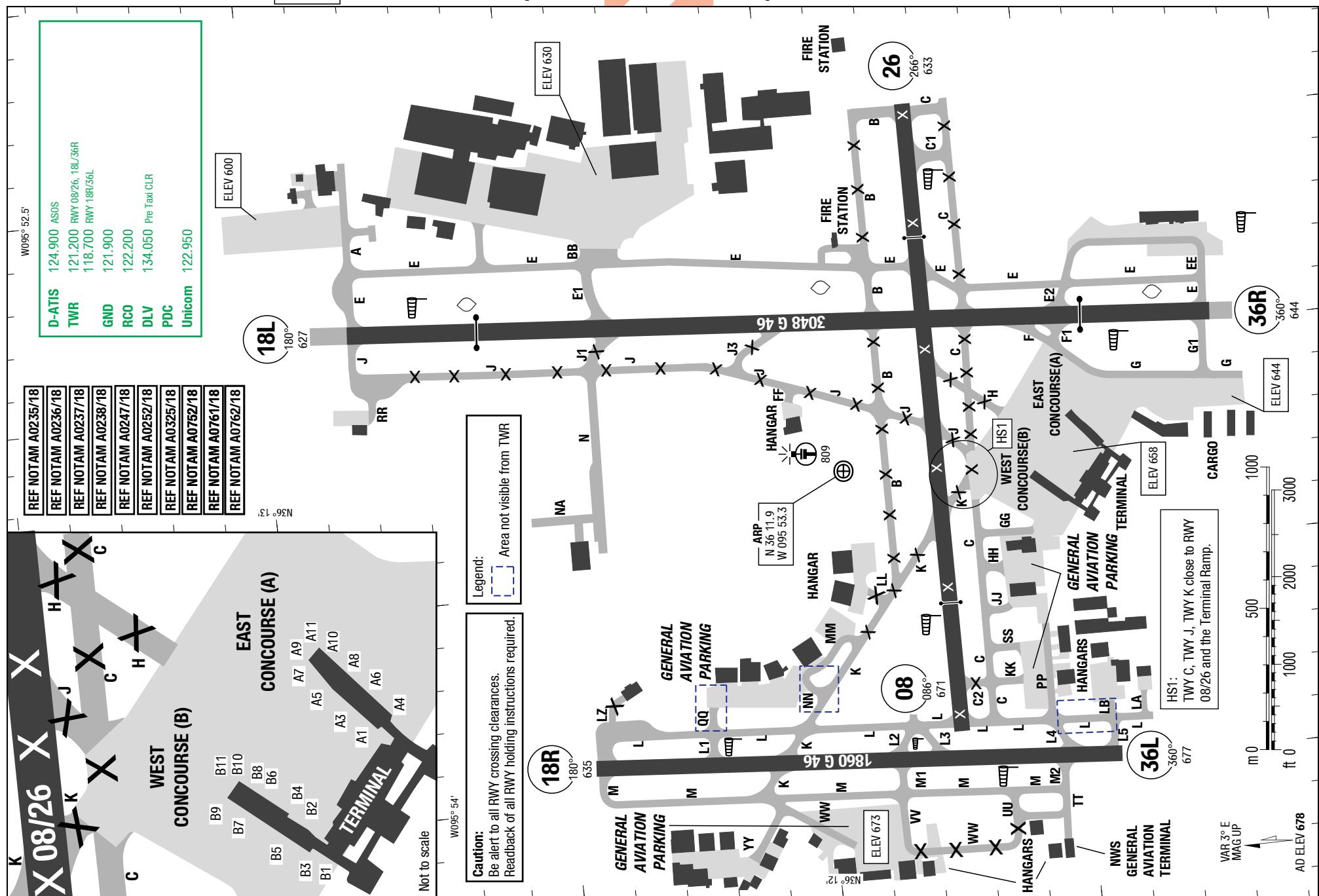
3-21

## United States **Tulsa** Tulsa Intl

Tulsa Intl **Tulsa** United States

## Tempo AGC

## Tempo AGC



## Stand Coordinates

### East Concourse A

**A1,A4** N36 11.4 W095 53.3  
**A6,A8** N36 11.4 W095 53.2  
**A3** N36 11.4 W095 53.3  
**A5** N36 11.5 W095 53.2  
**A10** N36 11.4 W095 53.2  
  
**A7,A9,A11** N36 11.5 W095 53.2

### West Concourse B

**B1-B5** N36 11.5 W095 53.4  
**B6** N36 11.5 W095 53.3  
**B7** N36 11.6 W095 53.4  
**B8, B10** N36 11.5 W095 53.3  
**B9, B11** N36 11.6 W095 53.3

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## SID TULSA 5

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**SID TULSA 5**

**TULSA 5**

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

| DESIGNATOR  | ROUTING   | ALTITUDES  |
|---|---|--|
| <b>TULSA 5</b><br><b>119.100 (E)</b><br><b>124.000 (W)</b><br>① |   | 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 |  |

① Expect clearance to filed altitude 10 minutes after departure.

