TULSA, OKLAHOMA

HI-VOR Z or TACAN Z RWY 26

[USAF] TULSA INTL (KTUL)

VORTAC TUL 114.4 Chan 91	APCH CRS 262°	Rwy ldg 7376, TDZE 652, Arpt Elev 678

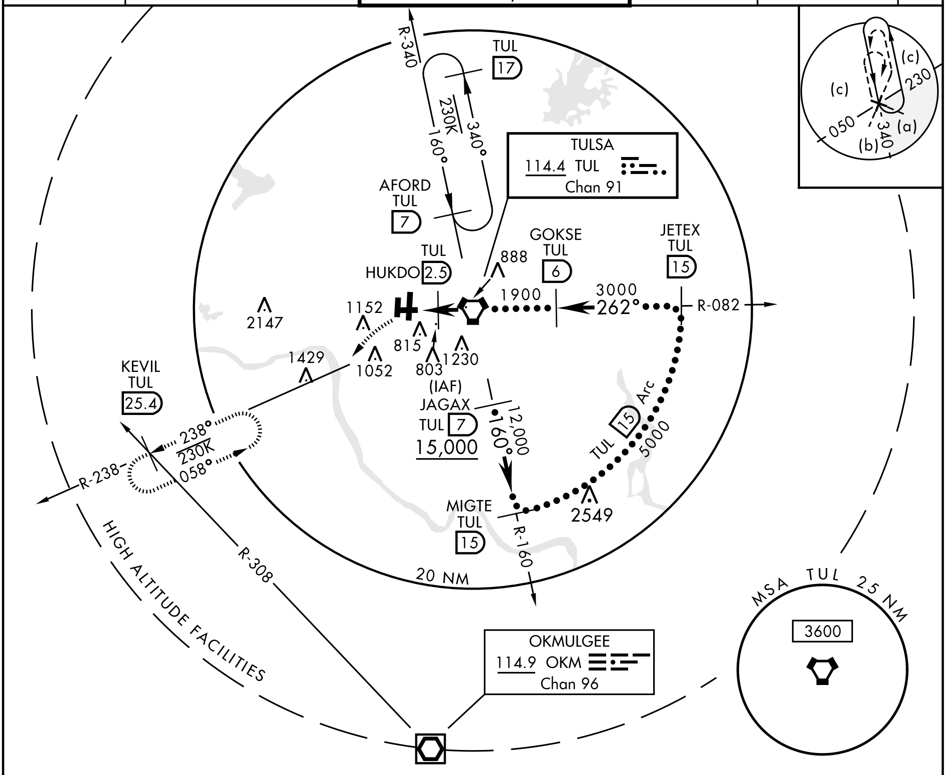
DME required

*When ALS inop, increase CAT CDE vis to 1¼ miles.
**CAT E circling not authorized S of Rwy 8-26.

MALSR

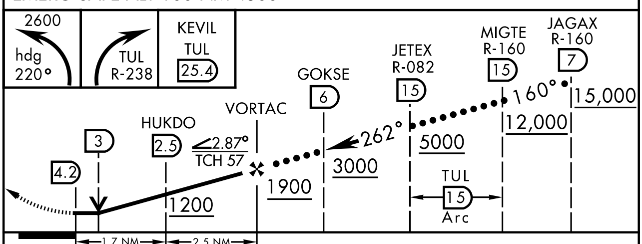
MISSED APPROACH: Climbing left turn to 2600 on heading 220° and TUL VORTAC R-238 to KEVIL/TUL 25.4 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR
124.9 377.2	124.0 338.3 175°-354° 119.1 351.8 355°-174°	121.2 310.8 Rwy 18L-36R, 8-26 118.7 257.8 Rwy 18R-36L	121.9 348.6	134.05 284.7	



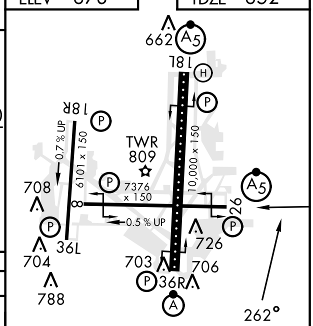
SC-1, 22 FEB 2024 to 21 MAR 2024

EMERG SAFE ALT 100 NM 4500



CATEGORY	C	D	E
S-26*	1080-¾ 428 (500-¾)		
CIRCLING**	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678 TDZE 652



REIL Rwy 8, 18R, 26, 36L
TDZL/CL Rwy 36R
HIRL all Rwys

TULSA, OKLAHOMA 36°12'N-95°53'W TULSA INTL (KTUL)

Amdt 3B 30NOV23

HI-VOR Z or TACAN Z RWY 26

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

LOC/DME I-TUL **110.3** Chan **40**	APP CRS **360°**	Rwy ldg **10000** TDZE **650** Apt Elev **678**

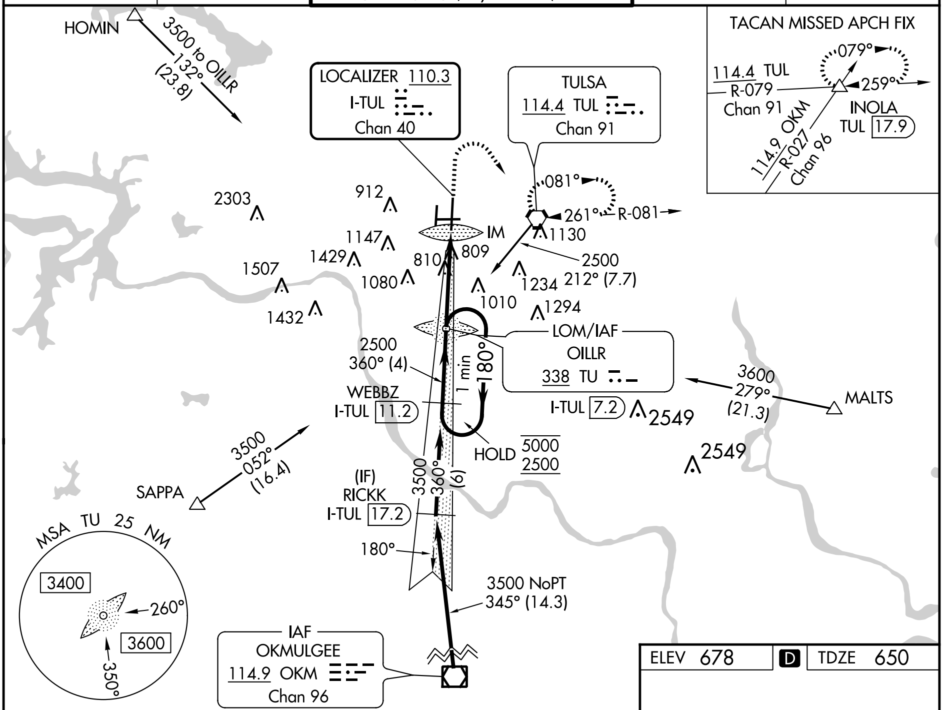
ADF or DME required for procedure entry.

