

GENERAL**Operational Hours****ATS Hours:** TWR H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index C / CAT 7**Fuel:** Jet A**PCN:** RWY 14L/32R, RWY 14R/32L: 75/R/B/W/T, RWY 18/36: 70/R/B/W/T**Operation****Traffic Note:** Low Level Windshear Alert System (LLWAS) in operation.**Low Visibility Procedures**

No follow-me AVBL:

If appropriate, REQ taxi assistance such as signalman and wingwalkers from the ground-handling agency. ACFT must have ATC CLR prior to entering the movement area.

ARR:

RWY 14R or 32R will be active.

DEP:

RWY 14R, 14L, 32R or 32L is active when RVR between 600-1200ft. When wind below 5KT, RWY 14R will be preferred. DEP ACFT follow company PROCs for push-back, ENG start and initial taxi to the movement area.

Taxi

Terminal ramp taxilane between gate 14 and 16 prohibited for ACFT with wingspan above 35.6m / 117ft.

HLDG bay RWY 32R and RWY 18 AVBL to ACFT with MAX wingspan below 24m / 79ft.

HLDG bay RWY 32L AVBL to ACFT with MAX wingspan below 36m / 118ft.

Parking

Light Duty Cargo APN for MAX weight dual wheel gear 29.4t / 65000lbs.

VOR Test Facility (VOT): 109.0**Warnings**

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern:** RWY 32R right-hand circuit.

ARRIVAL

Taxi Routes

from RWY 14R	
to PSN	Routing via
Gates A1-A10	Exit TWY Charlie, Delta or Alpha - Echo - Delta or Echo
Gates B11-B20	Exit Charlie, Delta or Alpha - Alpha - enter terminal via TWY Charlie. ALTN Route after crossing RWY 18/36: Either north or south on TWY Foxtrot to the appropriate TWY to enter terminal ramp.
Cargo APNs	Exit Charlie, Delta or Alpha - Alpha - either Kilo, Hotel or Whiskey - Golf - G3 (light cargo APN), G4 (cargo APN A) or G5 (cargo APN B)

from RWY 32R	
to PSN	Routing via
Gates A1-A10	Exit TWY Charlie - Foxtrot - Delta or Echo ALTN Route 1: Exit TWY Kilo - Alpha - Foxtrot - Delta or Echo ALTN Route 2: Exit TWY Sierra - Kilo - Alpha - Foxtrot - Delta or Echo
Gates B11-B20	Exit TWY Charlie ALTN Route 1: Exit TWY Kilo - Alpha - Juliet or Charlie; or Exit TWY Kilo - Golf; ALTN Route 2: Exit TWY Sierra - Kilo - Alpha - Juliet or Charlie; or Exit TWY Sierra - Kilo - Alpha - Golf
Cargo APNs	Charlie, Delta or Alpha - Alpha - either Kilo, Hotel or Whiskey - Golf - G3 (light cargo APN), G4 (cargo APN A) or G5 (cargo APN B) ALTN Route 1: Exit TWY Kilo - Golf; or Exit TWY Kilo - Alpha - Hotel, Whiskey - Golf - G3 (light cargo APN), G4 (cargo APN A) or G5 (cargo APN B) ALTN Route 2: Exit TWY Sierra - Kilo - Golf; or Exit TWY Sierra - Kilo - Alpha - Hotel, Whiskey - Golf - G3 (light cargo APN), G4 (cargo APN A) or G5 (cargo APN B)

Non-standard GP intercept position on

RWY 14L

GP intercepts RWY 14L at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2277m / 7470ft.

RWY 14R

GP intercepts RWY 14R at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2564m / 8414ft.

RWY 32R

GP intercepts RWY 32R at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 2271m / 7451ft.

RWY 36

GP intercepts RWY 36 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2171m / 7123ft.

DEPARTURE

Take-off Minima

RWY		32L, 32R, 18	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		14R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 3.5% up to 1400
3+4 ENG		0 - 2400R/0.5V	
RWY		14L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 4.6% up to 1400
3+4 ENG		0 - 2400R/0.5V	
RWY		36	
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.

Departure Procedure

Taxi Routes

to RWY 14L	
from PSN	Routing via
Gates A1-A10	TWY Delta or Echo (as assigned by ATC) - Foxtrot - Alpha - Kilo - Sierra
Gates B11-B20	TWY Golf - Kilo - Sierra ALTN Route: TWY Juliet - Alpha - Kilo - Sierra
Cargo APNs	TWY G3, G4 or G5 - Golf - Kilo - Sierra ALTN Route: TWY Golf - Hotel or Whiskey - Alpha - Kilo - Sierra

to RWY 14R	
from PSN	Routing via
Gates A1-A10	TWY Delta or Echo (as assigned by ATC) - Foxtrot - Alpha - Whiskey
Gates B11-B20	TWY Golf - Whiskey ALTN Route: TWY Juliet - Alpha - Whiskey
Cargo APNs	TWY G3, G4 or G5 - Golf - Whiskey

DEPARTURE

to RWY 32L

from PSN	Routing via
Gates A1-A10	TWY Delta or Echo (as assigned by ATC) - Alpha ALTN Route: TWY Foxtrot may be used as transition between Delta and Echo.
Gates B11-B20	TWY Juliet or Charlie (as assigned by ATC) - Alpha ALTN Route: TWY Foxtrot may be used as transition from Alpha to either Delta or Echo - Alpha
Cargo APNs	TWY G3, G4 or G5 - Golf - Whiskey, Hotel or Kilo - Alpha ALTN Route: TWY Foxtrot may be used to transition from Alpha to either Delta or Echo - Alpha

to RWY 32R

from PSN	Routing via
Gates A1-A10	TWY Delta or Echo (as assigned by ATC) - Alpha - Tango ALTN Route: TWY Foxtrot may be used as transition between Delta and Echo.
Gates B11-B20	TWY Juliet or Charlie (as assigned by ATC) - Alpha - Tango ALTN Route: TWY Foxtrot may be used as transition from Alpha to either Delta or Echo - Alpha - Tango
Cargo APNs	TWY G3, G4 or G5 - Golf - Whiskey, Hotel or Kilo - Alpha - Tango ALTN Route: TWY Foxtrot may be used to transition from Alpha to either Delta or Echo - Alpha - Tango

De-Icing

AVBL at the air carrier gate or cargo carrier parking spot.

Low Visibility Procedure: ALTN de-icing areas are the diversion ramps along the south and north edge of the terminal APNs, and cargo APN B (west of TWY G5. Permission is required prior to using an ALTN de-icing site.