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DEPARTUREs

SIDPT

## 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.   |

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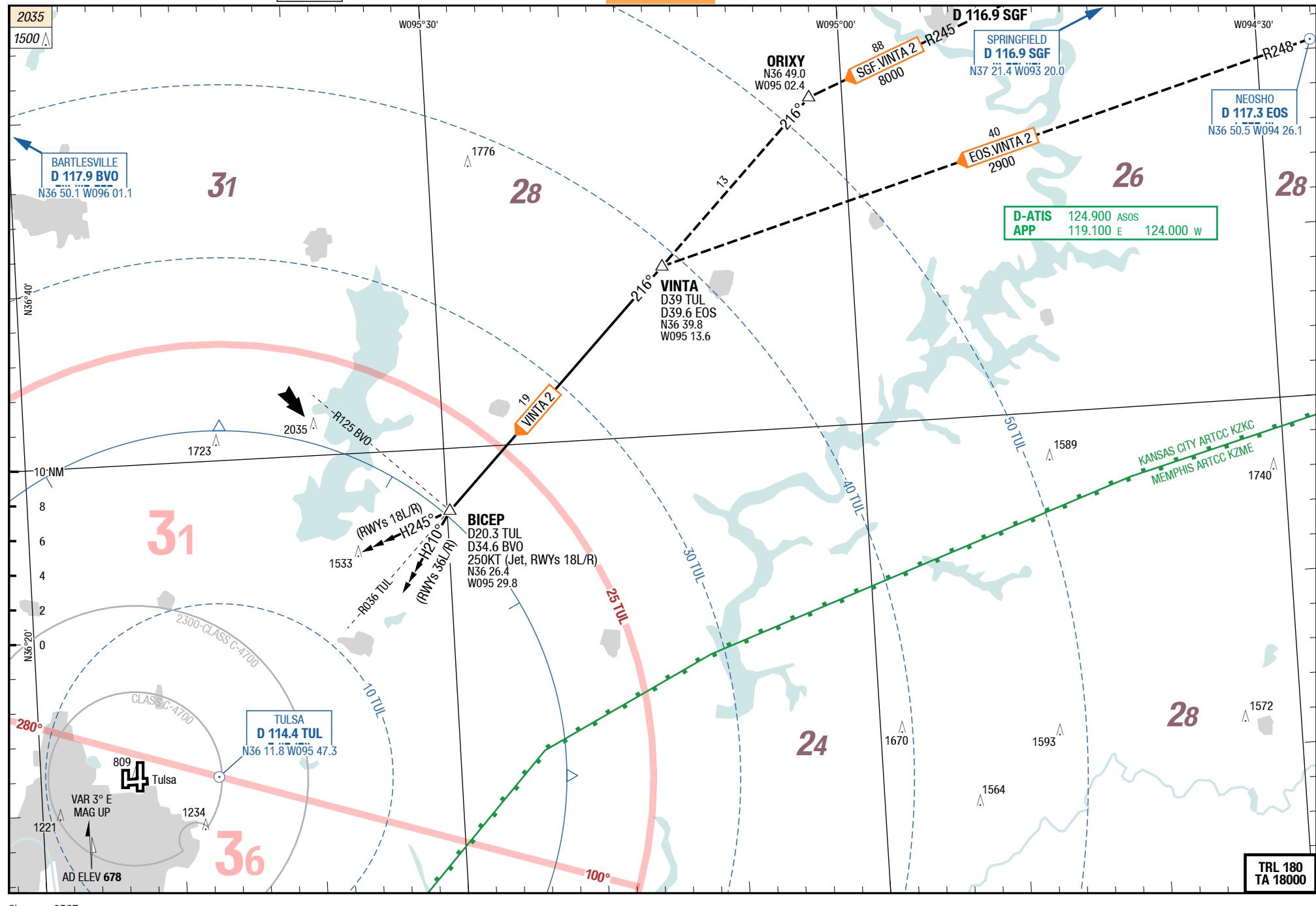
18

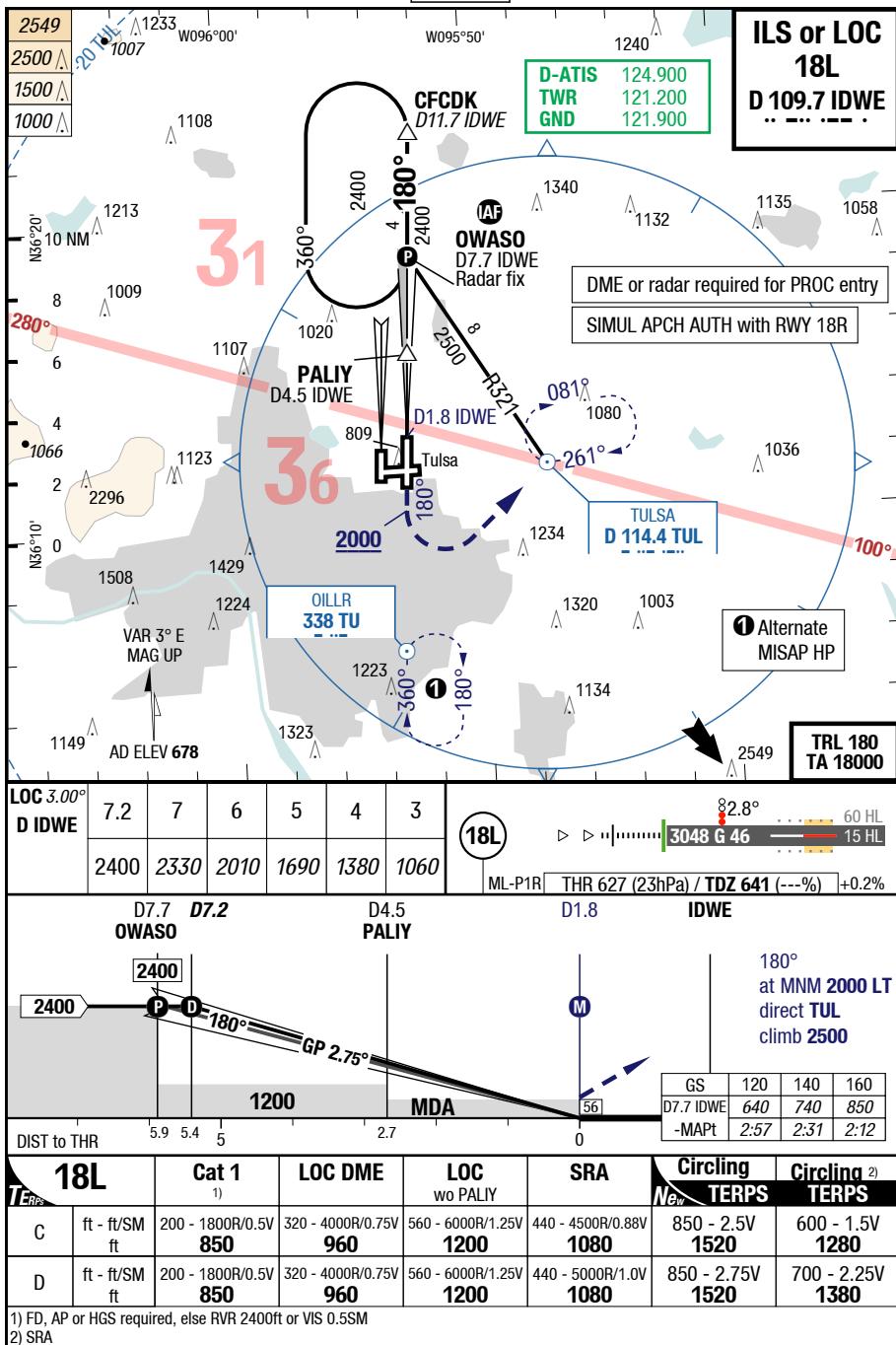
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## VINTA 2