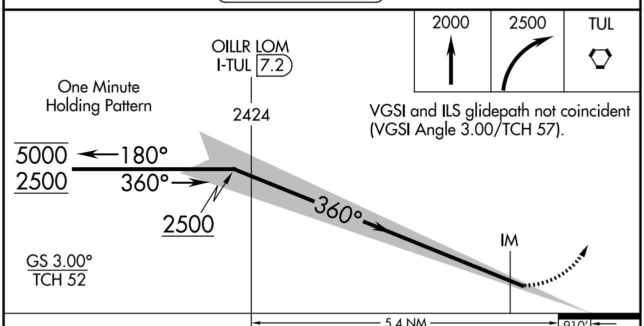
ASR Simultaneous approach authorized.

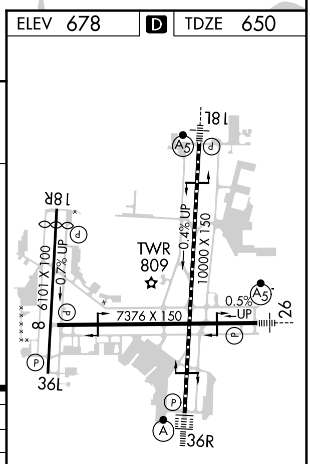
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	**124.0 338.3**	**121.2 310.8** (Rwys 18L-36R, 8-26) **118.7 257.8** (Rwy 18R-36L)	**121.9 348.6**	**134.05 284.7**







CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

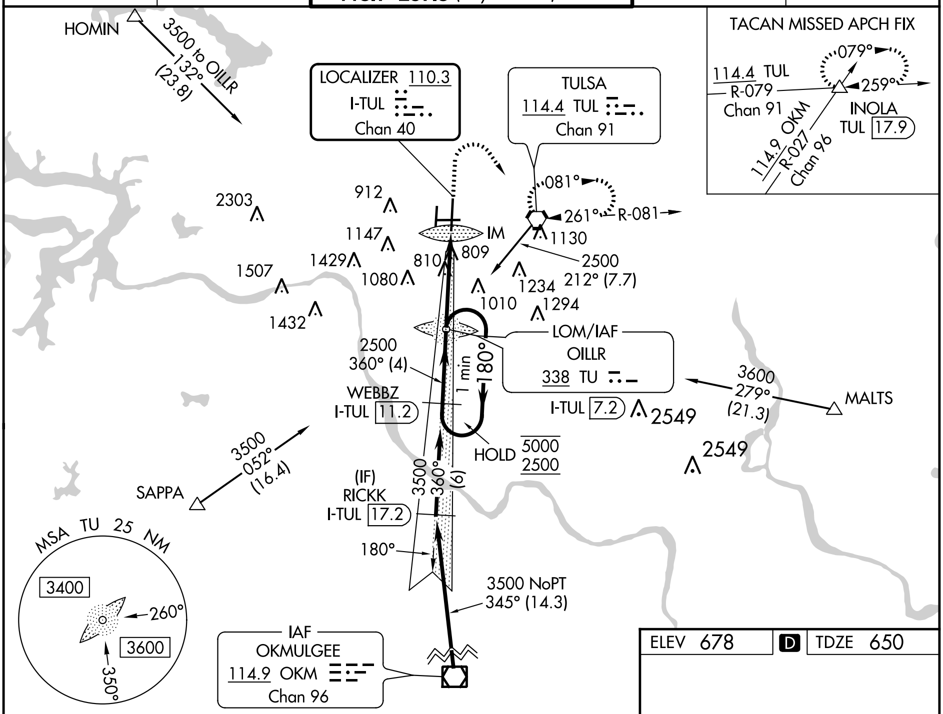
TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

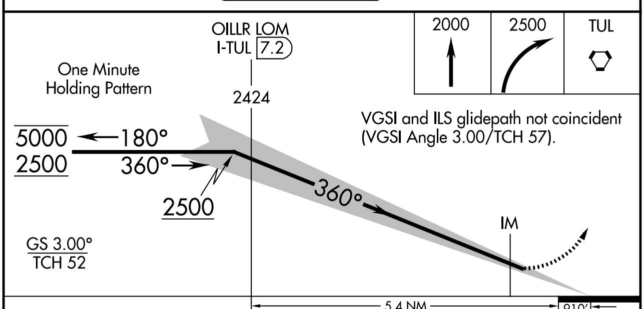
LOC/DME I-TUL **110.3** Chan **40**	APP CRS **360°**	Rwy ldg **10000** TDZE **650** Apt Elev **678**

ILS RWY 36R (SA CAT I)
TULSA INTL (TUL)

ADF or DME required for procedure entry. ASR — Simultaneous approach authorized. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2	MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

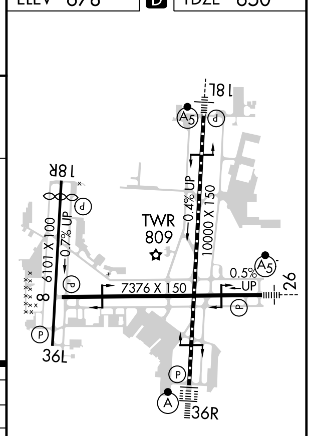




CATEGORY	A	B	C	D
S-ILS 36R	RA 166/14 150 DA 800			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 678 | D | TDZE 650



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

SC-1, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 18L
TULSA INTL (TUL)

LOC/DME I-DWE	APP CRS	Rwy ldg 10000
109.7	**180°**	TDZE **641**
Chan **34**		Apt Elev **678**

DME required for LOC only.
DME or RADAR required for procedure entry.

