

WAAS CH 82214 W36A	APP CRS 360°	Rwy Ldg 10000 TDZE 650 Apt Elev 678
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RNAV (GPS) RWY 36R

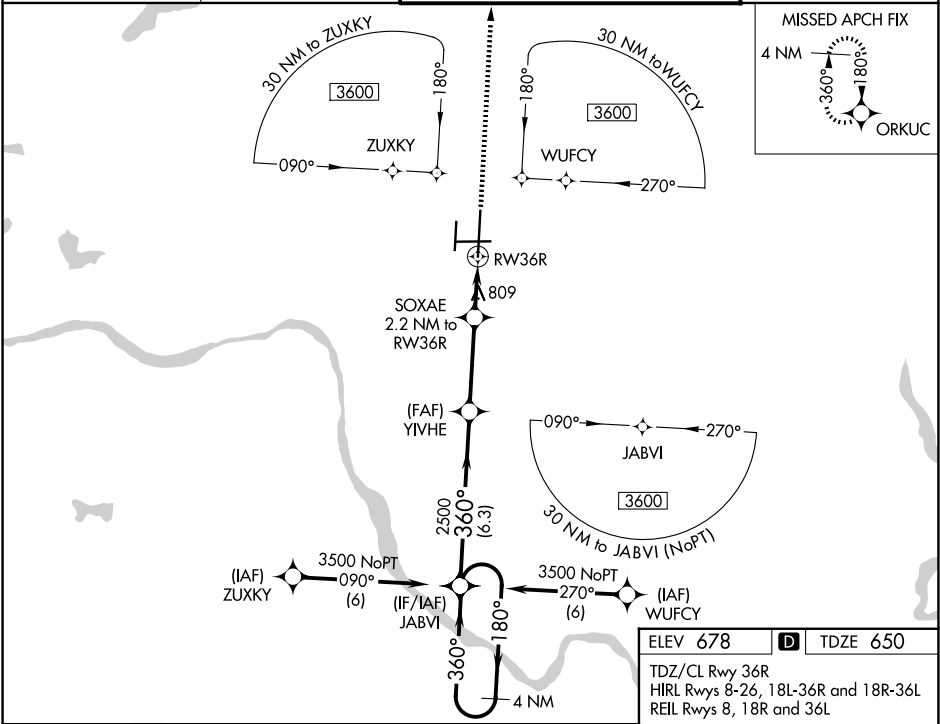
TULSA INTL (TUL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.
For inop ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cats C/D/E visibility to 1½ mile.

ALSF-2

MISSED APPROACH:
Climb to 3500 direct
ORKUC and hold.

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (08/26, 18L/36R) 118.7 257.8 (18R/36L)	GND CON 121.9 348.6
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4 NM Holding Pattern JABVI

3500

←180°

360°→

GP 3.00° TCH 52

YIVHE

2500

6.3 NM

3.4 NM

0.9 NM

1.3 NM

*1400

*1.3 NM to RW36R

RW36R

SOXAE

2.2 NM to RW36R

*LNAV only

3500

ORKUC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).

CATEGORY	A		B	C	D	E
LPV DA	850/18		200 (200-½)			
LNAV/VNAV DA	1145-1¼		495 (500-1¼)			
LNAV MDA	1120/24	470 (500-½)	1120/50		470 (500-1)	
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)	

Diagram illustrating a 360° holding pattern for RW36R. The pattern is centered on the 360° heading. Key features include:

- 360° turn at the start of the pattern.
- 180° turn at the top of the pattern.
- 360° turn at the bottom of the pattern.
- 180° turn at the end of the pattern.
- 360° turn at the start of the pattern.
- 180° turn at the top of the pattern.
- 360° turn at the bottom of the pattern.
- 180° turn at the end of the pattern.

The diagram also shows a 360° turn at the start of the pattern, a 180° turn at the top of the pattern, a 360° turn at the bottom of the pattern, and a 180° turn at the end of the pattern. The diagram is labeled with '360°' at the bottom and '360°' at the top.

SC-1, 30 OCT 2025 to 27 NOV 2025

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