VINTA 2





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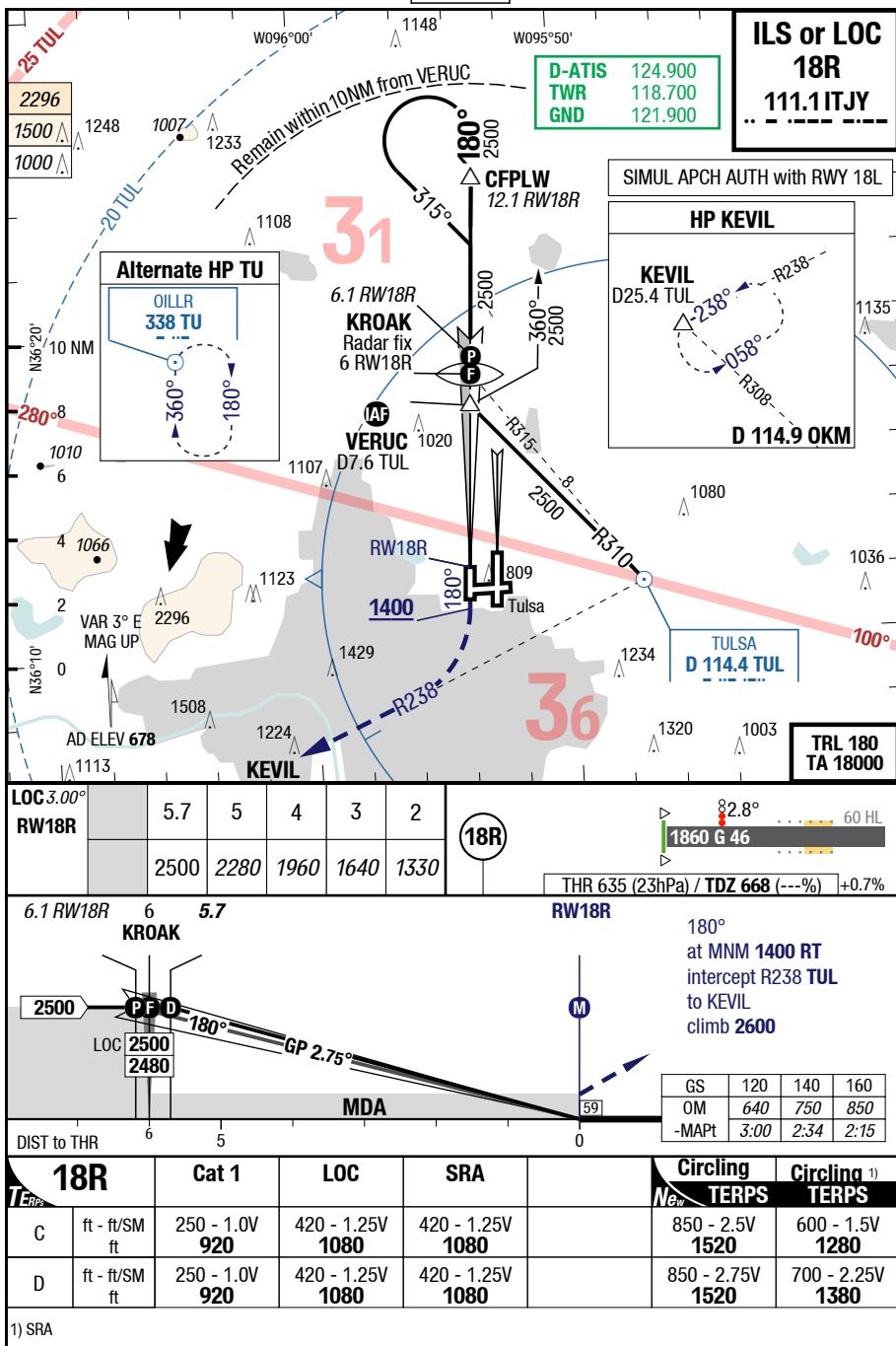
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7-20