14-JUN-2018

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2-10

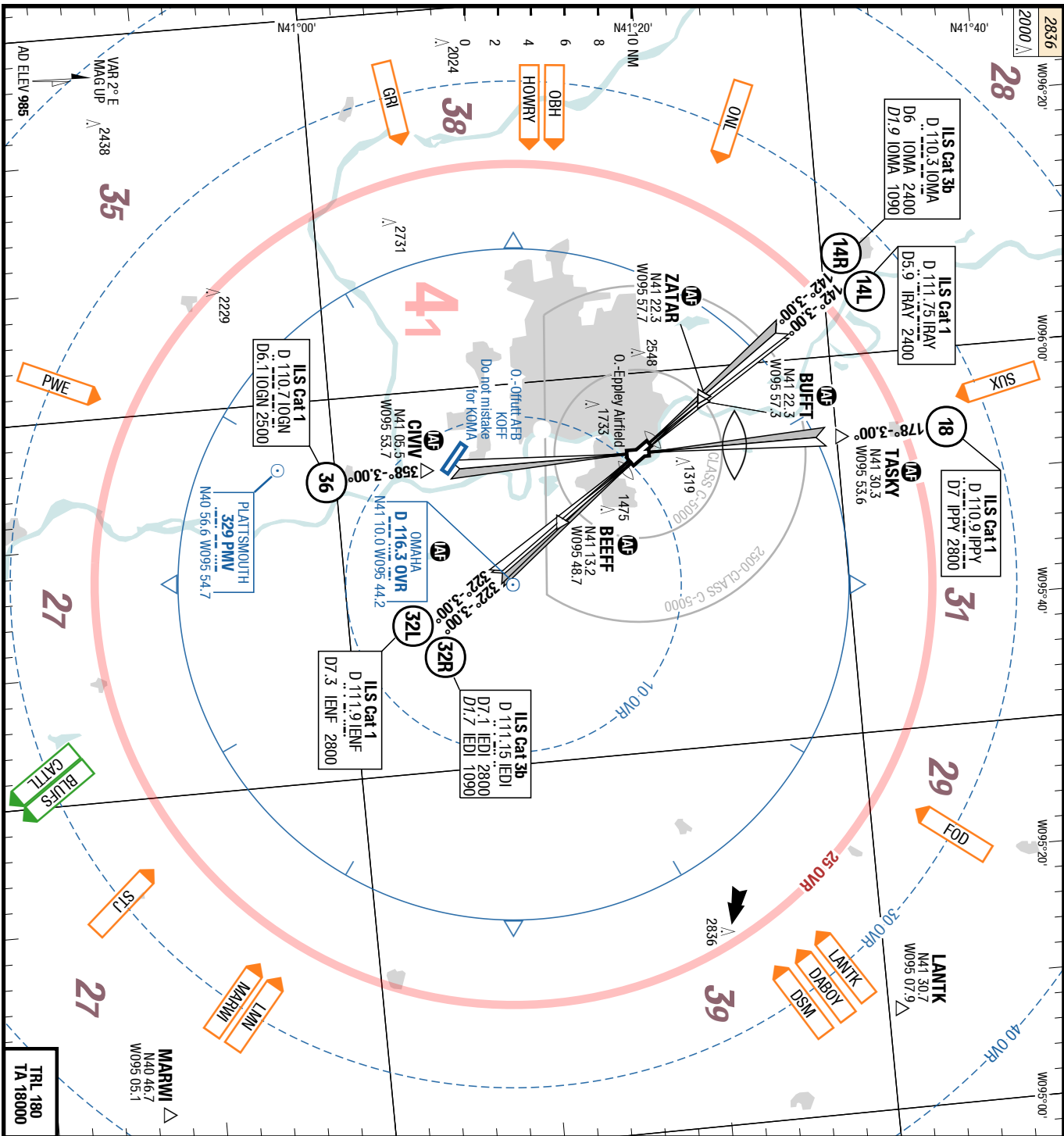
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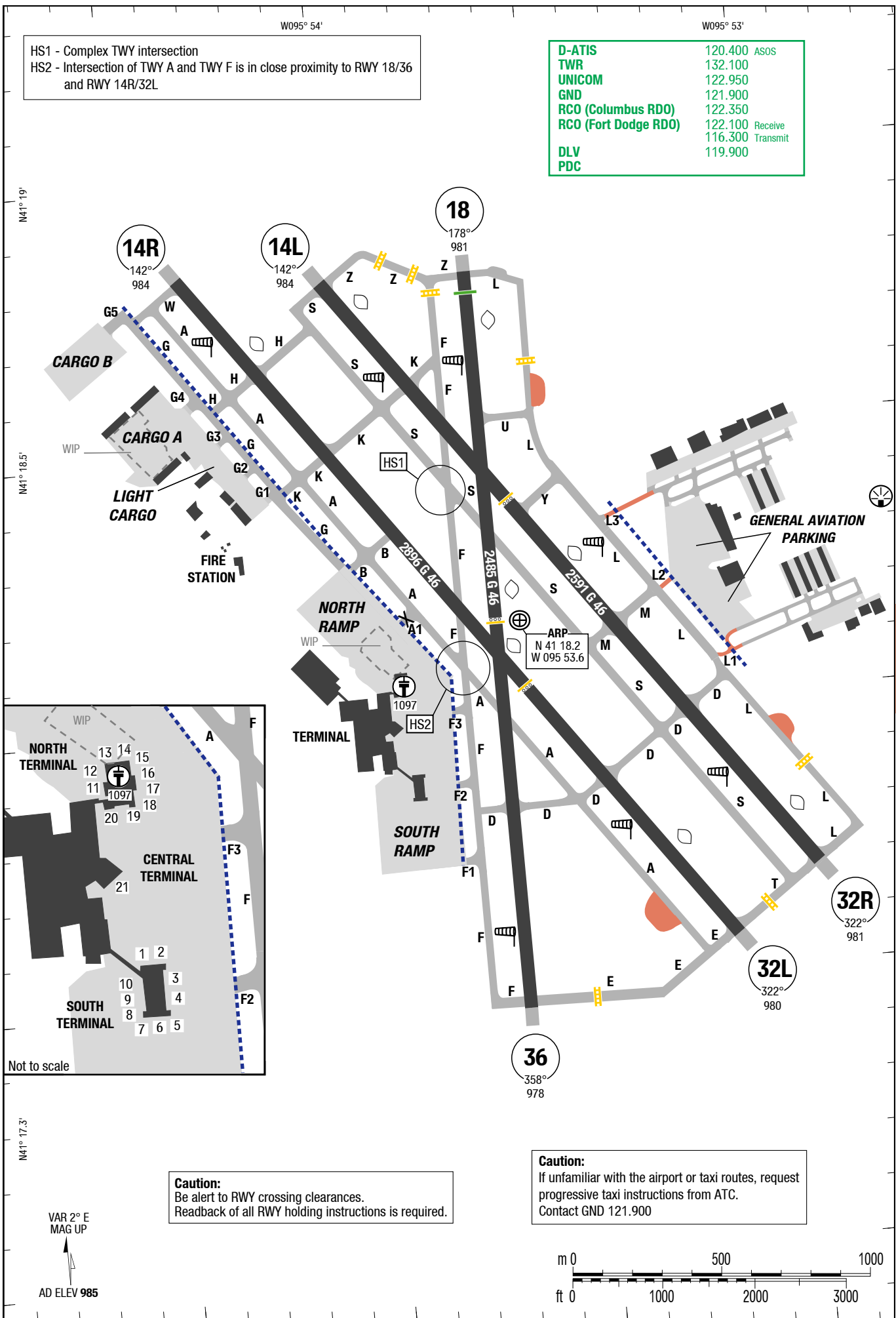
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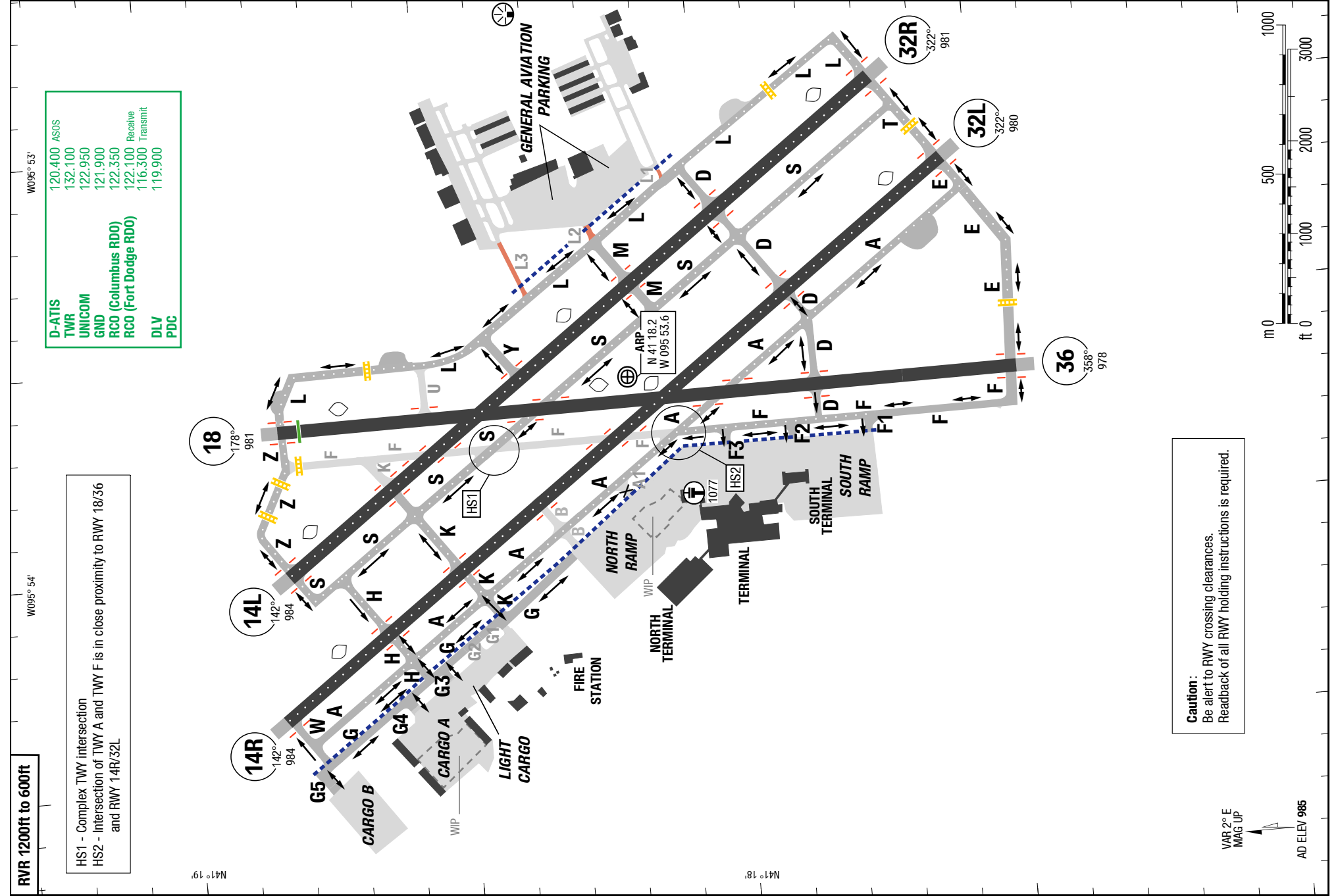
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	124.500 E
TWR	132.100
UNICOM	122.950
GND	121.900
RCO (Columbus RDO)	122.350
RCO (Fort Dodge RDO)	122.100 Receive
	116.300 Transmit
DLV	119.900
PDC	

Landing RWY system:	
14L	ML-P-IR THR 984 (35HPa) / TDZ 984 (---%)
14R	ML-P-IR THR 984 (35HPa) / TDZ 985 (---%)
18	ML-P-IR THR 981 (35HPa) / TDZ 981 (---%)
32L	ML-P-IR THR 981 (35HPa) / TDZ 982 (---%)
32R	ML-P-IR THR 981 (35HPa) / TDZ 982 (---%)
36	ML-P-IR THR 981 (35HPa) / TDZ 982 (---%)

Changes: HOLD PAD, TWR



3-30



Effective 24-MAY-2018

17-MAY-2018

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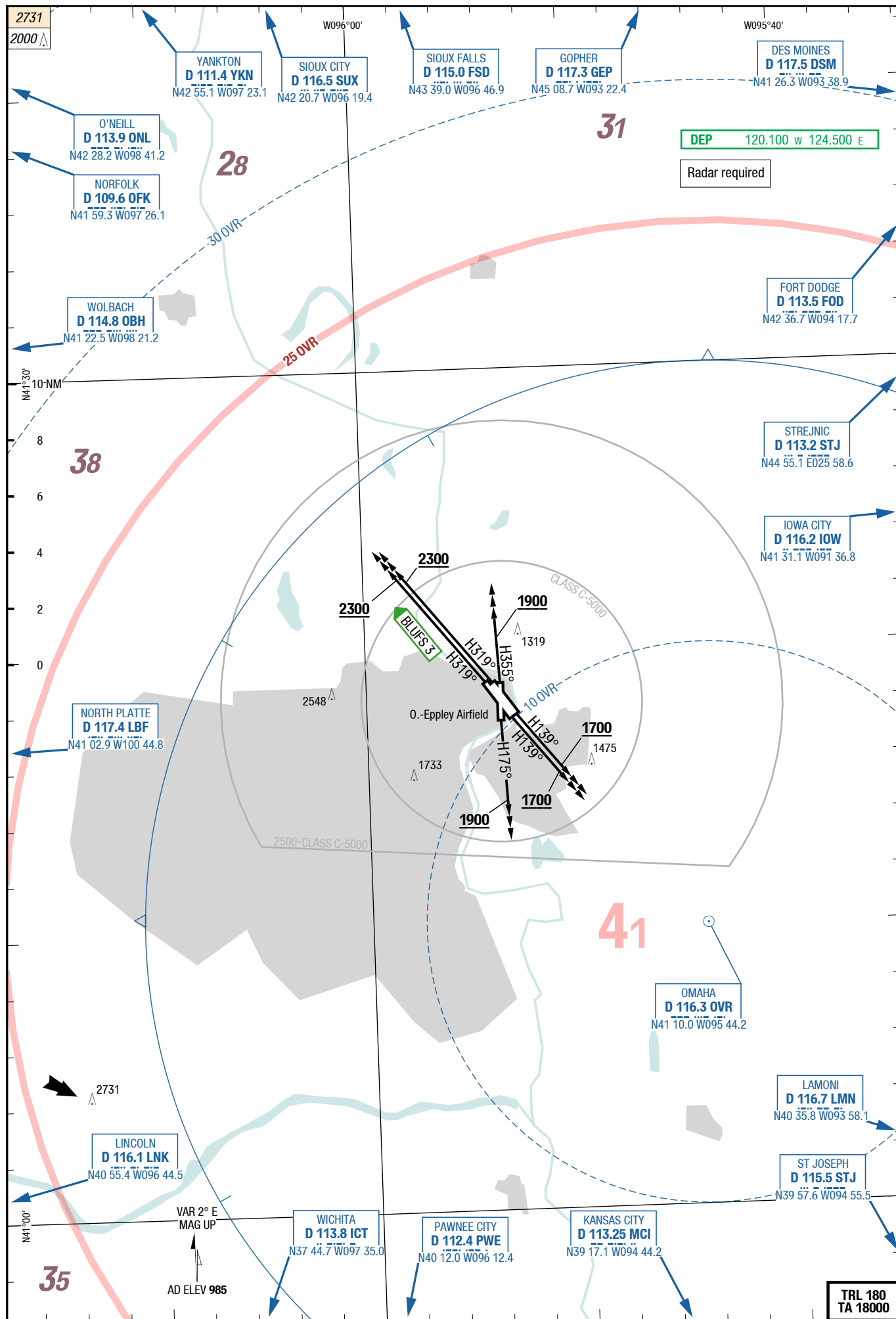
BLUFS 3