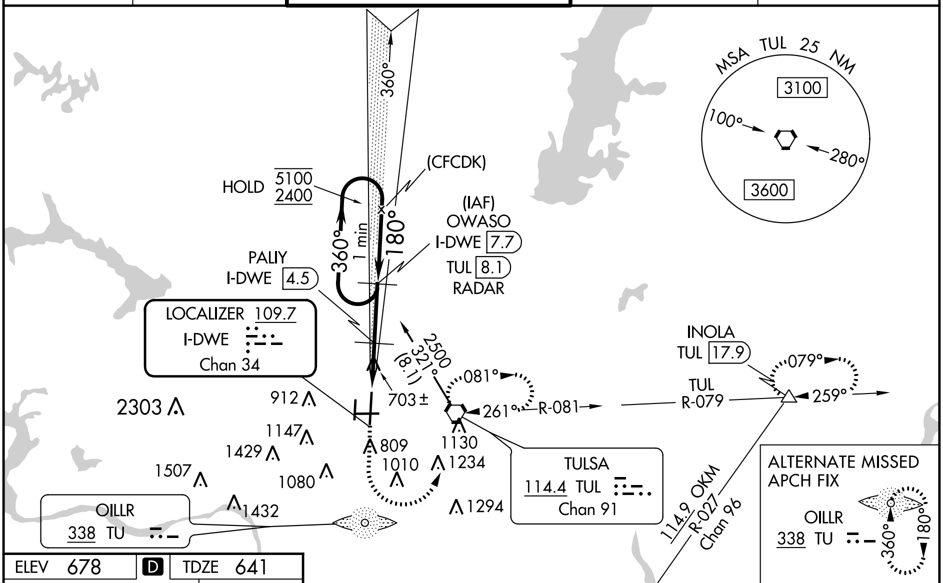
Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1⅝ SM, and PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

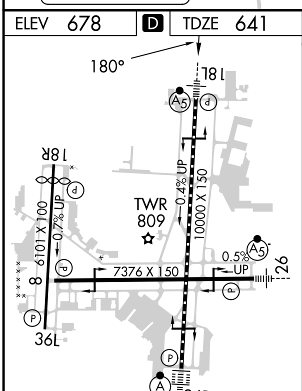
ASR

MALSR

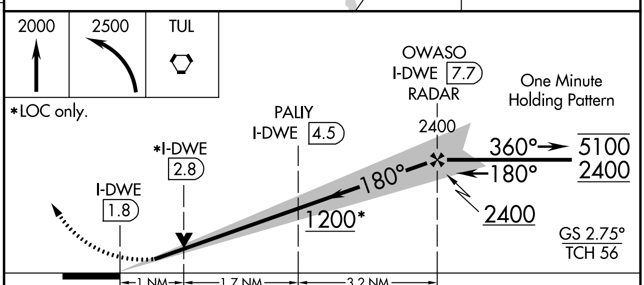
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	**124.0 338.3**	**121.2 310.8** (Rwys 18L-36R, 8-26) **118.7 257.8** (Rwy 18R-36L)	**121.9 348.6**	**134.05 284.7**





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L



CATEGORY	A	B	C	D	E
S-ILS 18L #	841/24 200 (200-½)				
S-LOC 18L	1200/24 559 (600-½)		1200/60 559 (600-1¼)		
C CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
PALIY FIX MINIMUMS (DME REQUIRED)					
S-LOC 18L	960/24 319 (300-½)		960/40 319 (300-¾)		
C 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)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 18R
TULSA INTL (TUL)

LOC I-TJY	APP CRS	Rwy ldg / TDZE / Apt Elev
111.1	**180°**	5501 / 668 / 678

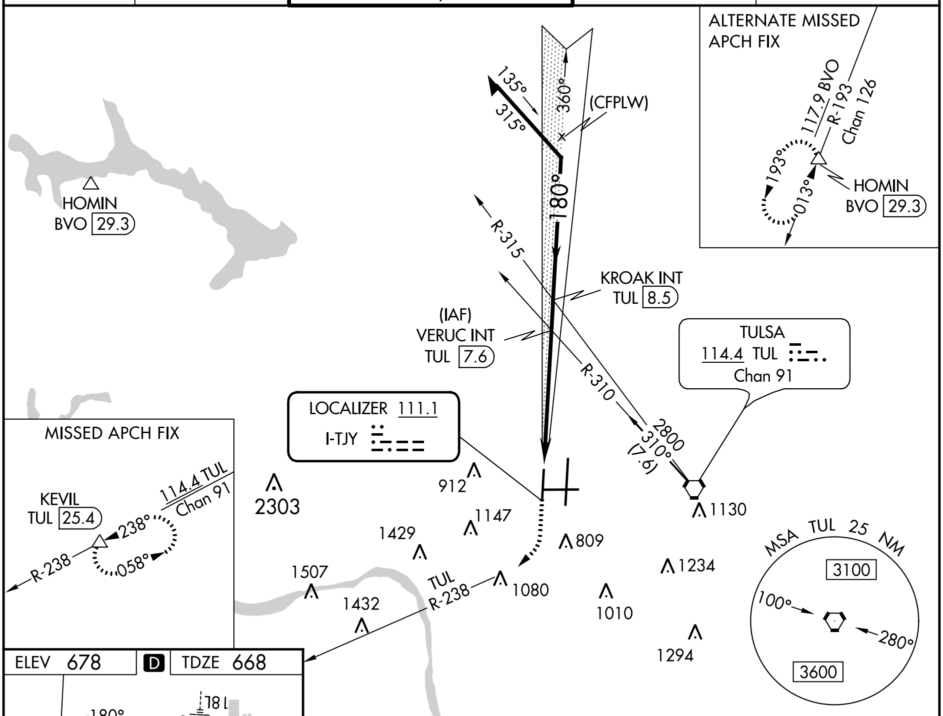
ASR

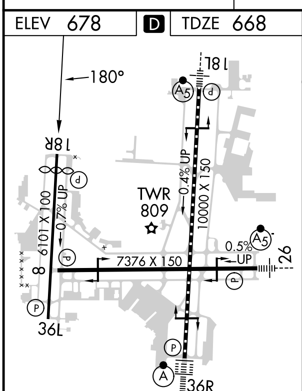
Simultaneous approach authorized.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

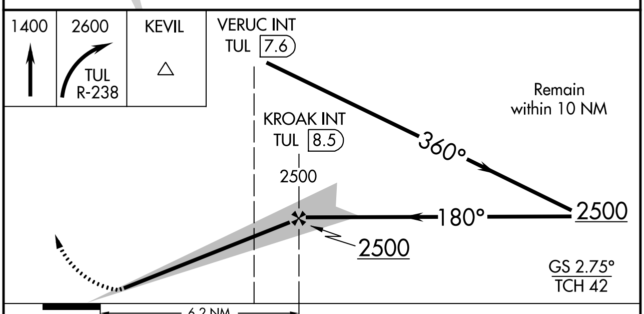
SC-1, 22 FEB 2024 to 21 MAR 2024





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 18R	868-¾ 200 (200-¾)			
S-LOC 18R	1180-1 512 (600-1)		1180-1⅜ 512 (600-1⅜)	
CIRCLING	1180-1 502 (600-1)		1500-2½ 822 (900-2½)	1520-2¾ 842 (900-2¾)

ILS or LOC RWY 36R
TULSA INTL (TUL)

LOC/DME I-TUL	APP CRS	Rwy ldg 10000
110.3 Chan **40**	**360°**	TDZE **650** Apt Elev **678**