ILS or LOC 18R

IAC



15-SEP-2016

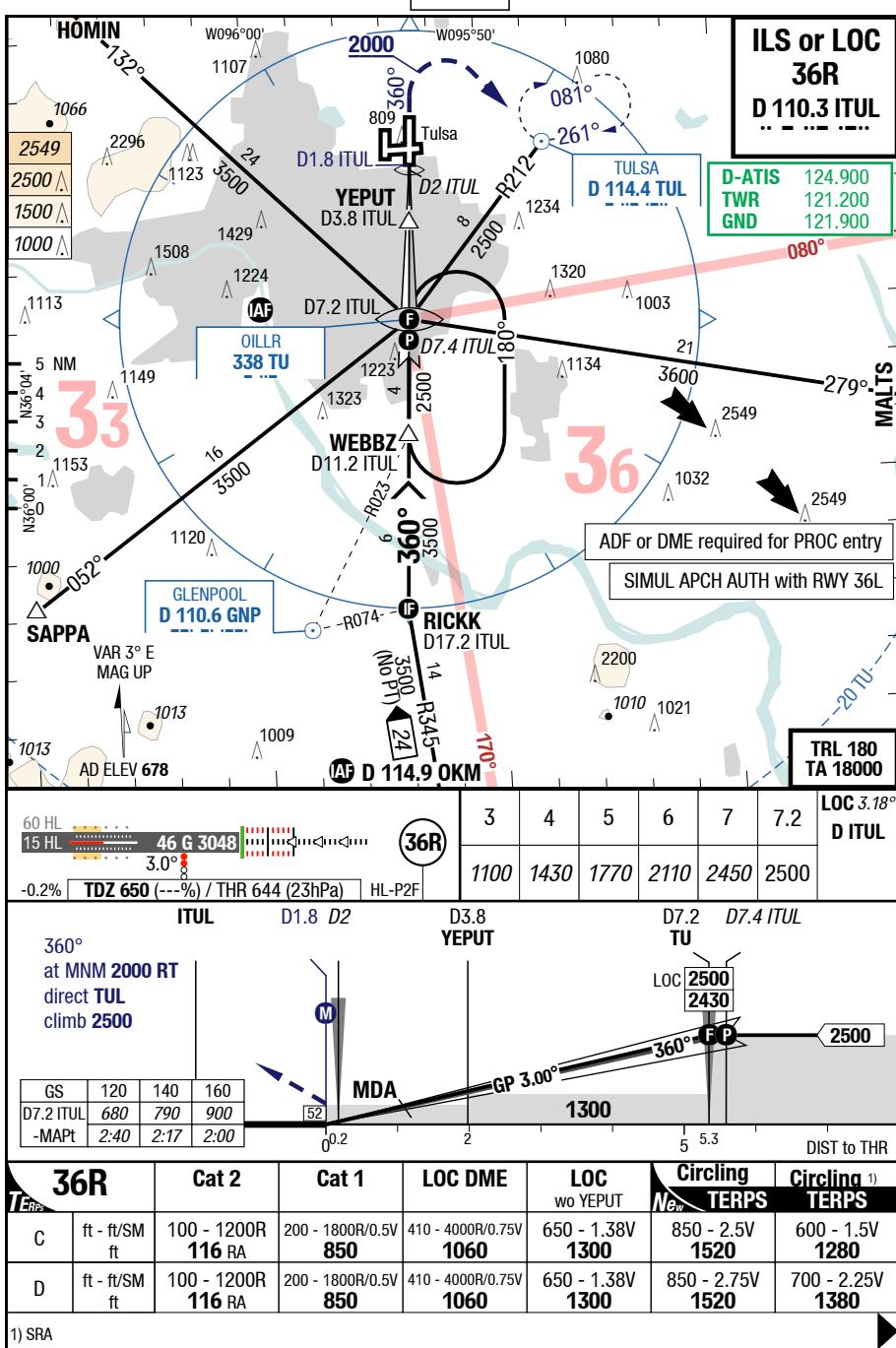
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ILS or LOC 36R