SID

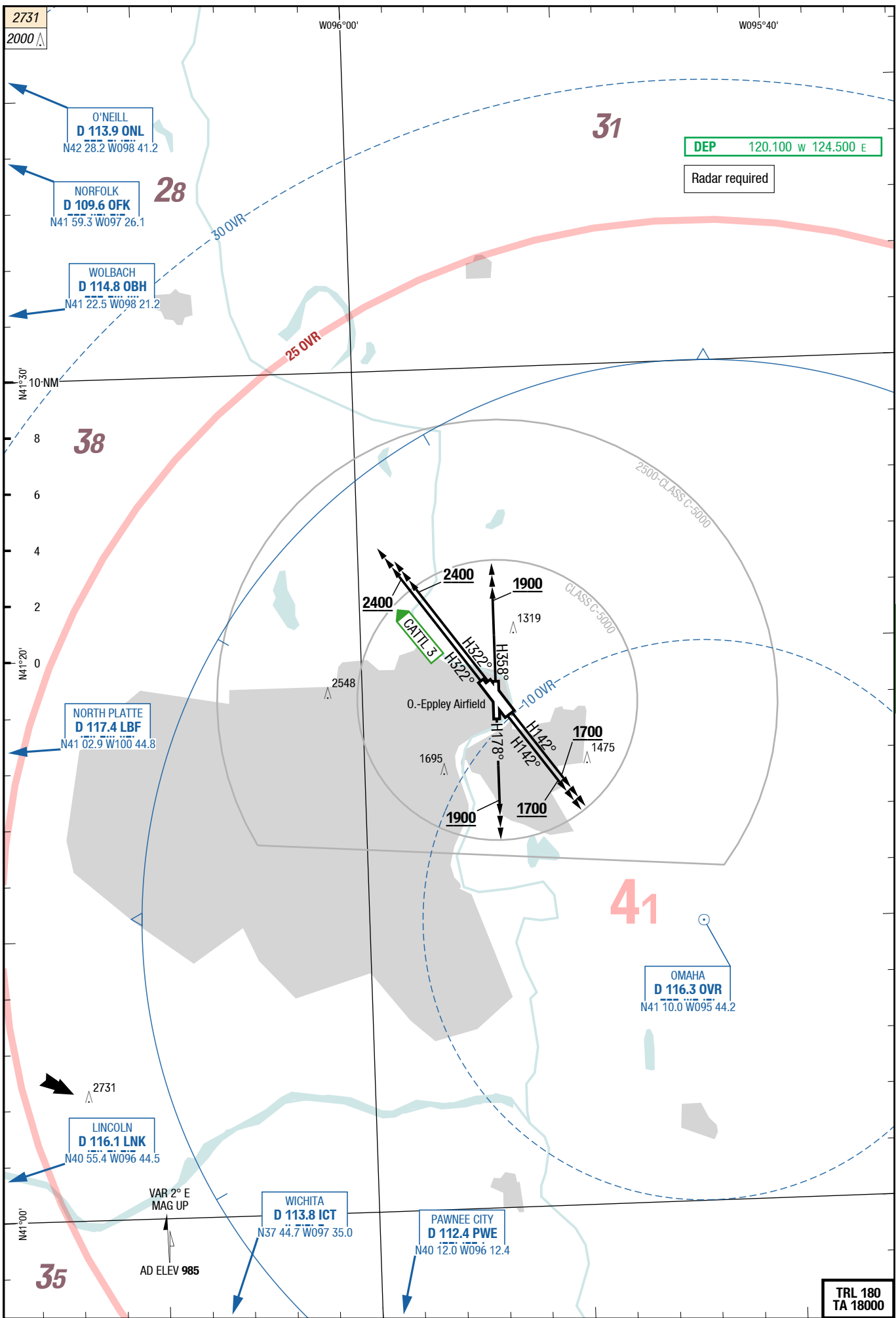
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BLUFS 3



Changes: Renamed, VAR, OBST



Changes: new

OMA-KOMA

5-10

BLUFS 3

BLUFS 3

RWYs 14L/R (142°) / 18 (178°) / 32L/R (322°) / 36 (358°)

DESIGNATOR	ROUTING	ALTITUDES
BLUFS 3 ①		initial climb 4000 (Prop) initial climb 5000 or assigned lower ALT (Jet)
RWY 14L	HDG 139° - at MNM 1700 expect vectors to assigned route/fix.	
RWY 14R	HDG 139° - at MNM 1700 expect vectors to assigned route/fix.	
RWY 18	HDG 175° - at MNM 1900 expect vectors to assigned route/fix.	
RWY 32L	HDG 319° - at MNM 2300 expect vectors to assigned route/fix.	
RWY 32R	HDG 319° - at MNM 2300 expect vectors to assigned route/fix.	
RWY 36	HDG 355° - at MNM 1900 expect vectors to assigned route/fix.	

① Expect clearance to filed altitude/flight level 10 minutes after departure.

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5-20

CATTL 3

CATTL 3

RWYs 14L/R (142°) / 18 (178°) / 32L/R (322°) / 36 (358°)

DESIGNATOR	ROUTING	ALTITUDES
CATTL 3 ①		initial climb 4000 (Prop) initial climb 5000 or assigned lower ALT (Jet)
RWY 14L	HDG 142° - at MNM 1700 expect vectors to assigned route/fix.	
RWY 14R	HDG 142° - at MNM 1700 expect vectors to assigned route/fix.	
RWY 18	HDG 178° - at MNM 1900 expect vectors to assigned route/fix.	
RWY 32L	HDG 322° - at MNM 2400 expect vectors to assigned route/fix.	
RWY 32R	HDG 322° - at MNM 2400 expect vectors to assigned route/fix.	
RWY 36	HDG 358° - at MNM 1900 expect vectors to assigned route/fix.	

① Expect clearance to field altitude/flight level 10 minutes after departure.

OMA-KOMA

5-30

Obstacle Departure 1

Obstacle Departure	
RWY	Routing
14L/R	HDG 142°- climb MNM 1700 before proceeding on course
18	HDG 178°- climb MNM 1900 before RT
32L/R	HDG 322°- climb MNM 2400 before LT
36	HDG 358°- climb MNM 1900 before LT
RWY	Notes
14L	Utility point 22ft from DER, 481ft right of centerline, 8ft AGL/986ft MSL. Tree 3665ft from DER, 1377ft left of centerline, 1082ft MSL. Tree 3955ft from DER, 1152ft left of centerline, 1084ft MSL. Tree 3975ft from DER, 116ft left of centerline, 1088ft MSL. Tree 4325ft from DER, 1630ft left of centerline, 1090ft MSL. Tree 4345ft from DER, 1621ft left of centerline, 1096ft MSL. Tree 1.2NM from DER, 2449ft left of centerline, 1176ft MSL. Trees beginning 1.3NM from DER, 2276ft left of centerline, up to 1198ft MSL. Trees beginning 1.3 NM from DER, 2426ft left of centerline, up to 1203ft MSL. Building 1.3NM from DER, 2644ft left of centerline, 22ft AGL/1216ft MSL. Trees beginning 1.3NM from DER, 2402ft left of centerline, up to 1245ft MSL. Tree 1.3NM from DER, 2591ft left of centerline, 1250ft MSL. Tree, building beginning 1.3NM from DER, 2368ft left of centerline, up to 47ft AGL/1268ft MSL. Tree, building beginning 1.6NM from DER, 2435ft left of centerline, up to 1277ft MSL. Tree 1.8NM from DER, 2750ft left of centerline, 1279ft MSL. Tree 1.8NM from DER, 2410ft left of centerline, 1280ft MSL. Tree 1.9NM from DER, 2392ft left of centerline, 1281ft MSL. Tree 1.9NM from DER, 2522ft left of centerline, 1284ft MSL.
14R	Tree 3972ft from DER, 1316ft left of centerline, 1088ft MSL. Tree 1.9NM from DER, 3593ft left of centerline, 1281ft MSL.
18	Sign 38ft from DER, 270ft right of centerline, 4ft AGL/980ft MSL. Pole 887ft from DER, 702ft right of centerline, 1002ft MSL. Tree 3953ft from DER, 1124ft left of centerline, 1085ft MSL. Tree 4247ft from DER, 120ft left of centerline, 102ft AGL/1087ft MSL. Tree 4461ft from DER, 140ft right of centerline, 1090ft MSL. Bridge 4549ft from DER, 852ft left of centerline, 150ft AGL/1112ft MSL. Bridge and poles beginning 4968ft from DER, 1177ft left of centerline, up to 149ft AGL/1114ft MSL.
32L	Pole and traverse way beginning 969ft from DER, 659ft right of centerline, up to 38ft AGL/1018ft MSL. Pole 1387ft from DER, 795ft left of centerline, 39ft AGL/1019ft MSL. Tree 2417ft from DER, 1104ft left of centerline, 83ft AGL/1064ft MSL. Tree 2706ft from DER, 1098ft right of centerline, 1054ft MSL.

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Obstacle Departure 2

Obstacle Departure	
RWY	Notes
32R	Approach light 1ft from DER, on centerline, 984ft MSL. Approach light 10ft from DER, 55ft left of centerline, 5ft AGL/985ft MSL. Utility 169ft from DER, 456ft left of centerline, 10ft AGL/990ft MSL. Pole 1145ft from DER, 790ft right of centerline, 1017ft MSL. Trees beginning 2216ft from DER, 767ft right of centerline, up to 1065ft MSL. Trees beginning 3022ft from DER, 956ft right of centerline, up to 109ft AGL/1091ft MSL.
36	Approach light 456ft from DER, 1ft left of centerline, 11ft AGL/993ft MSL. Light pole beginning 939ft from DER, 673ft right of centerline, up to 32ft AGL/1012ft MSL. Traverse way 1121ft from DER, 744ft right of centerline, 1014ft MSL. Traverse way beginning 1160ft from DER, 317ft right of centerline, up to 1015ft MSL. Pole beginning 1339ft from DER, 756ft left of centerline, up to 38ft AGL/1018ft MSL. Trees beginning 2730ft from DER, 1014ft right of centerline, up to 101ft AGL/1082ft MSL. Trees beginning 3288ft from DER, 1196ft left of centerline, up to 1068ft MSL.

Effective 24-MAY-2018

17-MAY-2018

OMA-KOMA

United States Omaha Eppeley Airfield

SIoux CITY 1 (SUX1)/HOWRY 2

6-10

LANTK 1/PAWNEE CITY 1 (PWE1)/MARWI 3

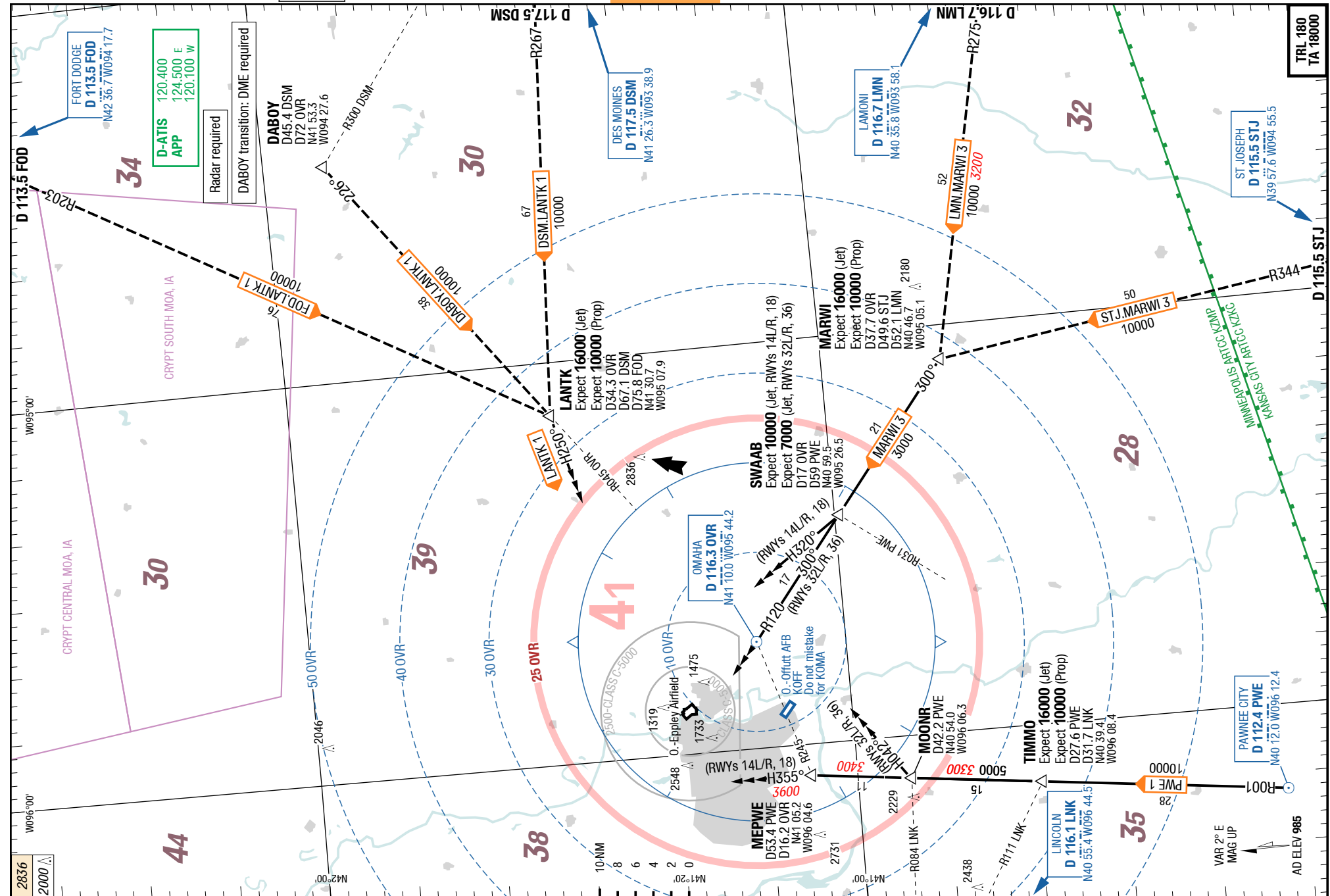
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Eppeley Airfield Omaha United States

