

## KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KTUL airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Tulsa International Airport (KTUL)** is a medium sized multi-use airport, located on the northeastern edge of Tulsa, Oklahoma. It serves air carrier, air cargo, business, and general aviation, as well as locally based and itinerant military aircraft. KTUL is home to the 138<sup>th</sup> Fighter Wing and OK Army Guard.

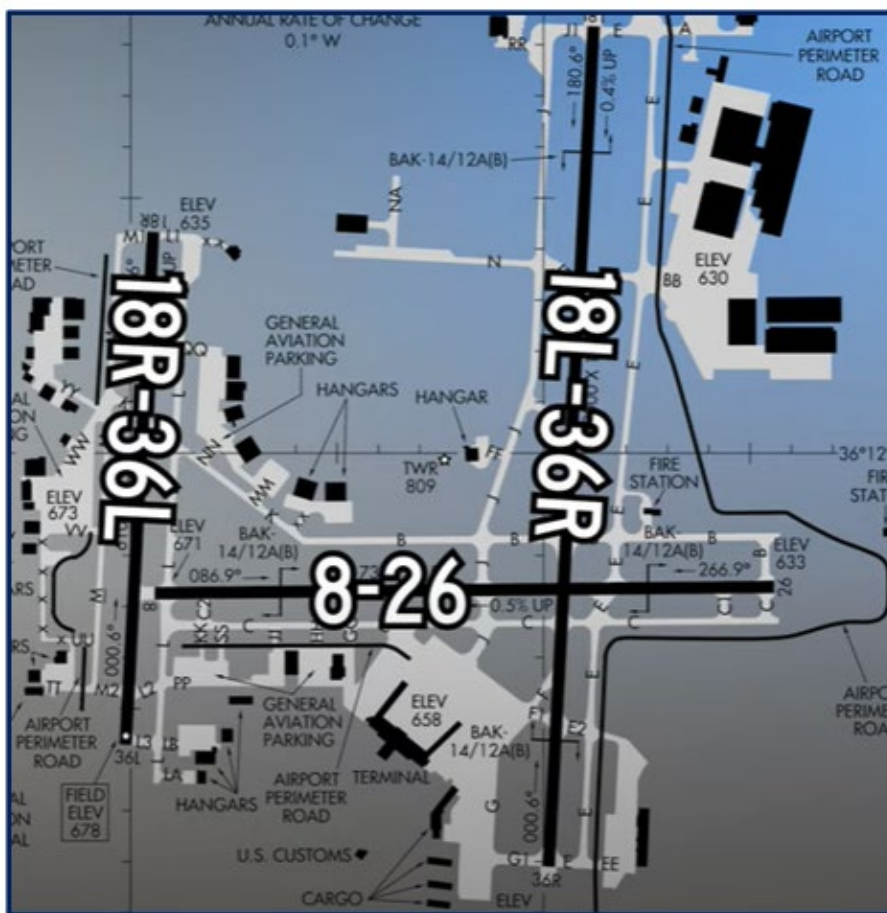
KTUL Tower Hours of Operation Continuous-24/7

Administrative Office Open 0700L to 1500L M-F

Business Phone 918-831-6700

The RWY configuration consists of parallel RWYs 18L/R and 36L/R with intersecting RWY 8/26 which crosses the larger RWY 18L/36R but not the shorter RWY 18R/36L.

The **airspace** at KTUL is **Class C**. (Refer to Sectional Chart.)



KTUL Airfield Diagram

## Cautions

### Hot Spots

There are no Hotspots.

### Wrong Surface Landings

- ✓ Wrong Surface Landing risk exists with offset parallel RWY's with staggered thresholds.
- ✓ RWY 18L is longer than and comes into view before the shorter RWY 18R. This is also the case with RWY 36R and the shorter RWY 36L.



Offset Parallel RWYs

- ✓ A Wrong Surface Landing risk exists whenever a TWY parallels the RWY.
- ✓ Pilots have mistakenly lined up on final for TWY M mistaking it for RWY 18R.
- ✓ Positive identification of the RWY needs to be a part of every takeoff and landing checklist.
- ✓ Runway Markings are **White**. Surfaces not used for Takeoff/Landing like Taxiway Markings, Chevrons, Runway Shoulder, and Runway Turn-on Markings, etc., are **Yellow**.