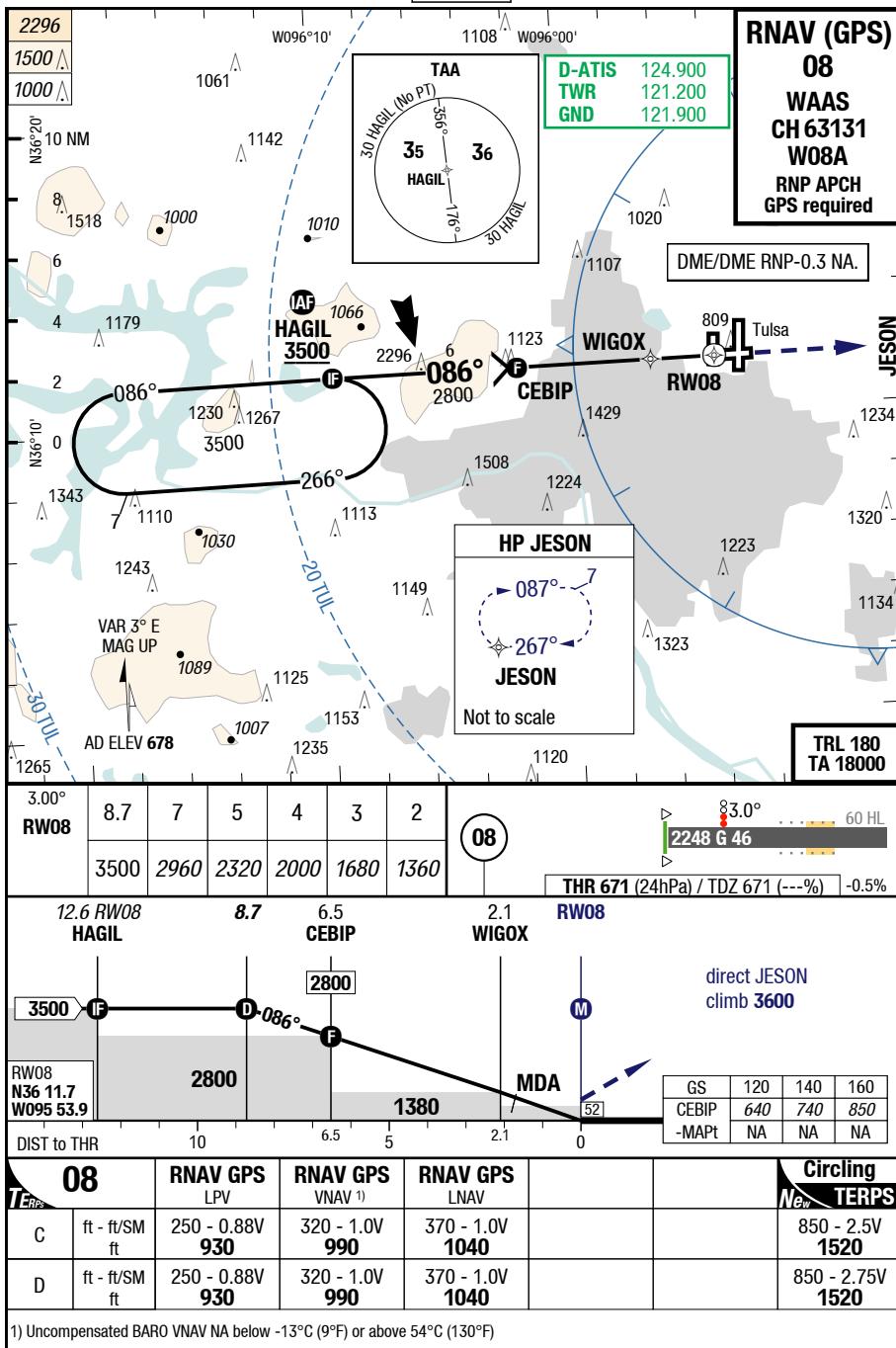
7-30



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7-50

## RNAV (GPS) 08



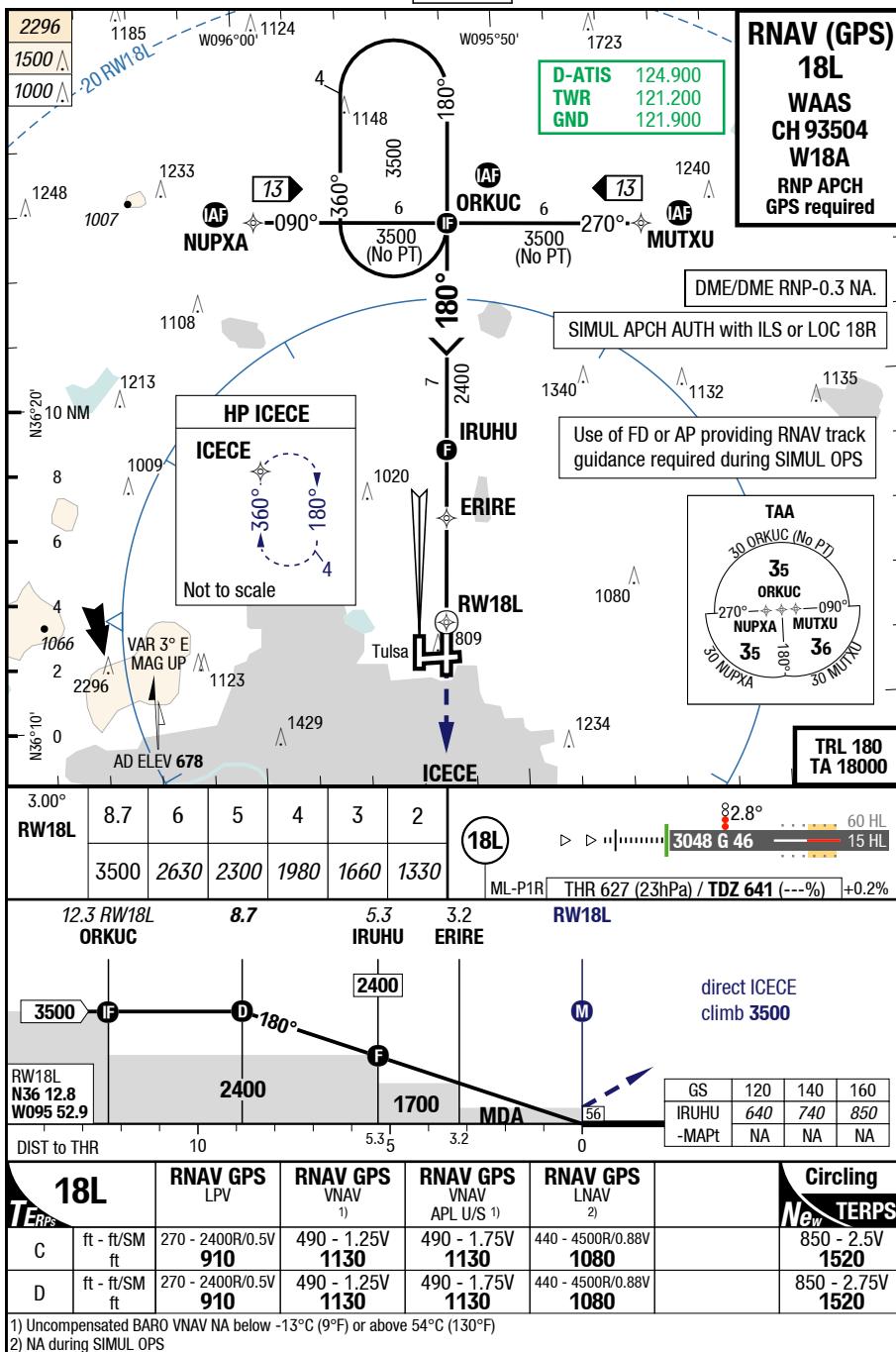
1) Uncompensated BARO VNAV NA below -13°C (9°F) or above 54°C (130°F)