SIoux CITY 1 (SUX1)/HOWRY 2

LANTK 1/PAWNEE CITY 1 (PWE1)/MARWI 3



Changes: VAR, OBST

17-MAY-2018

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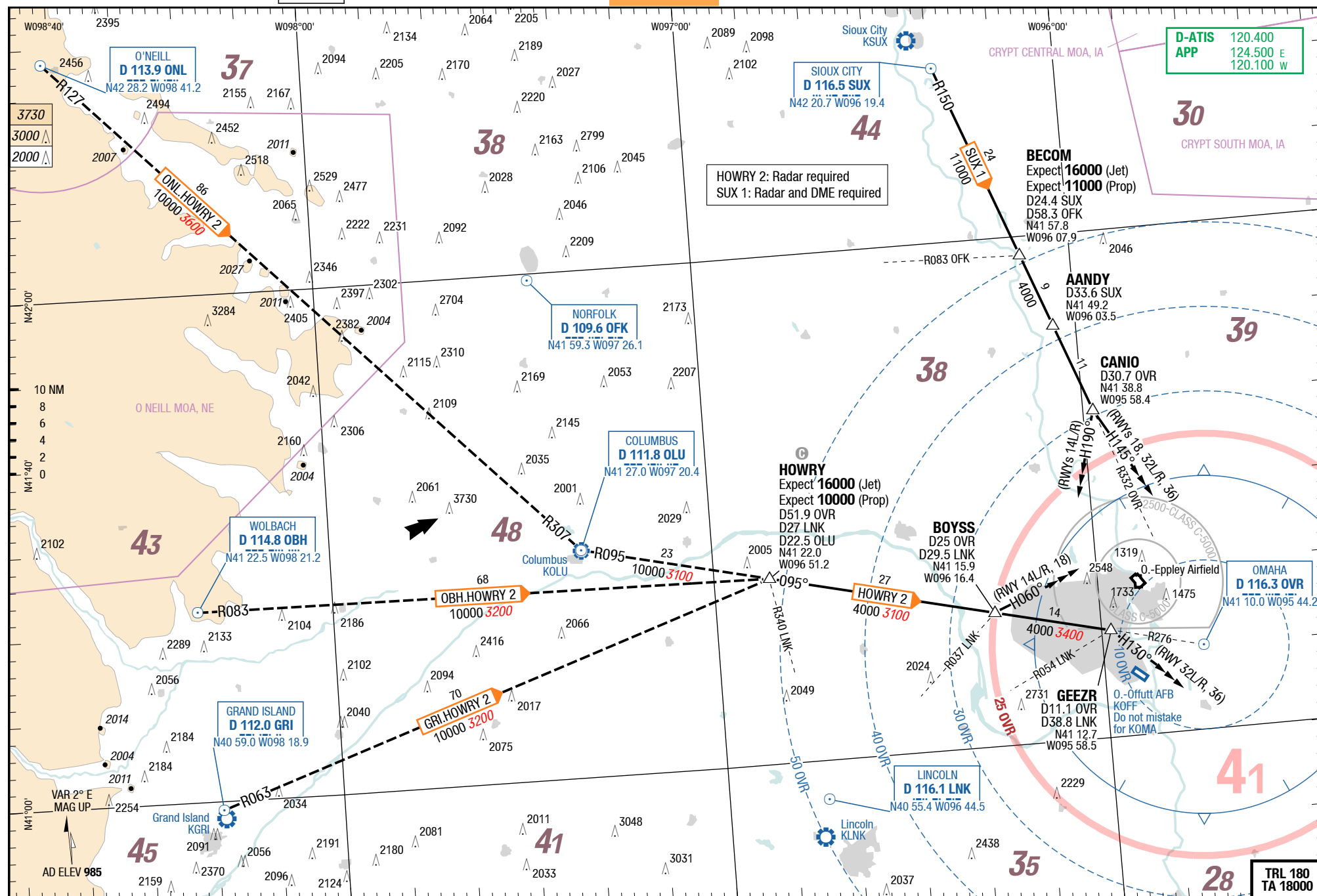
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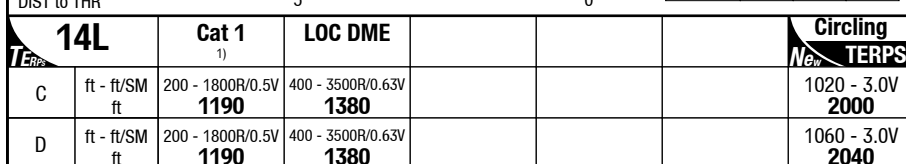
Eppley Airfield **Omaha** United States

OMA-KOMA

6-20

SIoux CITY 1 (SUX1)/HOWRY 2**SIoux CITY 1 (SUX1)/HOWRY 2**

Changes: OBST, VAR

ILS or LOC 14L

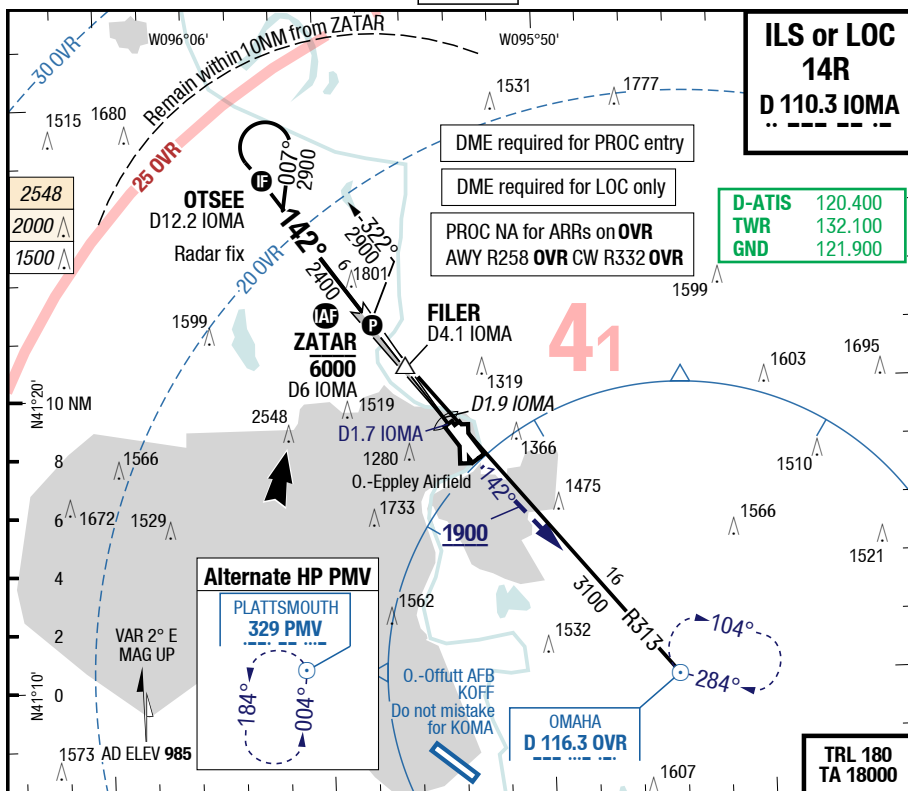
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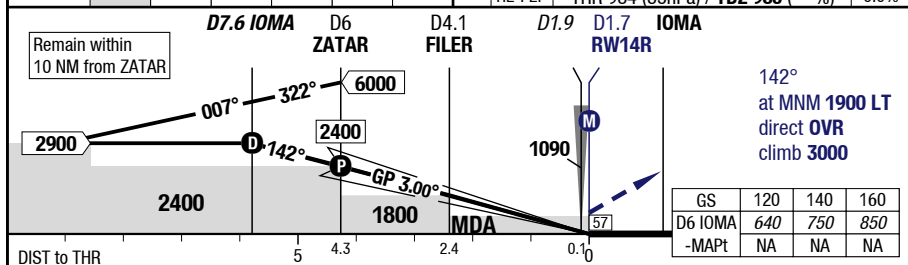
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7-20

ILS or LOC 14R

LOC 3.02° D IOMA	7.6	7	5	4	3	
	2900	2730	2090	1770	1450	



14R		Cat 3b	Cat 2	Cat 1	LOC DME	Circling TERPS
C	ft - ft/SM ft	0 - 600R Company	100 - 1200R 104 RA	200 - 1800R/0.5V 1190	380 - 3500R/0.63V 1360	1020 - 3.0V 2000
D	ft - ft/SM ft	0 - 600R Company	100 - 1200R 104 RA	200 - 1800R/0.5V 1190	380 - 3500R/0.63V 1360	1060 - 3.0V 2040

Changes: MIN. Navaid EN. Track. OBST. HLDG. VAR. AMDT No

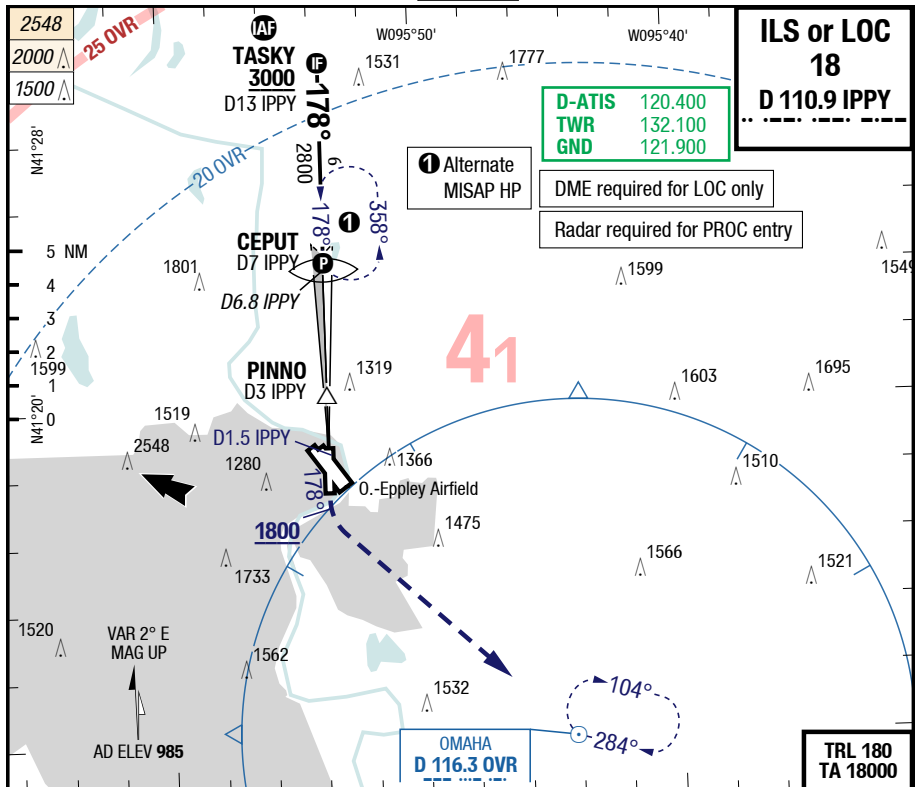
AMDT 6

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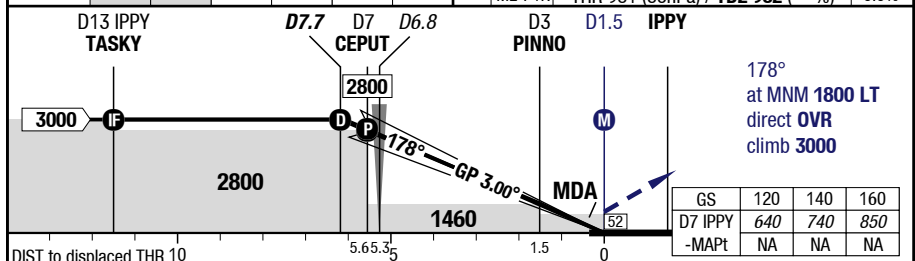
OMA-KOMA