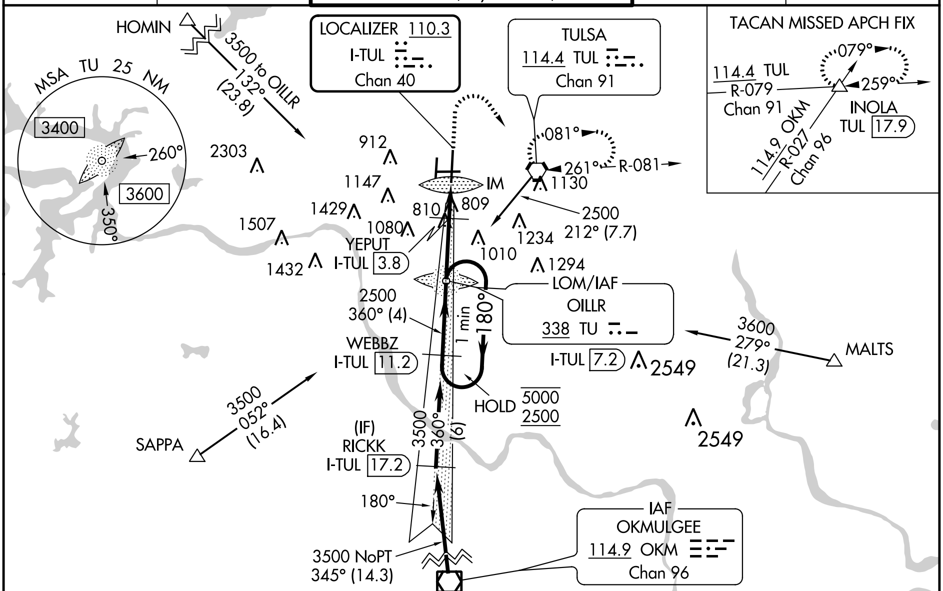
ADF or DME required for procedure entry.

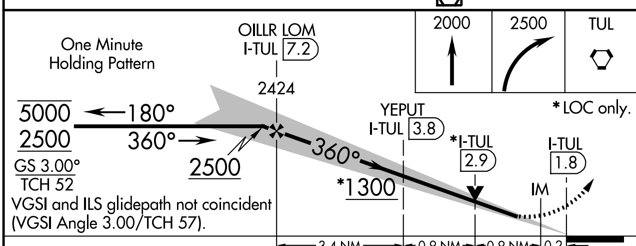
T A ASR Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1⅞ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

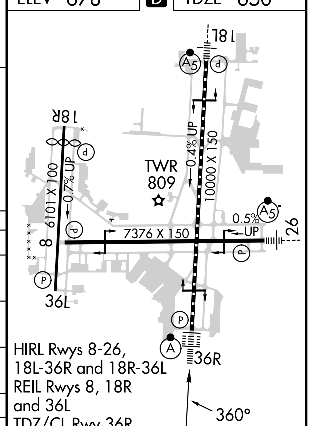
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	**124.0 338.3**	**121.2 310.8** (Rwys 18L-36R, 8-26) **118.7 257.8** (Rwy 18R-36L)	**121.9 348.6**	**134.05 284.7**





CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				
S-LOC 36R	1300/24 650 (700-½)		1300-1⅜ 650 (700-1⅜)		
C CIRCLING	1300-1 622 (700-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
YEPUT FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		
C 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)

ELEV 678 D TDZE 650



HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L
TDZ/CL Rwy 36R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

RNAV (GPS) RWY 18L
TULSA INTL (TUL)

WAAS CH 93504 W18A	APP CRS 180°	Rwy ldg 10000 TDZE 641 Apt Elev 678

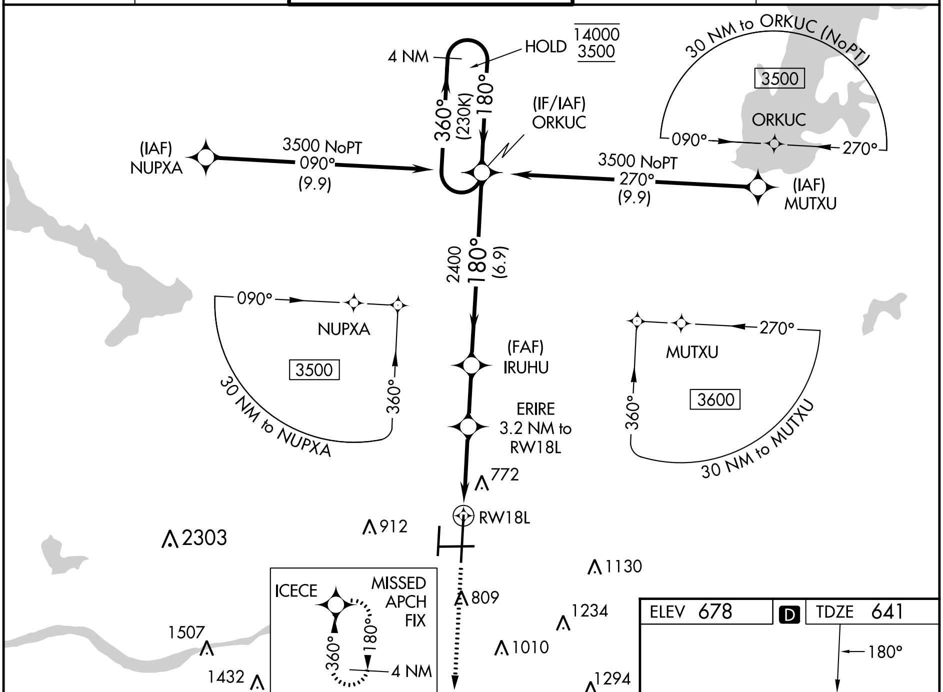
RNP APCH - GPS.

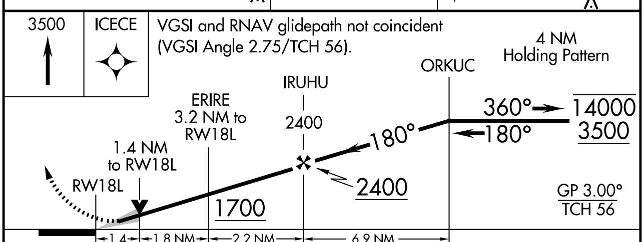
T A ASR Circling NA for Cat E south of Rwy 8-26. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat E visibility to 1¼ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

MALSR A5

MISSED APPROACH: Climb to 3500 direct ICECE and hold.