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7-60

RNAV (GPS) 18L

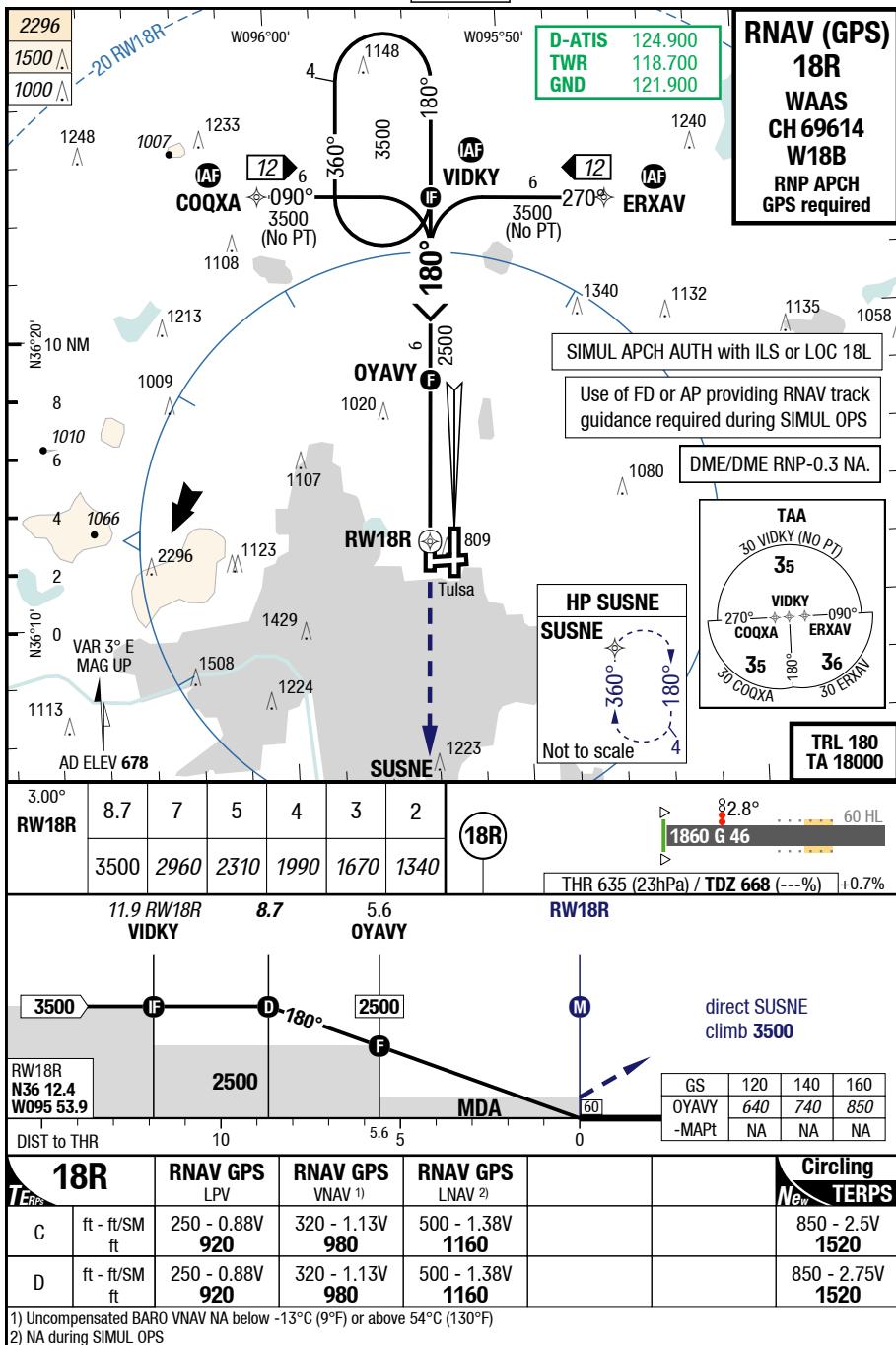
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7-70

## RNAV (GPS) 18R



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

## 2) NA during SIMUL OPS

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## **RNAV (GPS) 26**

**RNAV (GPS) 26**  
**WAAS CH 93814 W26A**  
**RNP APCH GPS required**

**Runway Data (RW26):**

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

**Flight Level Information:**

|    |      |      |      |      |      |      |            |
|----|------|------|------|------|------|------|------------|
| 26 | 2    | 4    | 6    | 7    | 8    | 9    | 3.00° RW26 |
|    | 1340 | 1990 | 2630 | 2950 | 3280 | 3600 |            |

**Performance Data (Climb 3500 ft):**

|       |     |     |     |
|-------|-----|-----|-----|
| GS    | 120 | 140 | 160 |
| MIROE | 640 | 740 | 850 |
| -MAPt | NA  | NA  | NA  |

**TERPS (Circling TERPS):**

|    |               |                        |                        |                        |  |  |                         |
|----|---------------|------------------------|------------------------|------------------------|--|--|-------------------------|
| 26 | RNAV GPS LPV  | RNAV GPS VNAV 1)       | RNAV GPS LNAV          |                        |  |  | Circling TERPS          |
| C  | ft - ft/SM ft | 200 - 0.75V <b>860</b> | 440 - 1.0V <b>1090</b> | 510 - 1.0V <b>1160</b> |  |  | 850 - 2.5V <b>1520</b>  |
| D  | ft - ft/SM ft | 200 - 0.75V <b>860</b> | 440 - 1.0V <b>1090</b> | 510 - 1.0V <b>1160</b> |  |  | 850 - 2.75V <b>1520</b> |

**Notes:**

- 1) Uncompensated BARO VNAV NA below  $-13^{\circ}\text{C}$  ( $9^{\circ}\text{F}$ ) or above  $54^{\circ}\text{C}$  ( $130^{\circ}\text{F}$ )