7-30

ILS or LOC 18



LOC 3.00° D IPPY			7.7	6	5	4	<div><div><div>18</div><div><div><div>▷▷ 432442G46</div><div>732</div></div><div><div>83.0°</div><div>60 HL</div></div></div></div></div>
			3000	2470	2150	1840	



18		Cat 1 1)	LOC DME				Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1190	340 - 2600R/0.5V 1320				1020 - 3.0V 2000
D	ft - ft/SM ft	200 - 1800R/0.5V 1190	340 - 2600R/0.5V 1320				1060 - 3.0V 2040

1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM

14-JUN-2018

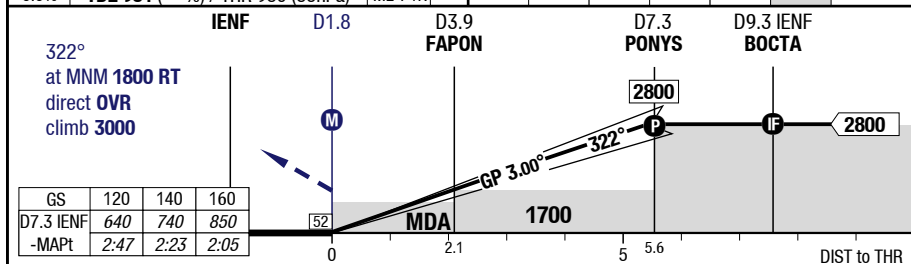
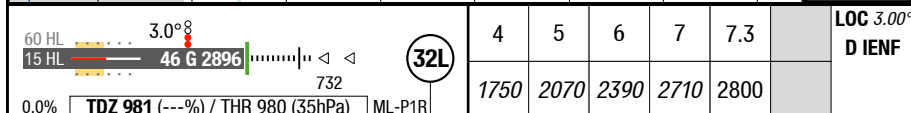
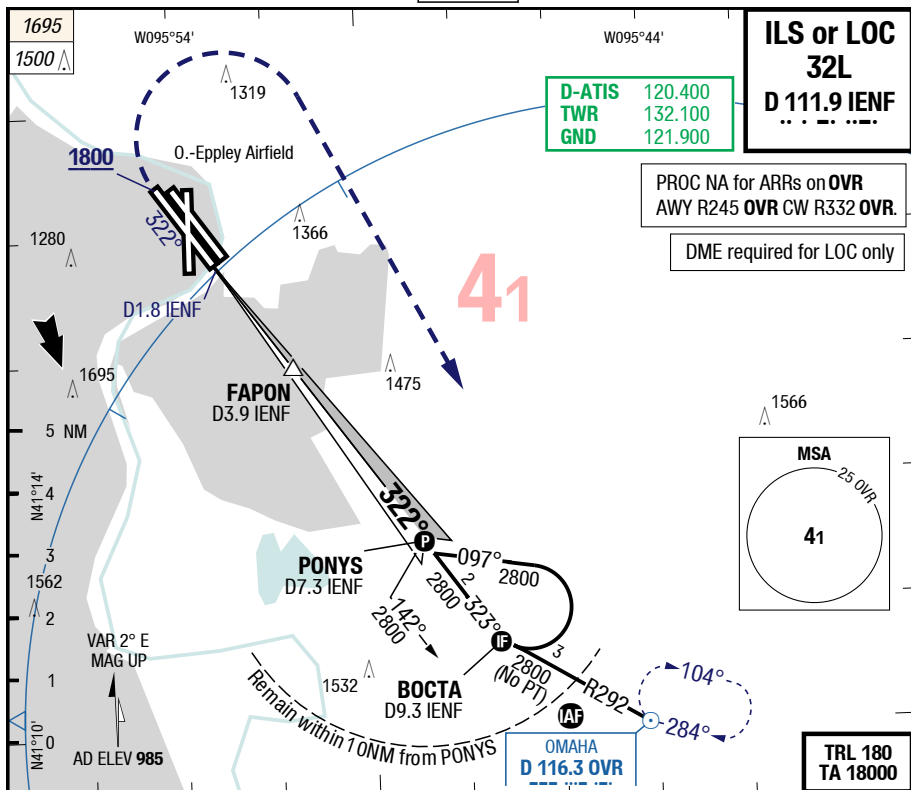
United States **Omaha** Eppley Airfield

IAC

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7-40

ILS or LOC 32L



32L		Cat 1 1)	LOC DME				Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1190	460 - 4500R/0.88V 1440				1020 - 3.0V 2000
D	ft - ft/SM ft	200 - 1800R/0.5V 1190	460 - 4500R/0.88V 1440				1060 - 3.0V 2040

1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM

Changes: Nil

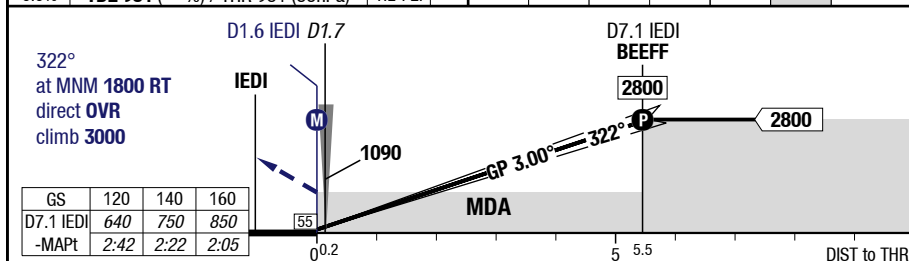
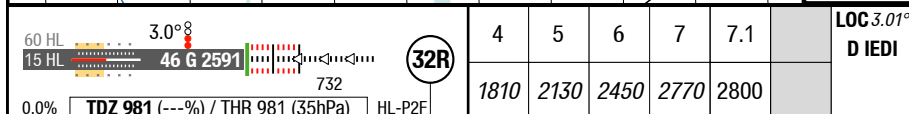
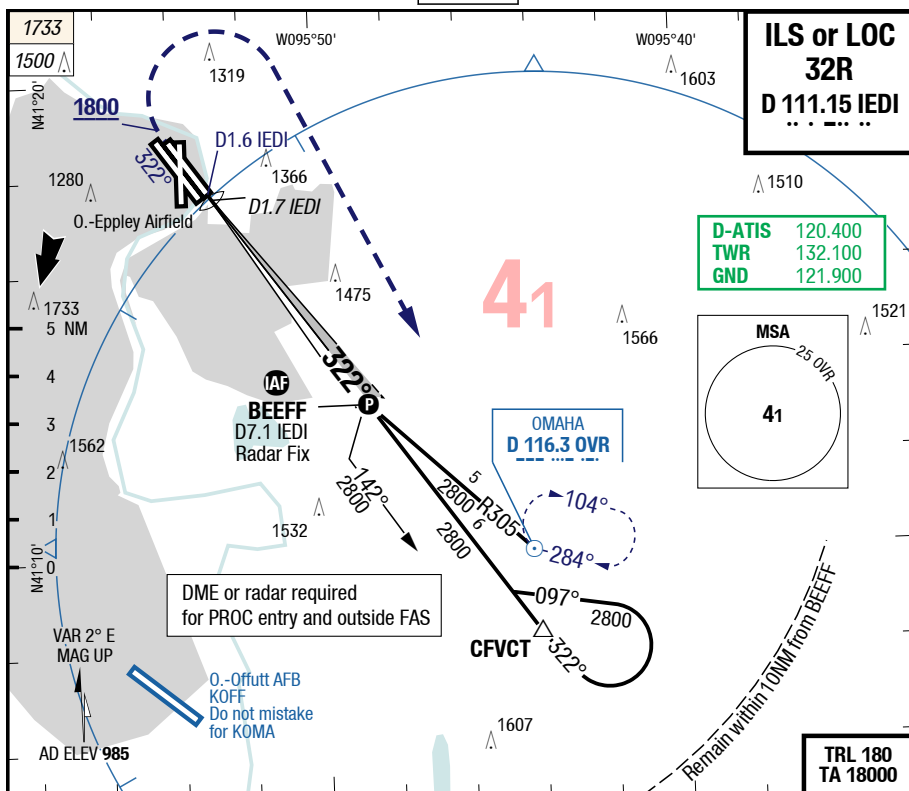
AMDT 3

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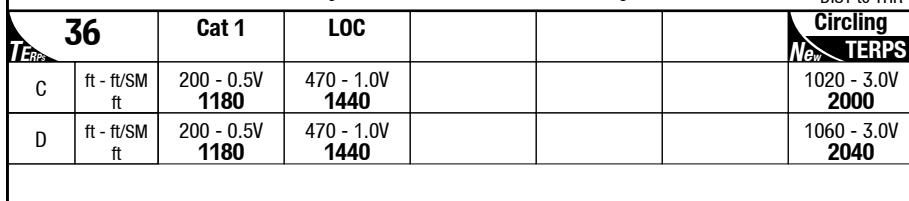
7-50

ILS or LOC 32R



32R		Cat 3b	Cat 2	Cat 1	LOC	TERPS
C	ft - ft/SM ft	0 - 600R Company	100 - 1200R 100 RA	200 - 1800R/0.5V 1190	700 - 1.5V 1680	1020 - 3.0V 2000
D	ft - ft/SM ft	0 - 600R Company	100 - 1200R 100 RA	200 - 1800R/0.5V 1190	700 - 1.5V 1680	1060 - 3.0V 2040