RWY 18R w/Parallel TWYs



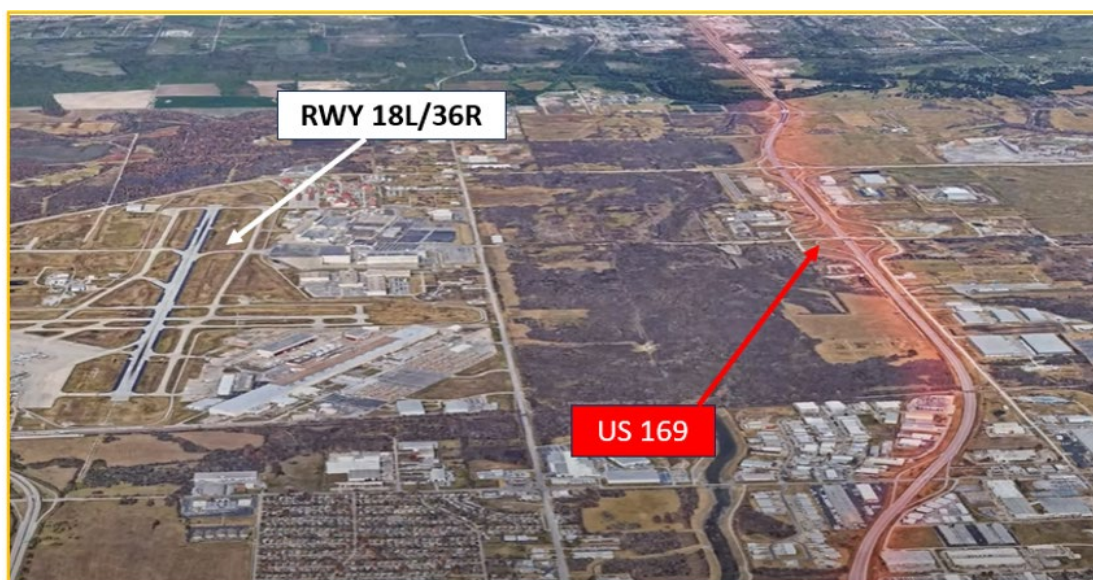
- ✓ A Wrong Surface Landing risk also exists at KTUL when landing west. A drag racing strip near the airport and on final for RWY 26, has the same orientation and may be confusing. This risk can be more pronounced during sunset.
- ✓ For all these Wrong Surface Landing Risks, loading an instrument approach to the assigned RWY will help pilots ensure they are landing on the proper surface.



RWY 26 Raceway

### Additional Cautions

- ✓ A perimeter road with markings and signage circles most of the airport.
- ✓ A large, wooded area north of the airport contributes to increased bird activity in the vicinity of the airport.
- ✓ Several uncontrolled airports are located underneath the outer ring of the Class C airspace. Be alert for pop-up VFR aircraft.
- ✓ Do not confuse the multi-lane highway, US 169 which parallels RWY 18L/36R, for a RWY.



RWY 18L/36R w/US 169

## FROM THE KTUL TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

### Traffic Patterns

- ✓ We primarily utilize RWY 18R/36L for aircraft in the traffic pattern. Pattern altitude is at or below 2500' MSL.

### Ground Control

- ✓ Let us know where you are parked and ready to taxi with current ATIS.
- ✓ All FBO parking and the terminal ramp areas are uncontrolled.
- ✓ The following areas are not visible from the ATCT:
  - Taxilanes (TXLs) LA, NN and QQ. (See illustration.)
- ✓ When exiting the TXLs, hold short of the TWY and contact Ground Control for instructions.



### Runway Crossings

- ✓ Read back RWY crossing/hold short instructions with callsign in the same transmission.