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

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7-90

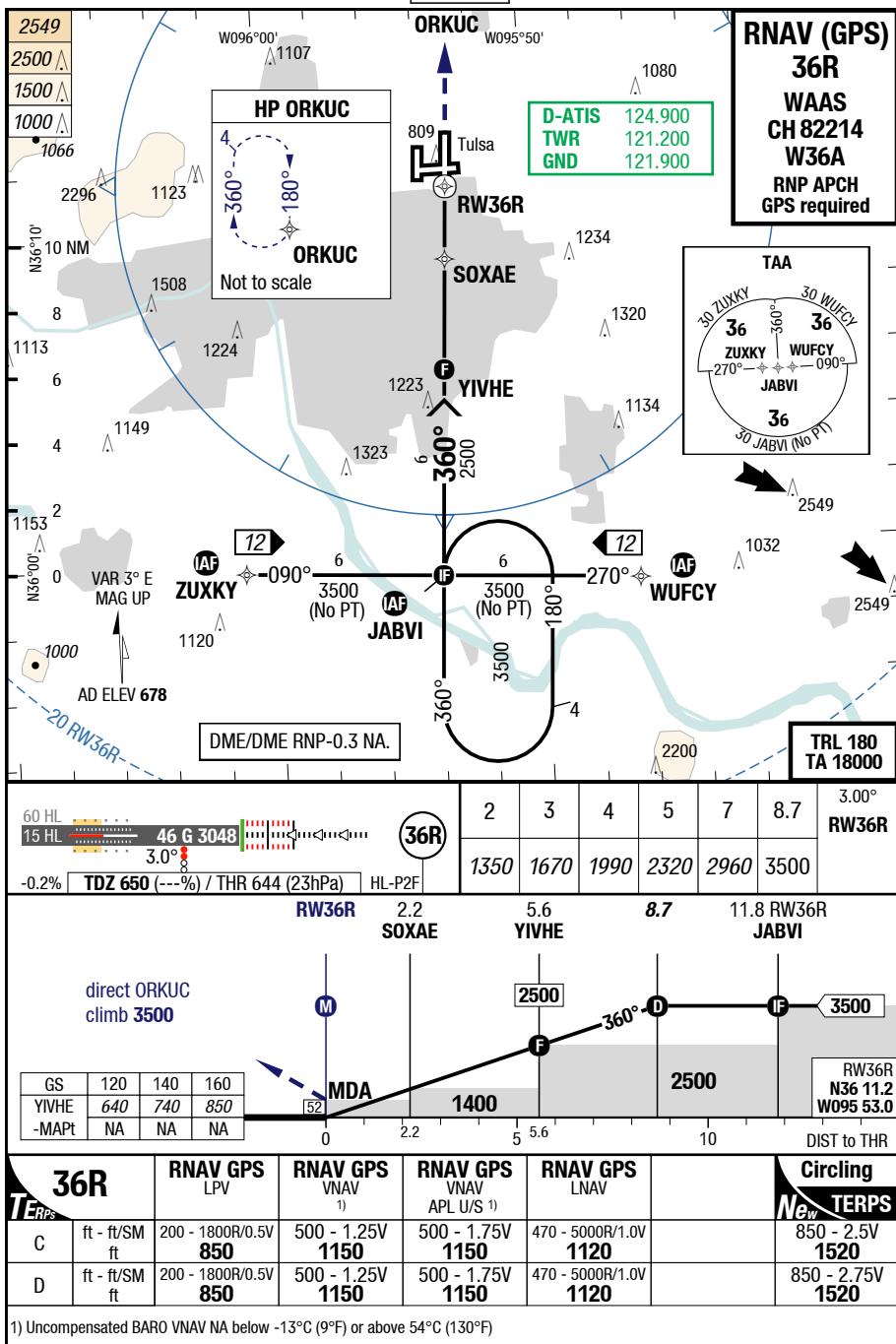
## RNAV (GPS) 36L

1) Uncompensated BARO VNAV NA below  $-13^{\circ}\text{C}$  ( $9^{\circ}\text{F}$ ) or above  $54^{\circ}\text{C}$  ( $130^{\circ}\text{F}$ ), 2) NA during SIMUL OPS, 3) SBA

7-100

## RNAV (GPS) 36R

14



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

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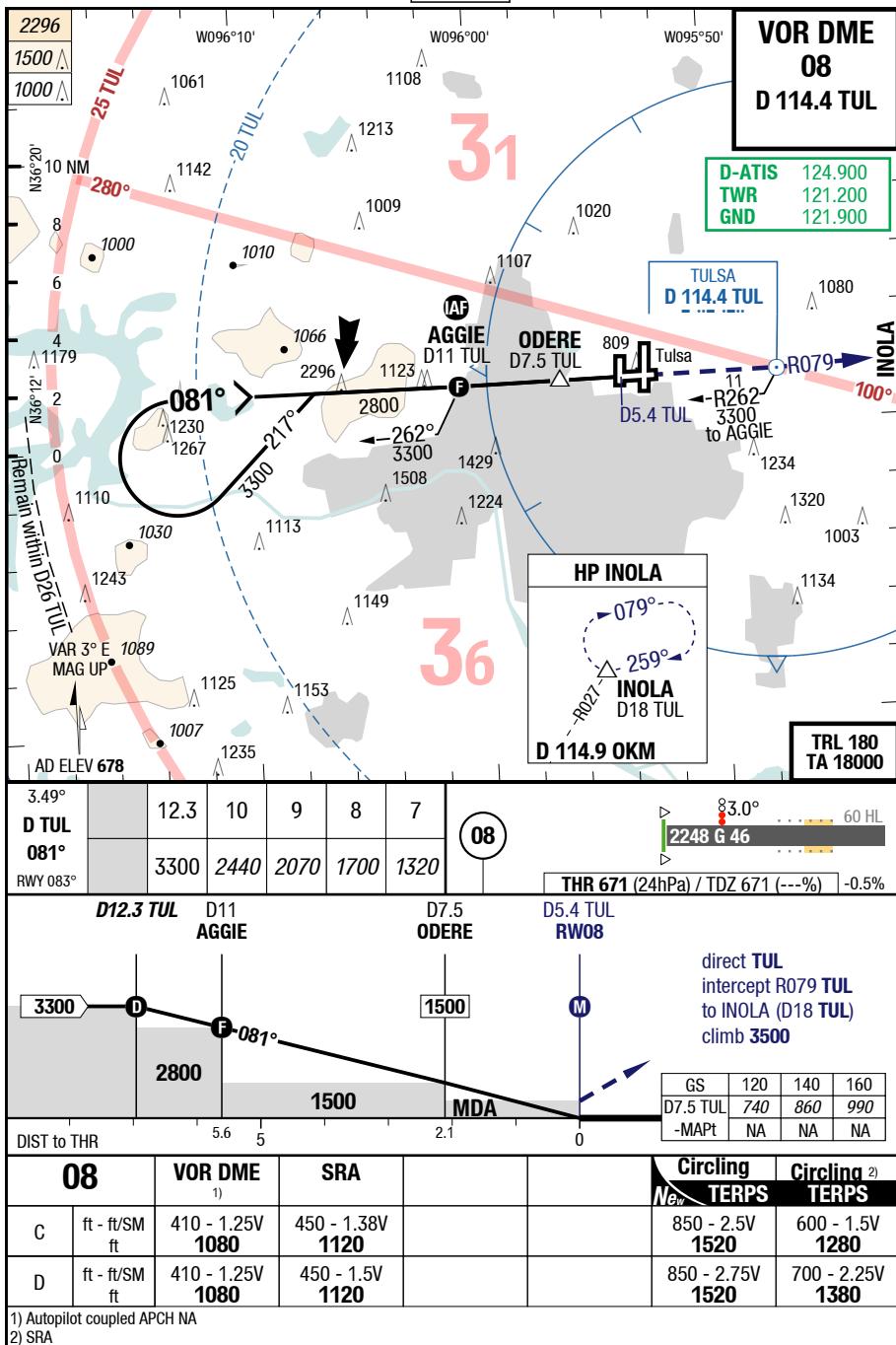
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VOR DME 08