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Effective 24-MAY-2018

17-MAY-2018

OMA-KOMA

United States Omaha Eppley Airfield

7-70

RNAV (RNP) Z 14L

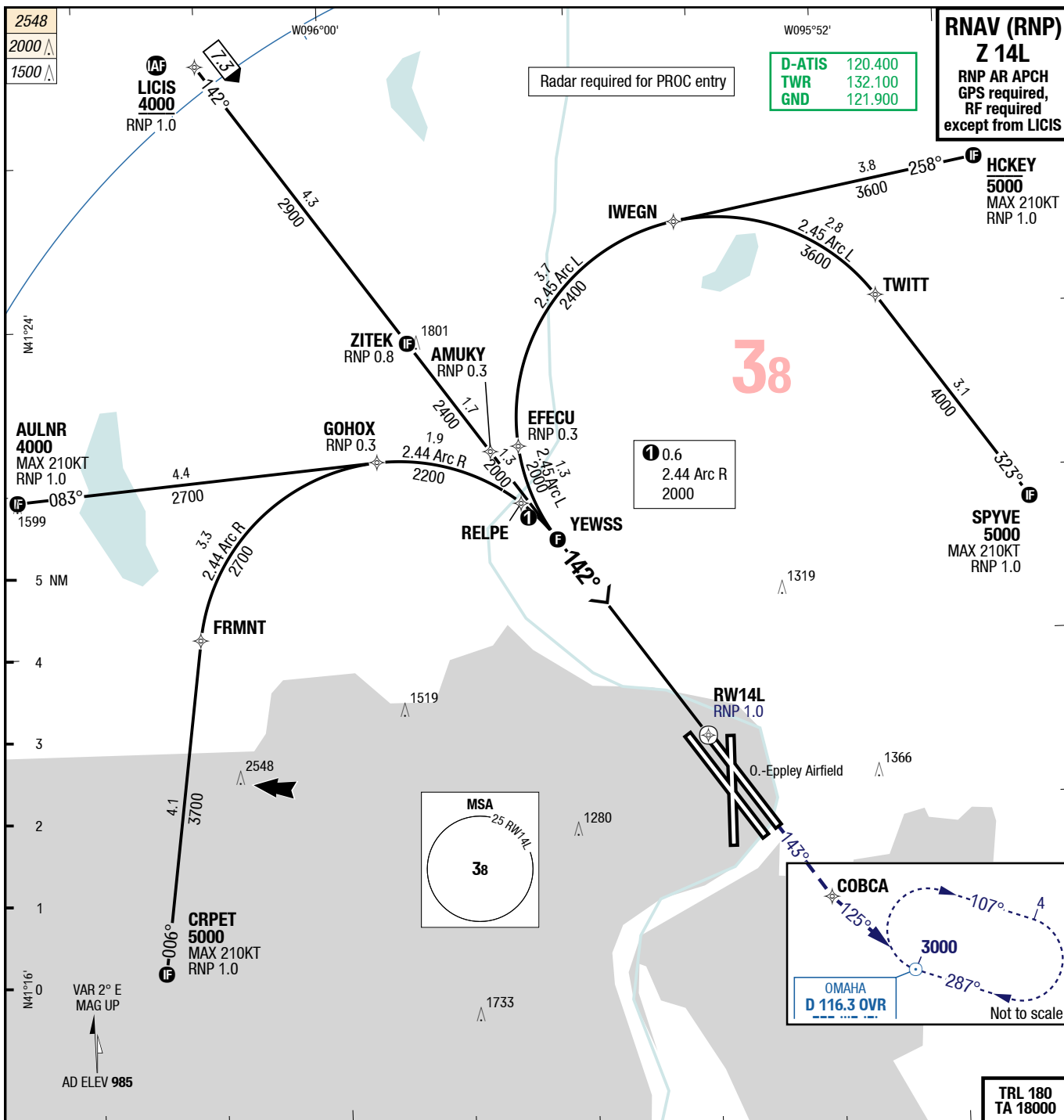
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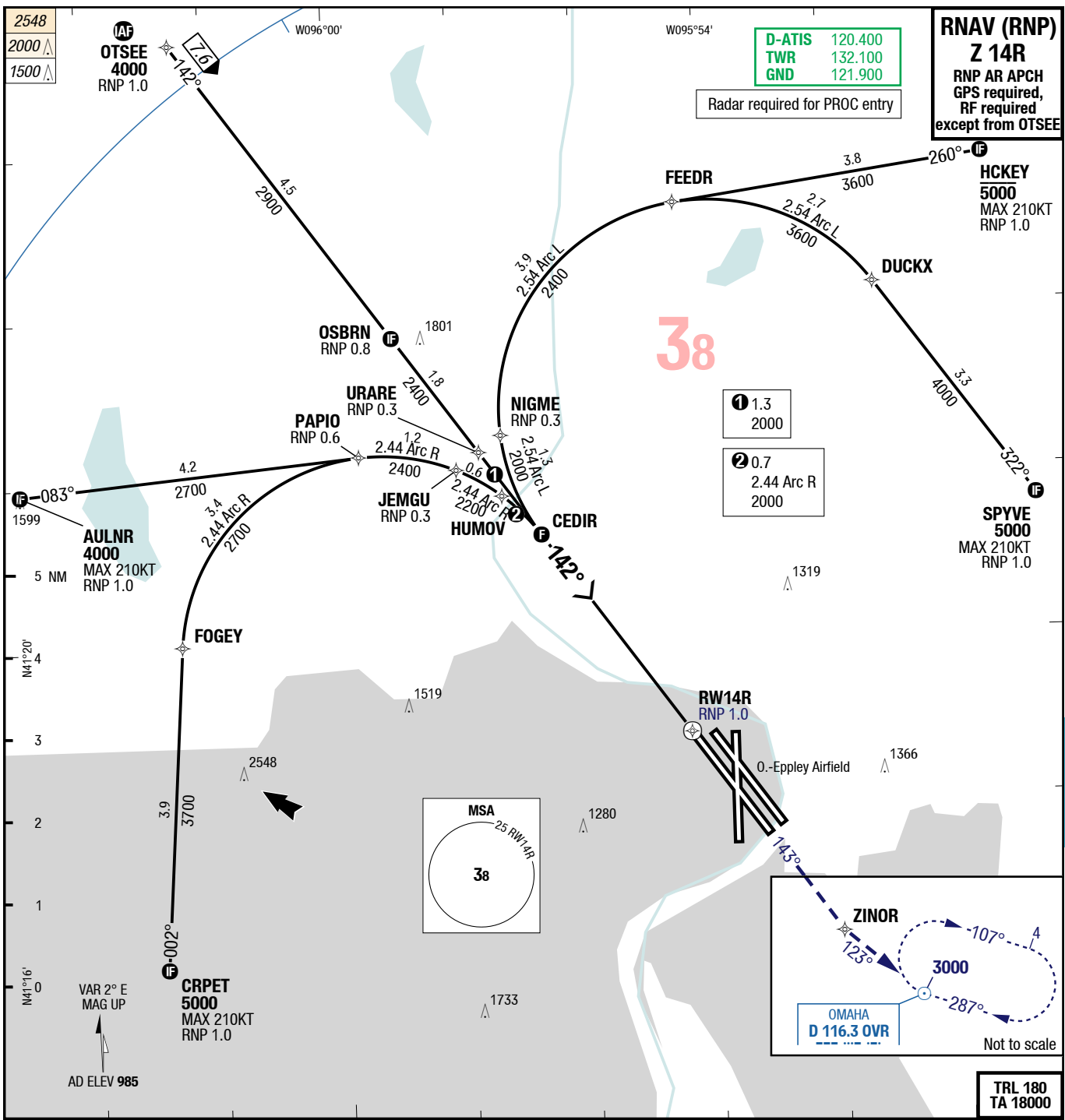
Eppley Airfield Omaha United States

RNAV (RNP) Z 14L

Changes: Track, FAT, HLDG, VAR, Note, OBST, AMDT No



Orig B

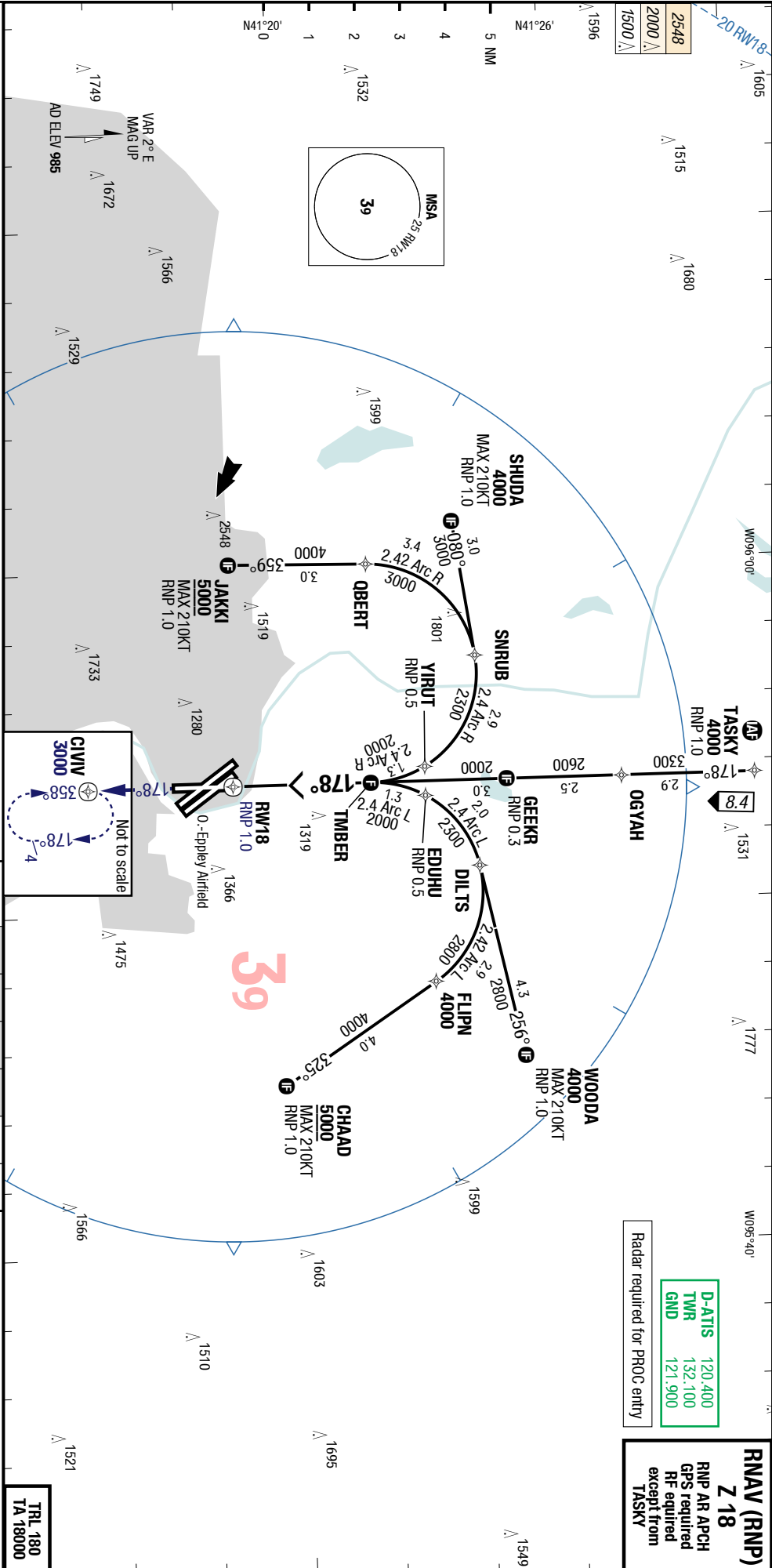


3.00°						3		2		<div>14R</div>		<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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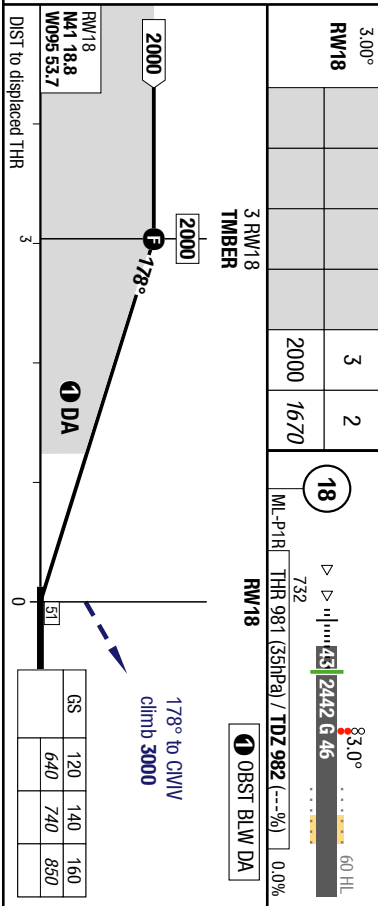
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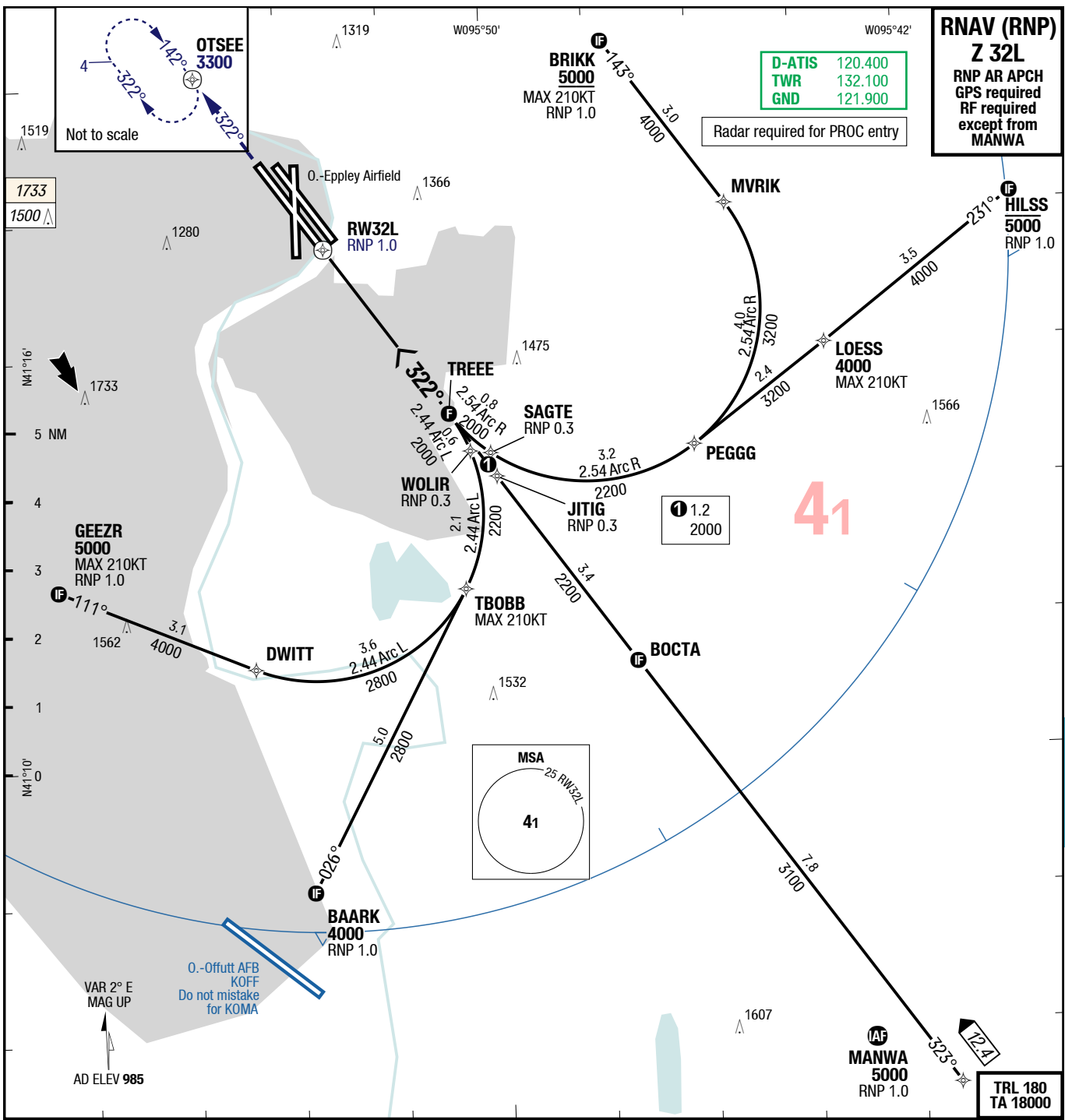
Changes: Track, FAT, HLDG, Note, OBST, VAR, AMDT No

