

ILS RWY 36R (CAT II)
TULSA INTL (TUL)

HOMIN $\swarrow$ 3500 to OILR 132° (23.8)

LOCALIZER 110.3
I-TUL $\overline{\text{---}}$
Chan 40

TULSA
114.4 TUL $\overline{\text{---}}$
Chan 91

081°
261° R-081

2500
212° (7.7)

IM

810

2500
360° (4)

WEBBZ
I-TUL 11.2

1 min

180°

LOM/IAF
OILR
338 TU $\overline{\text{---}}$
I-TUL 7.2

5000
2500

HOLD

3500
360° (6)

(IF)
RICKK
I-TUL 17.2

180°

3500 NoPT
345° (14.3)

3600
279° (21.3)

MALTS

SAPPA $\swarrow$ 3500 052° (16.4)

MSA TU 25 NM

3400

3600

260°

350°

IAF
OKMULGEE
114.9 OKM $\overline{\text{---}}$
Chan 96

ELEV 678 **D** TDZE 650

Diagram illustrating the proposed grade-separated intersection of TDZ/CL Rwy 36R and HIRL Rwy 8-26. The diagram shows a horizontal runway (Rwy 36R) and a vertical runway (Rwy 8-26) intersecting. The horizontal runway has a width of 10000 X 150 and a centerline width of 7376 X 150. The vertical runway has a width of 6101 X 100. The intersection is marked with a star and the label 'TWR'. The horizontal runway is labeled '36L' on the left and '36R' on the right. The vertical runway is labeled '18R' at the top and '26L' at the bottom. The diagram also shows the 'TDZ/CL Rwy 36R' and 'HIRL Rwy 8-26, 18L-36R and 18R-36L'.

SC-1. 30 OCT 2025 to 27 NOV 2025