IAC



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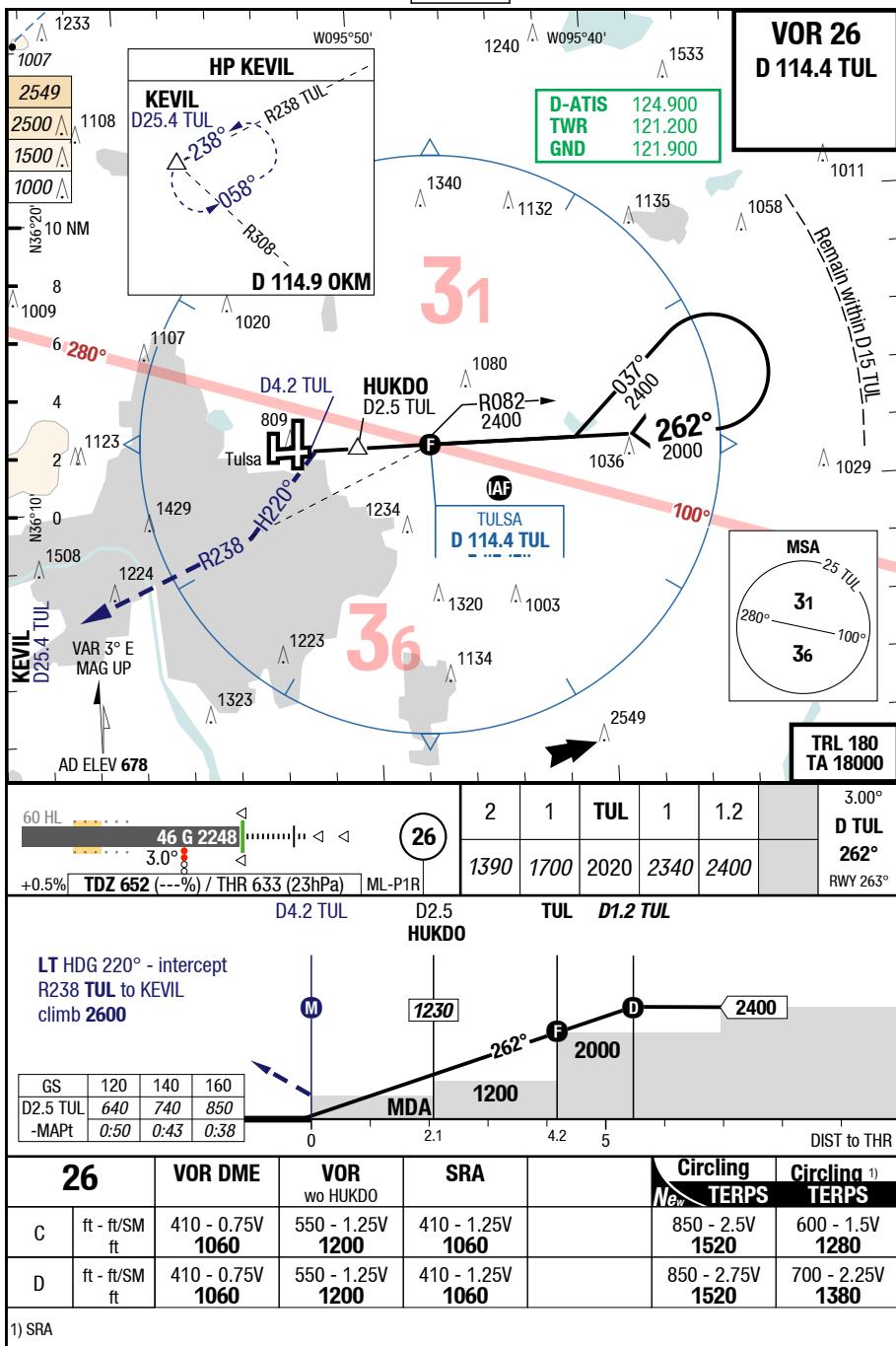
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7-120

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VOR 26



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**TUL-KTUL****7-130****WxMinima Overflow**

| <i>T<sub>Ref</sub></i><br><b>36R</b> |                  | <b>SRA</b>                      |  |  |  |  |  |  |
|--------------------------------------|------------------|---------------------------------|--|--|--|--|--|--|
| C                                    | ft - ft/SM<br>ft | 490 - 5000R/1.0V<br><b>1140</b> |  |  |  |  |  |  |
| D                                    | ft - ft/SM<br>ft | 490 - 5000R/1.0V<br><b>1140</b> |  |  |  |  |  |  |