Orig C



	RNAV	RNAV	RNAV	RNAV	Circling
TERPS	RNP 0.15 VNAV	RNP 0.15 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	TERPS
C	ft - ft SSM	ft - ft SSM	ft - ft SSM	ft - ft SSM	Not published
D	ft - ft SSM	ft - ft SSM	ft - ft SSM	ft - ft SSM	Not published





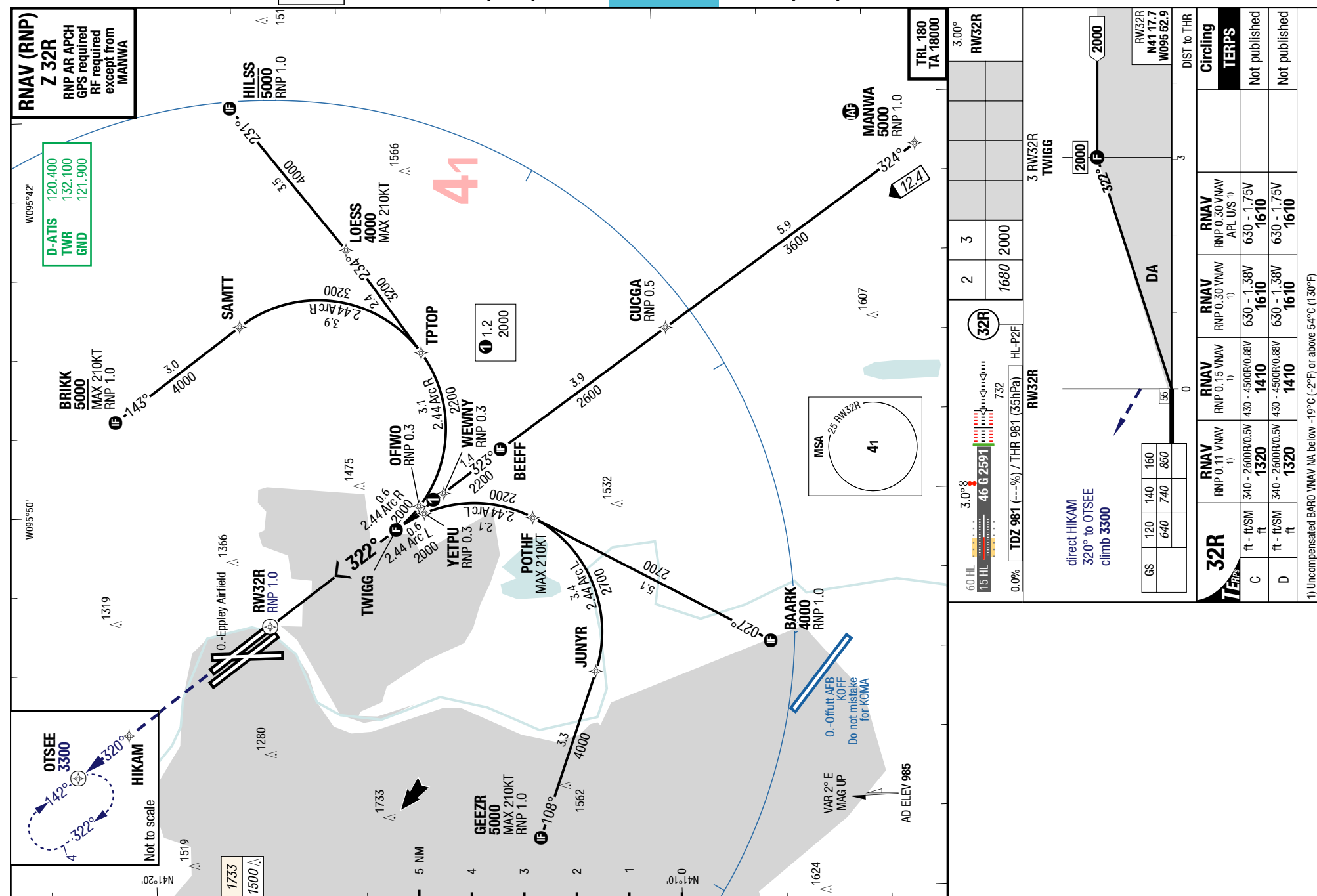
60 HL 15 HL 3.0° 46 G 2896 732				2 3		3.00°									
0.0% TDZ 981 (---%) / THR 980 (35hPa) ML-P1R				1680 2000		RW32L									
① OBST BLW DA				RW32L		3 RW32L TREEE									
322° to OTSEE climb 3300				2000		2000									
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>				GS	120	140	160		640	740	850	① DA		RW32L N41 17.6 W095 53.2	
GS	120	140	160												
	640	740	850												
0				3		DIST to THR									
32L		RNAV RNP 0.15 VNAV 1) 2)		RNAV RNP 0.15 VNAV APL U/S 1) 2)		RNAV RNP 0.30 VNAV 1) 2)		RNAV RNP 0.30 VNAV APL U/S 1) 2)		Circling TERPS					
C		ft - ft/SM ft 380 - 5000R/1.0V 1360		380 - 1.25V 1360		650 - 1.75V 1630		650 - 2.25V 1630		Not published					
D		ft - ft/SM ft 380 - 5000R/1.0V 1360		380 - 1.25V 1360		650 - 1.75V 1630		650 - 2.25V 1630		Not published					
1) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (130°F)															
2) HN NA when VGSI inop															