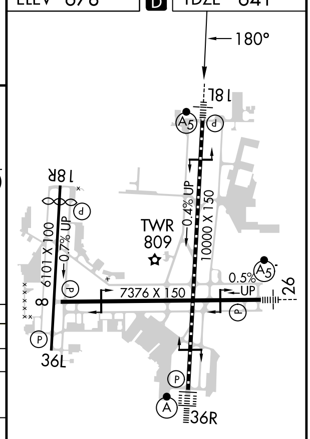
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	841/24 200 (200-½)				
LNAV/VNAV DA	983/30 342 (400-⅝)				
LNAV MDA	1080/24 439 (500-½)		1080/40 439 (500-¾)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1500-2½ 822 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678 D TDZE 641



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 18R
TULSA INTL (TUL)

WAAS CH 69614 W18B	APP CRS 180°	Rwy ldg 5101 TDZE 668 Apt Elev 678

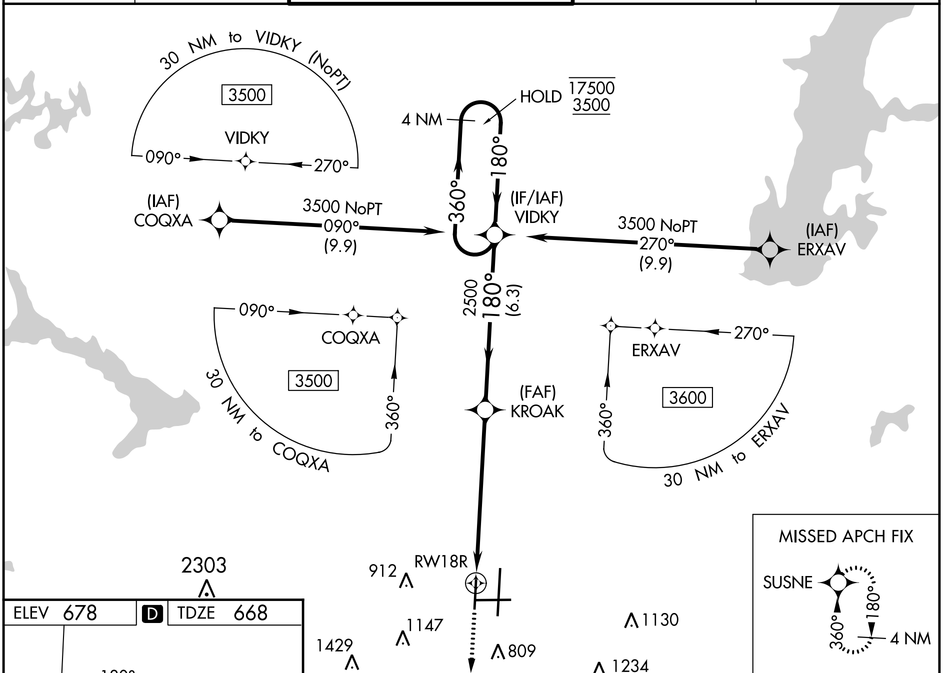
RNP APCH - GPS.

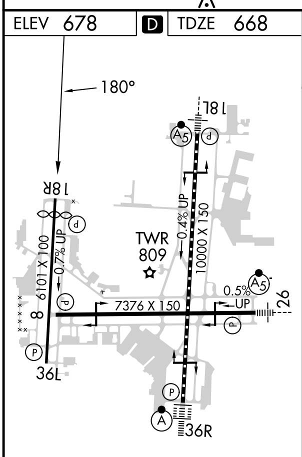
Circling NA for Cat E south of Rwy 8-26. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

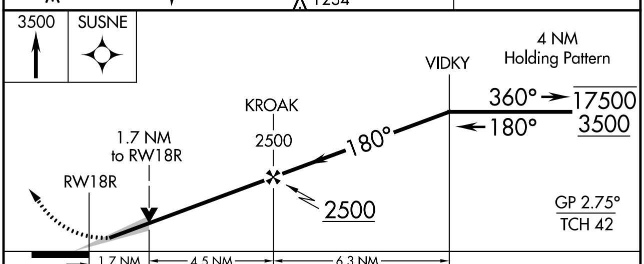
ASR

MISSED APPROACH: Climb to 3500 direct SUSNE and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
LPV DA	868-¾ 200 (200-¾)				
LNAV/VNAV DA	954-⅞ 286 (300-⅞)				
LNAV MDA	1180-1 512 (600-1)		1180-1⅜ 512 (600-1⅜)		
CIRCLING	1180-1 502 (600-1)		1500-2½ 822 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

SC-1, 22 FEB 2024 to 21 MAR 2024

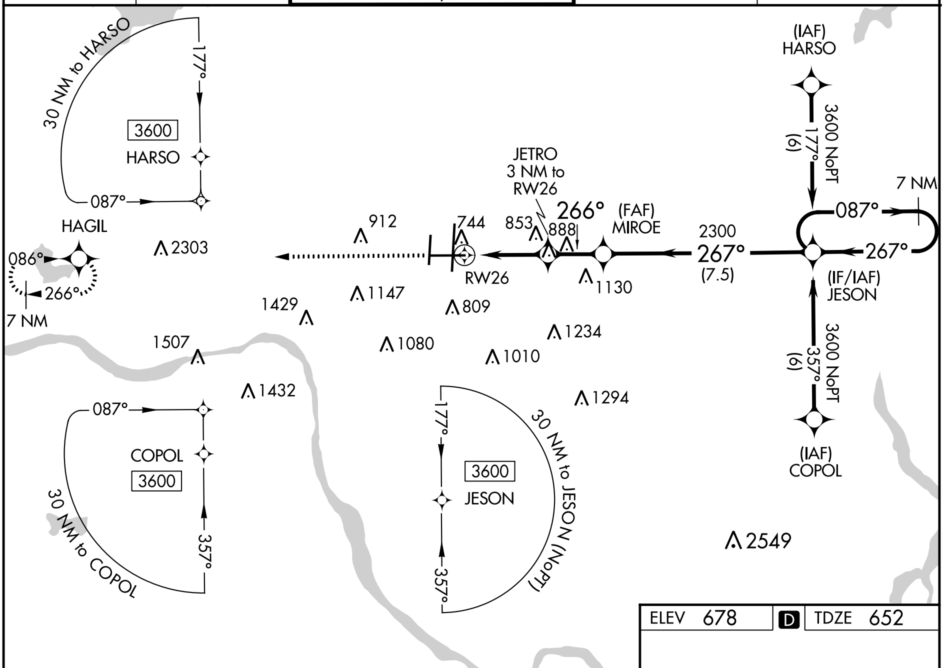
SC-1, 22 FEB 2024 to 21 MAR 2024

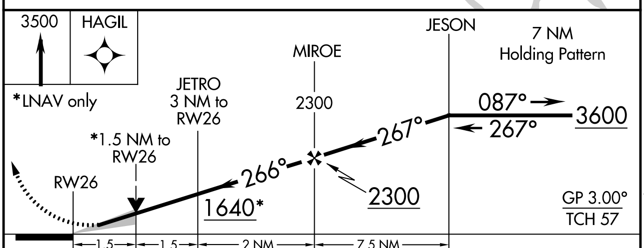
RNAV (GPS) RWY 26
TULSA INTL (TUL)