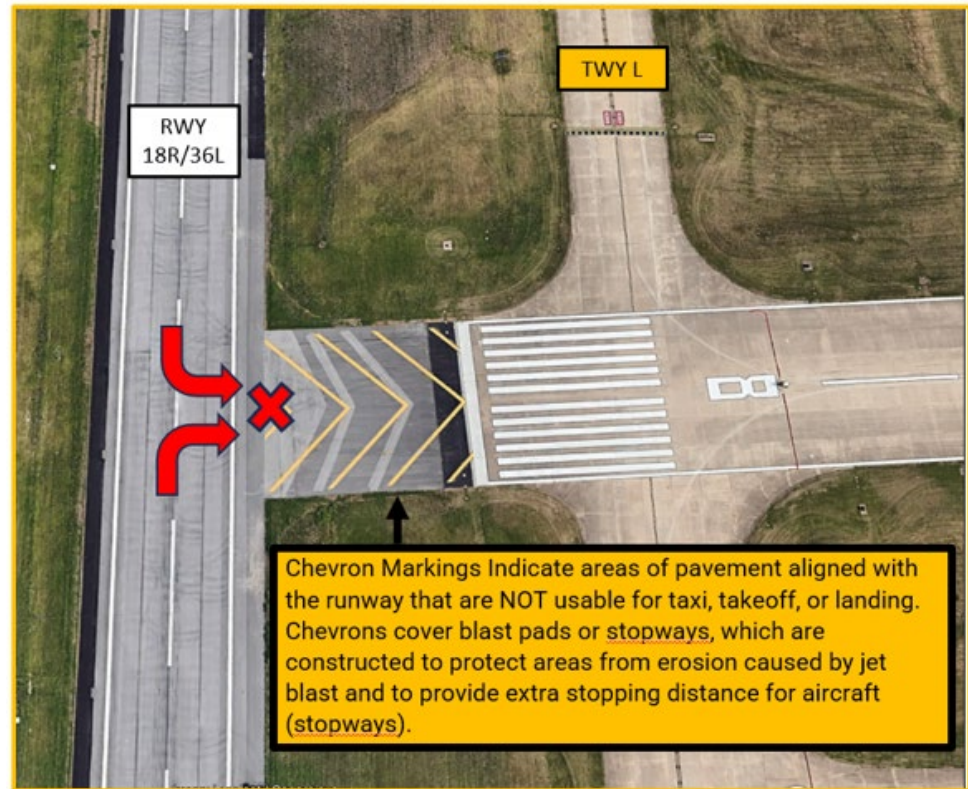
### Takeoff/Departure

- ✓ IFR departures will be issued RWY heading or a turn 50 degrees left or right depending on destination.
- ✓ TWR will try to issue VFR departures a turn toward their destination.



## Avoidance Areas

- ✓ When landing on RWY 18R/36L **DO NOT** exit onto RWY 8/26. Even though the pavement at the approach end of RWY 8 connects to RWY 18R/36L, that area is a protected area and **NOT** **USABLE FOR TAXI, TAKEOFF, OR LANDING.**



Avoidance Areas

## Arrival/Landing

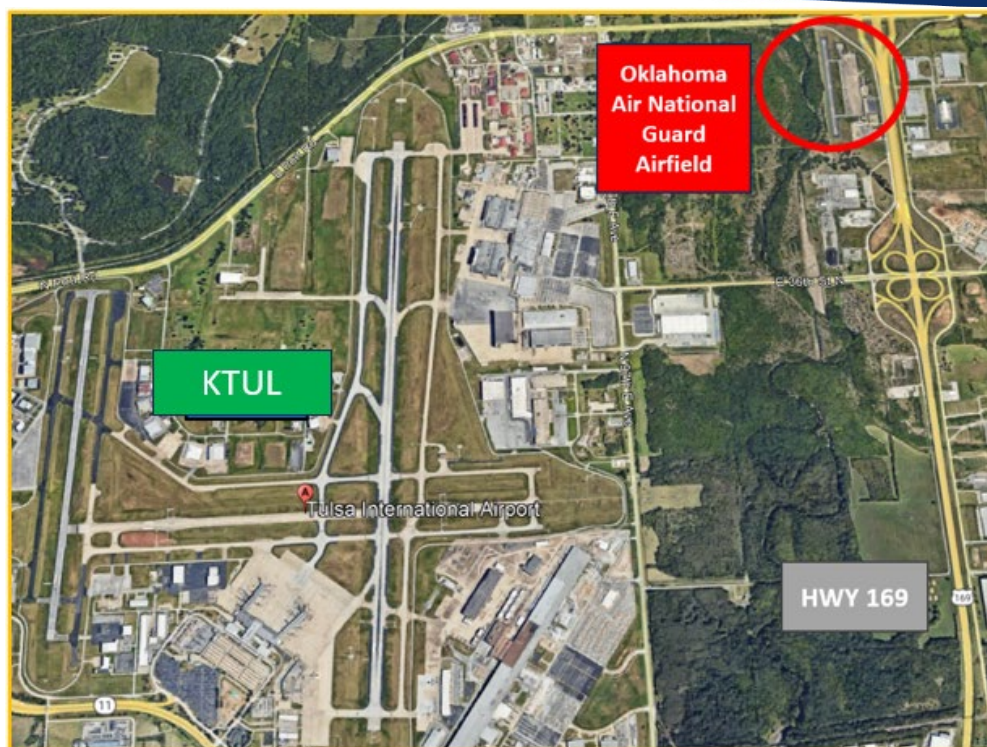
- ✓ TUL Approach will sequence all IFR/VFR inbound traffic.
- ✓ When in the traffic pattern, the TWR will extend upwind/downwind as necessary.
- ✓ Pilots are expected to exit the RWY at the first available TWY unless a specific TWY is issued.

## Weather

- ✓ The weather can change rapidly. There may barely be any wind and then 50kt gusts may occur.

## Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ KTUL is home to the 138<sup>th</sup> Fighter Wing, located on the north end of TWY E.
- ✓ KTUL TWR also coordinates low-level helicopter operations, for the Oklahoma Army National Guard Unit, located about 1.25 NM northeast of the field. (See illustration below.)



**Air National Guard**

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