WAAS CH 93814 W26A	APP CRS 266°	Rwy ldg 7376 TDZE 652 Apt Elev 678

ASR Inop table does not apply to LPV DA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV DA Cat E visibility to 1½ mile, LNAV MDA Cats A/B visibility to 1 mile and Cat E to 1½ mile. Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

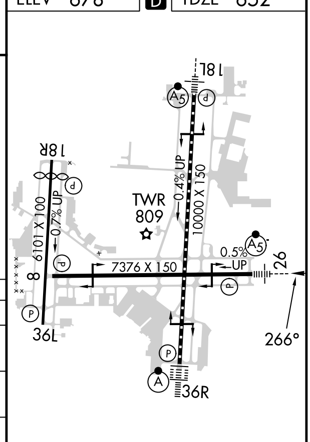
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	852-¾ 200 (200-¾)				
LNAV/VNAV DA	1089-1 437 (500-1)				
LNAV MDA	1160-¾ 508 (500-¾)		1160-1 508 (500-1)		
CIRCLING	1160-1 482 (500-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678 | TDZE 652



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

SC-1, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 36L
TULSA INTL (TUL)

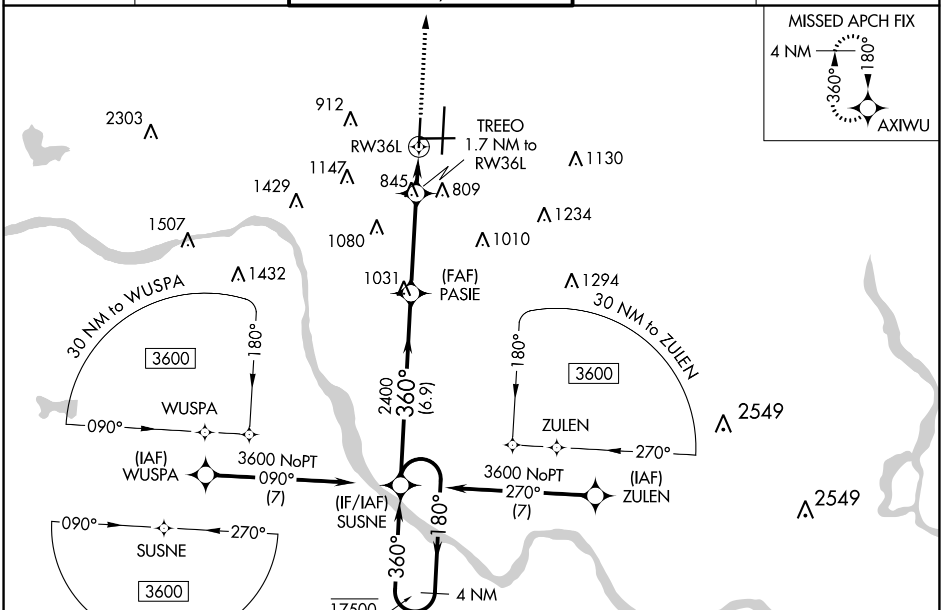
WAAS CH 50344 W36B	APP CRS 360°	Rwy ldg 5101 TDZE 678 Apt Elev 678

RNP APCH - GPS.

T A ASR Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

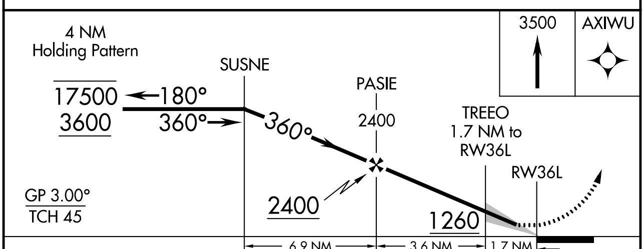
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

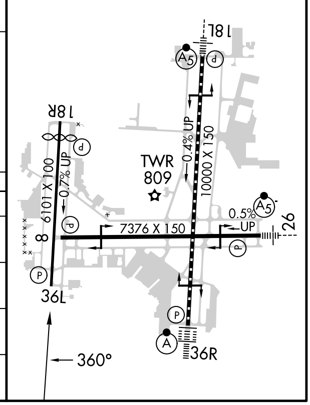
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



ELEV 678 | D | TDZE 678

TDZ/CL Rwy 36R
HIRL All Rwys
REIL Rwys 8, 18R and 36L





CATEGORY	A	B	C	D
LPV DA	928-¾ 250 (300-¾)			
LNAV/VNAV DA	1088-1⅛ 410 (500-1⅛)			
LNAV MDA	1120-1 442 (500-1)		1120-1⅜ 442 (500-1⅜)	
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1500-2½ 822 (900-2½)	1520-2¾ 842 (900-2¾)

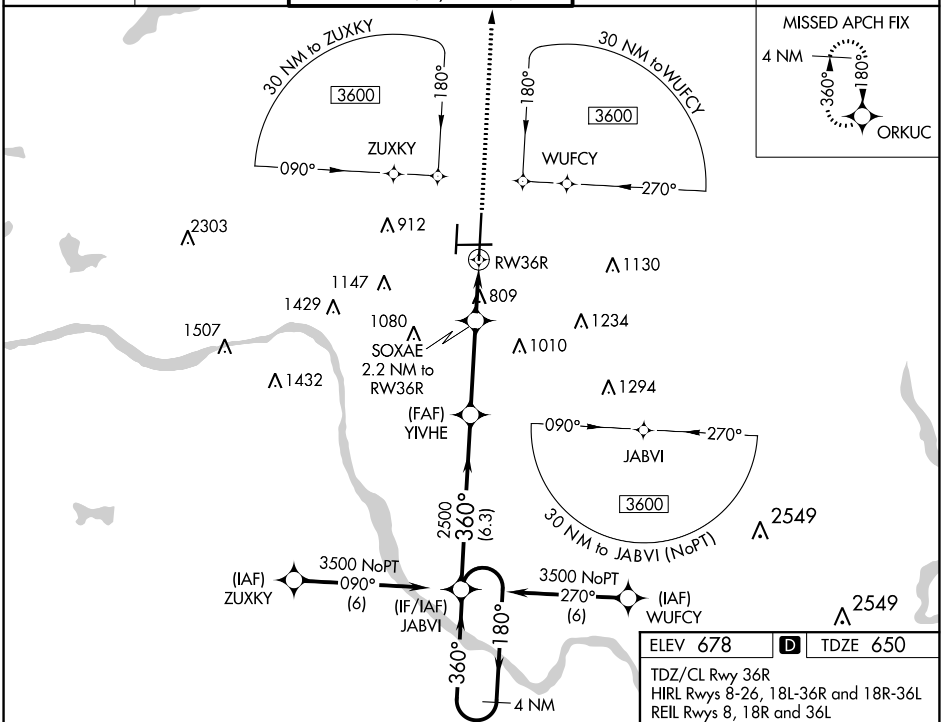
SC-1, 22 FEB 2024 to 21 MAR 2024
SC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 82214 W36A	APP CRS 360°	Rwy ldg 10000 TDZE 650 Apt Elev 678

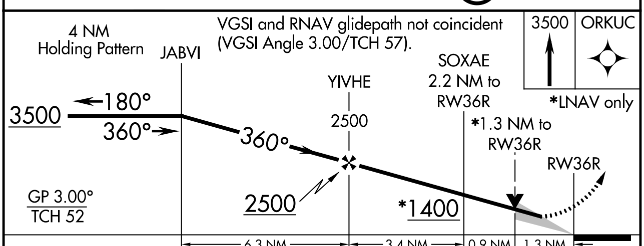
RNAV (GPS) RWY 36R
TULSA INTL (TUL)

T A ASR	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 1⅝ mile, and LNAV Cats C/D/E visibility to 1⅜ mile.	ALSF-2 A	MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

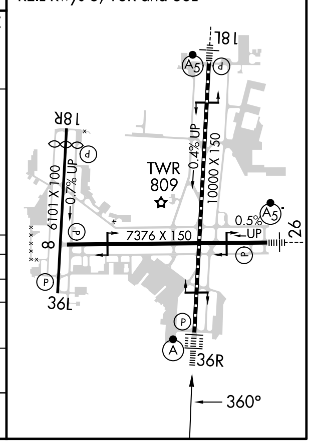
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



ELEV 678	D	TDZE 650



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L



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)		
C 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)

SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 8
TULSA INTL (TUL)

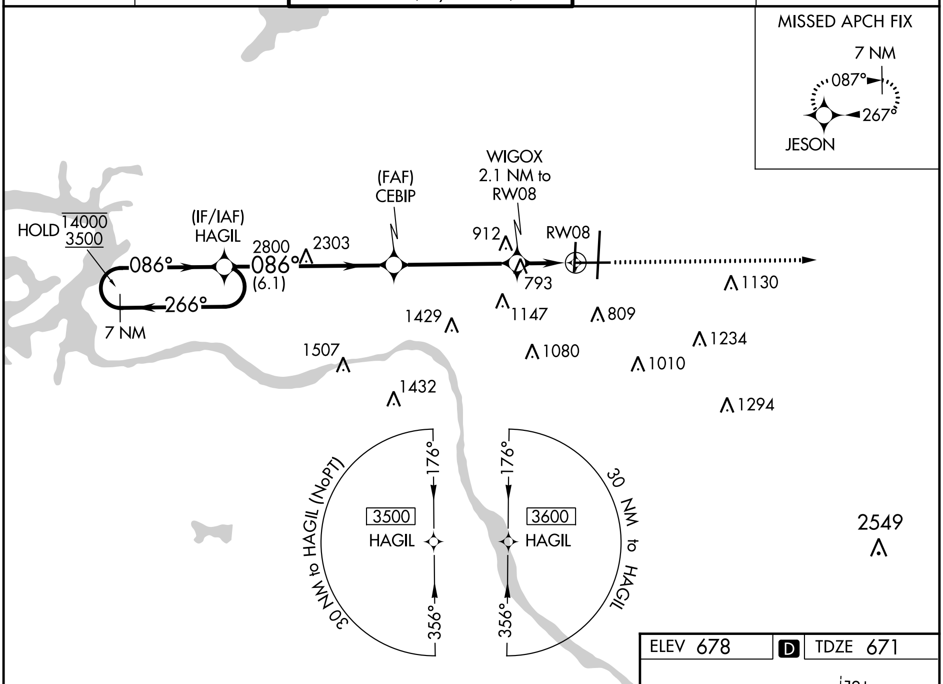
WAAS CH 63131 W08A	APP CRS 086°	Rwy ldg 7376 TDZE 671 Apt Elev 678

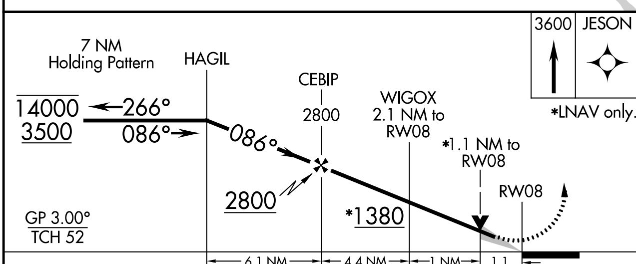
RNP APCH.

T A ASR Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct JESON and hold.

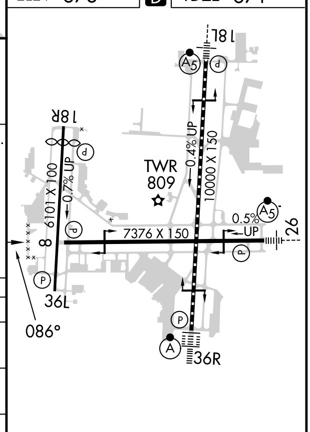
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	921-¾ 250 (300-¾)				
LNAV/VNAV DA	985-1 314 (400-1)				
LNAV MDA	1060-1 389 (400-1)		1060-1⅛ 389 (400-1⅛)		
C 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)

ELEV 678 D TDZE 671



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024

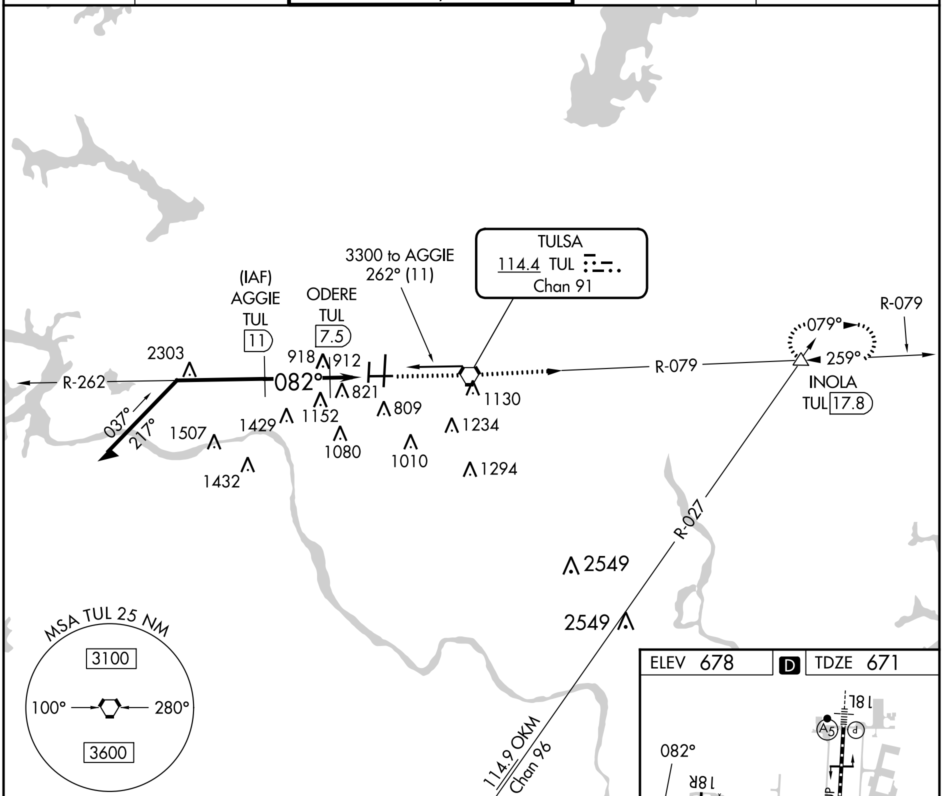
VOR/DME RWY 8
TULSA INTL (TUL)

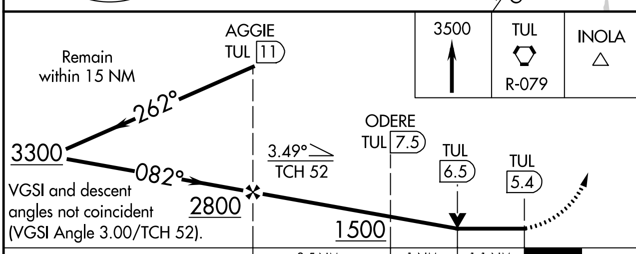
VORTAC TUL	APP CRS	Rwy ldg 7376
114.4	082°	TDZE 671
Chan 91		Apt Elev 678

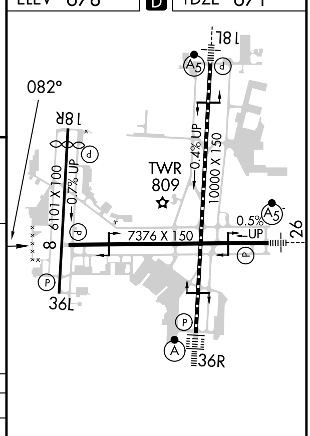
T A ASR
Circling NA for Cat E south of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
Autopilot coupled approach NA.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-8	1080-1 409 (500-1)		1080-1¼ 409 (500-1¼)		1080-1½ 409 (500-1½)
C 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)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

SC-1, 22 FEB 2024 to 21 MAR 2024
SC-1, 22 FEB 2024 to 21 MAR 2024

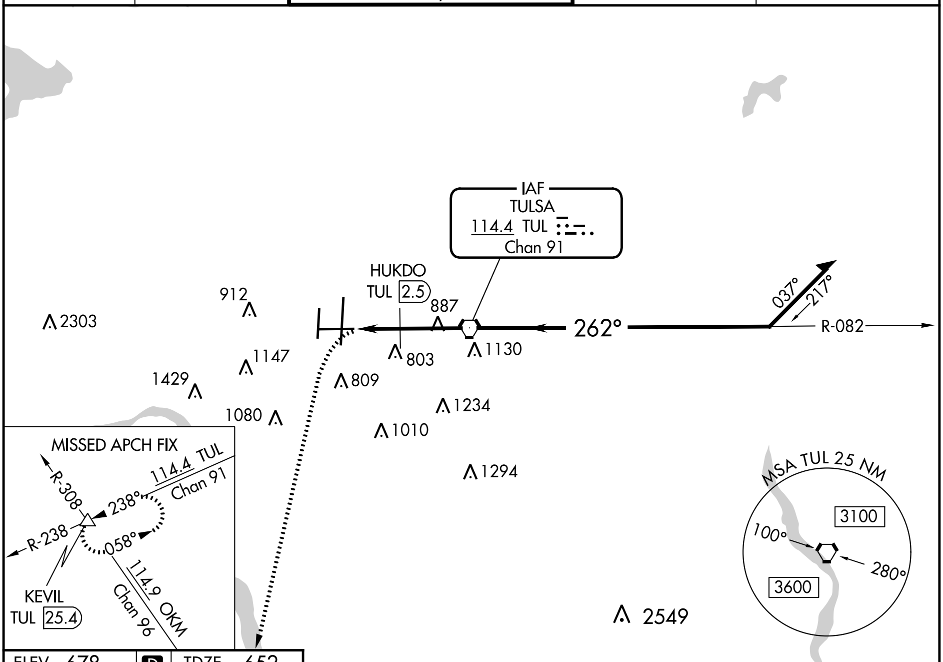
VOR or TACAN RWY 26

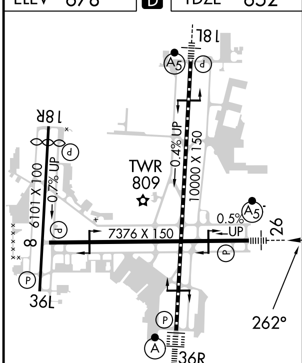
TULSA INTL (TUL)

VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy ldg 7376 TDZE 652 Apt Elev 678

Circling NA for Cat E south of Rwy 8-26. VOR Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1⅝ SM. DME Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1¼ SM. ASR	MALSR	MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

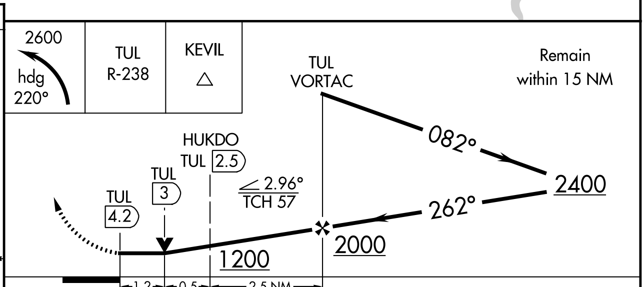
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-26	1200-¾ 548 (600-¾)		1200-1¼ 548 (600-1¼)		
CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
HUKDO FIX MINIMUMS					
S-26	1080-¾ 428 (500-¾)		1080-¾ 428 (500-¾)		1080-¾ 428 (500-¾)
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)

SC-1, 22 FEB 2024 to 21 MAR 2024
SC-1, 22 FEB 2024 to 21 MAR 2024