Changes: MIN, FAT, Track, VAR, HLDG, Note, OBST, AMDT No

Orig B

7-110

RNAV (RNP) Z 32R



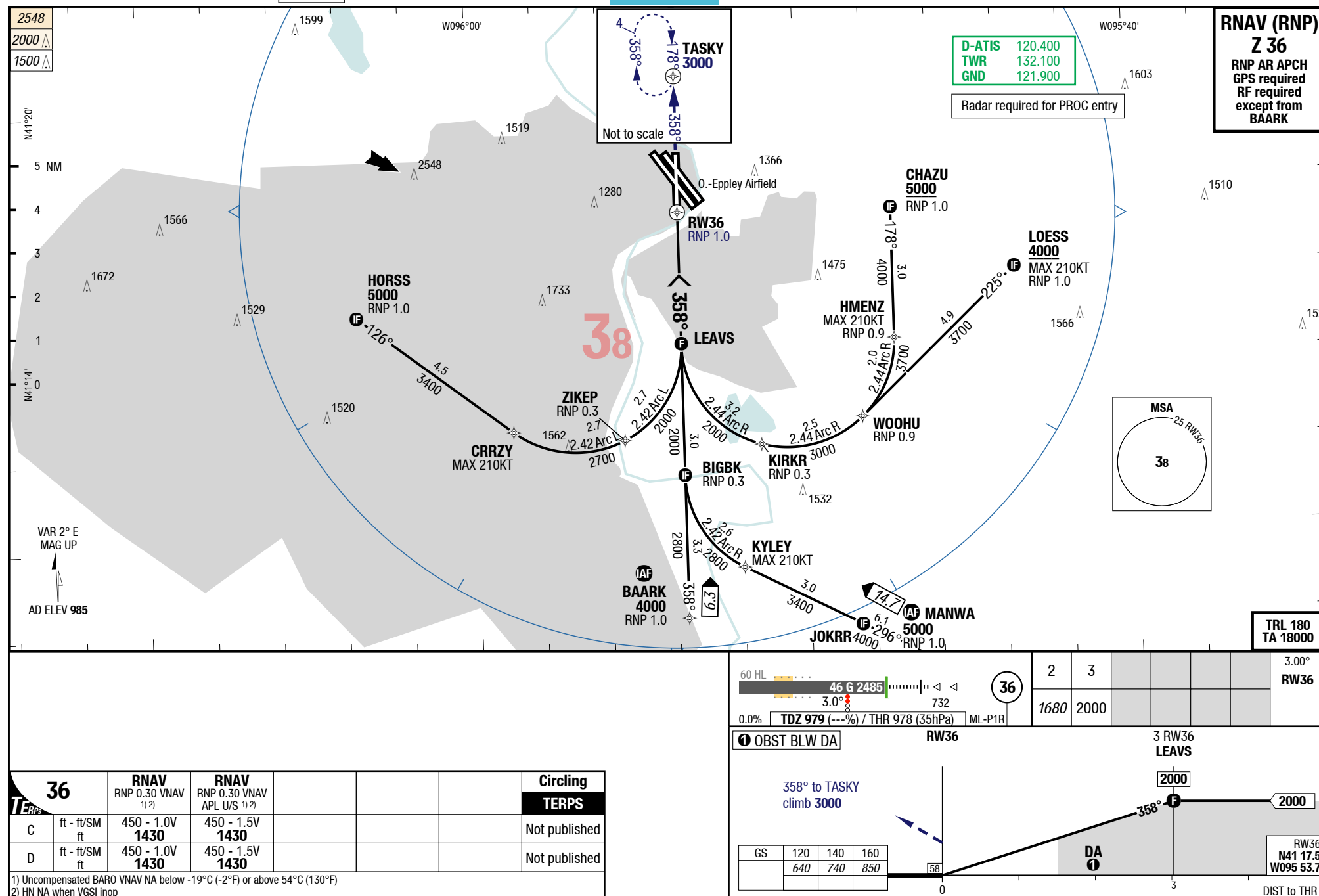
OMA-KOMA

RNAV (RNP) Z 36

IAC

IAC

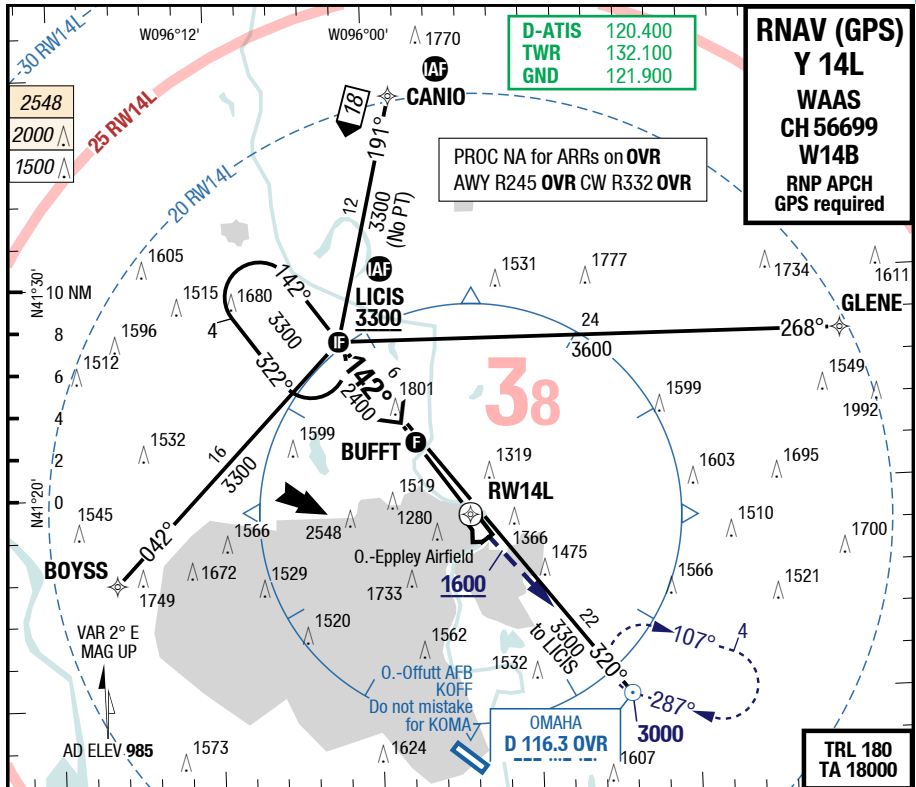
RNAV (RNP) Z 36



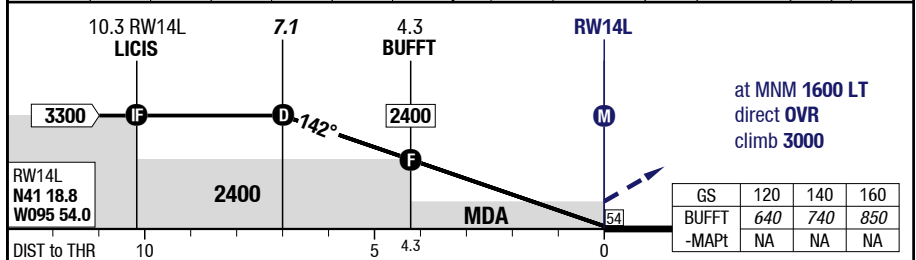
OMA-KOMA

7-130

RNAV (GPS) Y 14L



3.00° RW14L	7.1	6	5	4	3	2	14L	83.0°	60 HL	15 HL
	3300	2950	2630	2320	2000	1680	732	2591 G 46		
							ML-P1R	THR 984 (35hPa) / TDZ 984 (---%)	0.0%	



14L	RNAV GPS LPV 1)	RNAV GPS VNAV 2)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM ft 200 - 1800R/0.5V 1190	380 - 3500R/0.63V 1370	440 - 4500R/0.88V 1420	1020 - 3.0V 2000
D	ft - ft/SM ft 200 - 1800R/0.5V 1190	380 - 3500R/0.63V 1370	440 - 4500R/0.88V 1420	1060 - 3.0V 2040

1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM
2) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (130°F)

17-MAY-2018

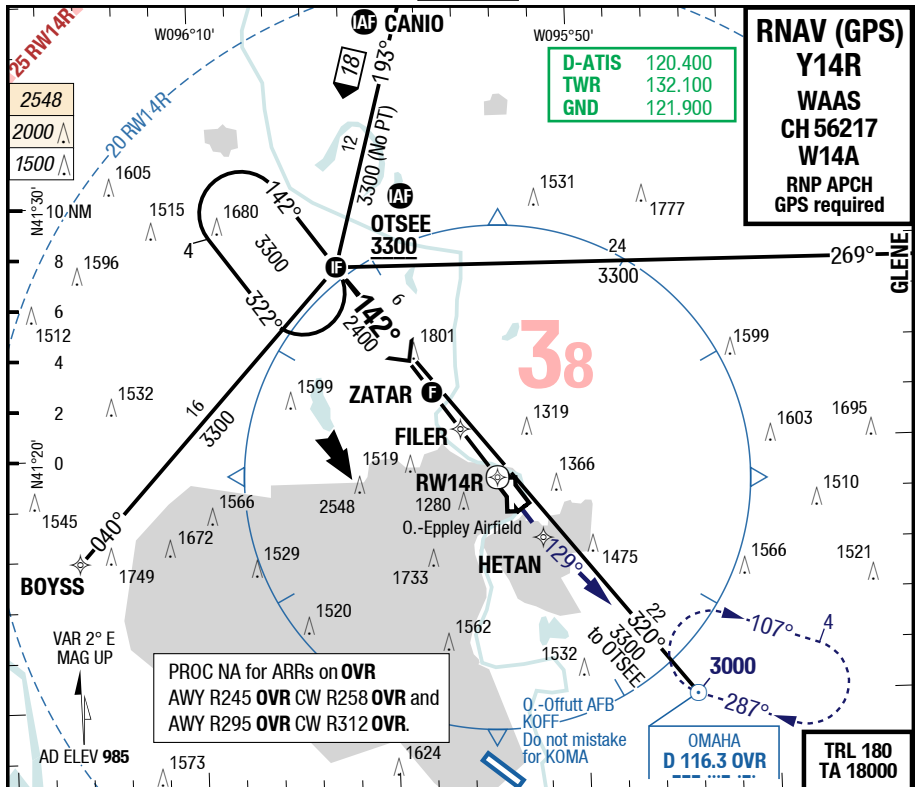
United States **Omaha** Eppley Airfield

IAC

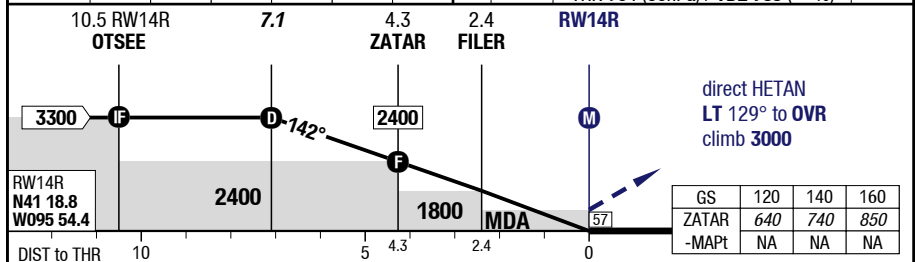
OMA-KOMA

7-140

RNAV (GPS) Y 14R



3.00° RW14R	7.1	6	5	4	3	2	
	3300	2960	2640	2320	2000	1680	



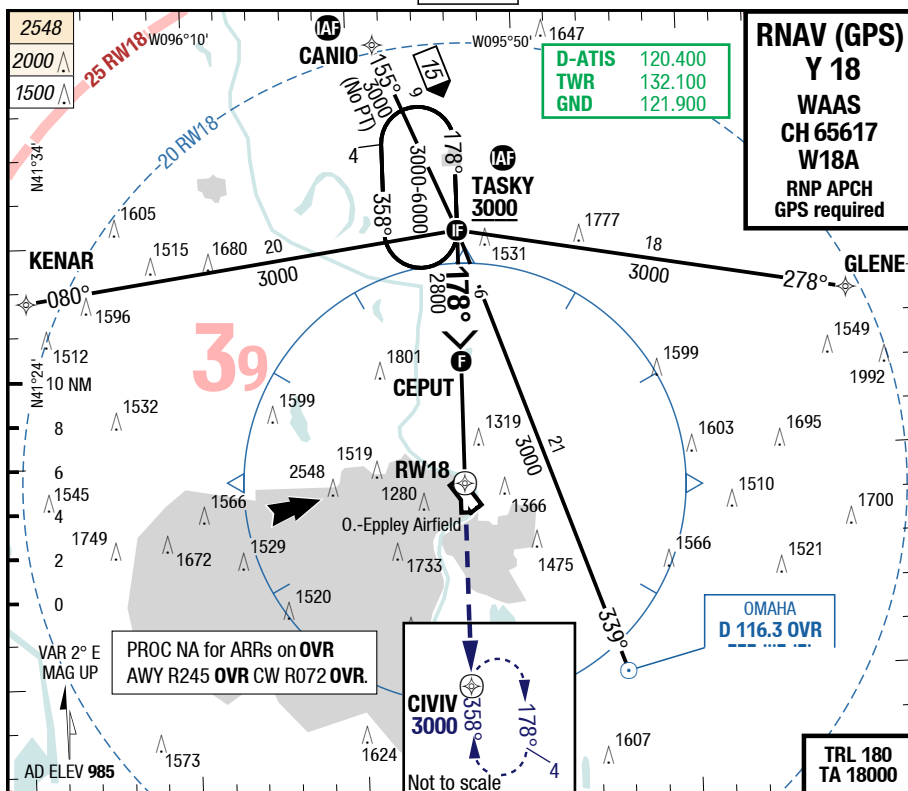
14R		RNAV GPS LPV ¹⁾	RNAV GPS VNAV ²⁾	RNAV GPS LNAV		Circling N_g TERPS
C	ft - ft/SM ft	200 - 2000R/0.5V 1190	480 - 5000R/1.0V 1470	400 - 3500R/0.63V 1380		1020 - 3.0V 2000
D	ft - ft/SM ft	200 - 2000R/0.5V 1190	480 - 5000R/1.0V 1470	400 - 3500R/0.63V 1380		1060 - 3.0V 2040

1) wo HGS RVR 2400ft/V 0.5SM required
2) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (130°F)

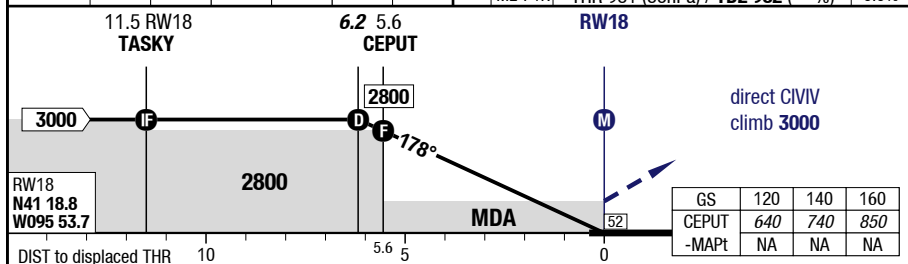
OMA-KOMA

7-150

RNAV (GPS) Y 18



3.00°	6.2	6	5	4	3	2	18	83.0°	60 HL
RW18	3000	2950	2630	2310	1990	1670	732	43	2442 G 46
							ML-P1R	THR 981 (35hPa) / TDZ 982 (---%)	0.0%



TERPS	18	RNAV GPS LPV 1)	RNAV GPS VNAV 2)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1190	560 - 6000R/1.25V 1540	540 - 5500R/1.0V 1520	1020 - 3.0V 2000
D	ft - ft/SM ft	200 - 1800R/0.5V 1190	560 - 6000R/1.25V 1540	540 - 5500R/1.0V 1520	1060 - 3.0V 2040

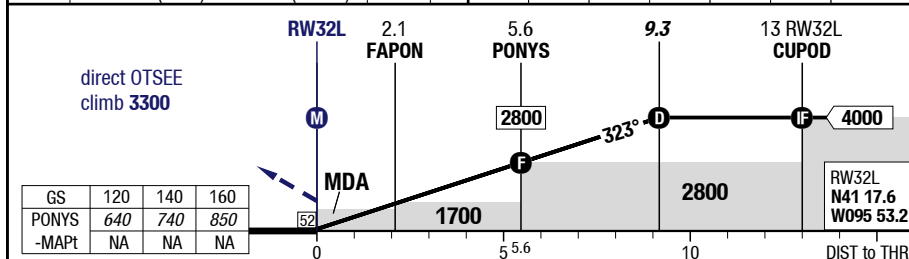
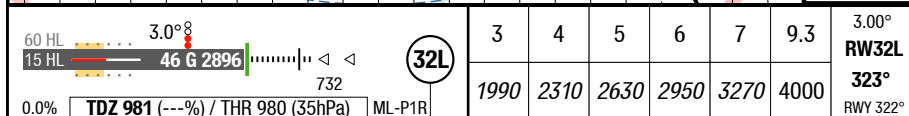
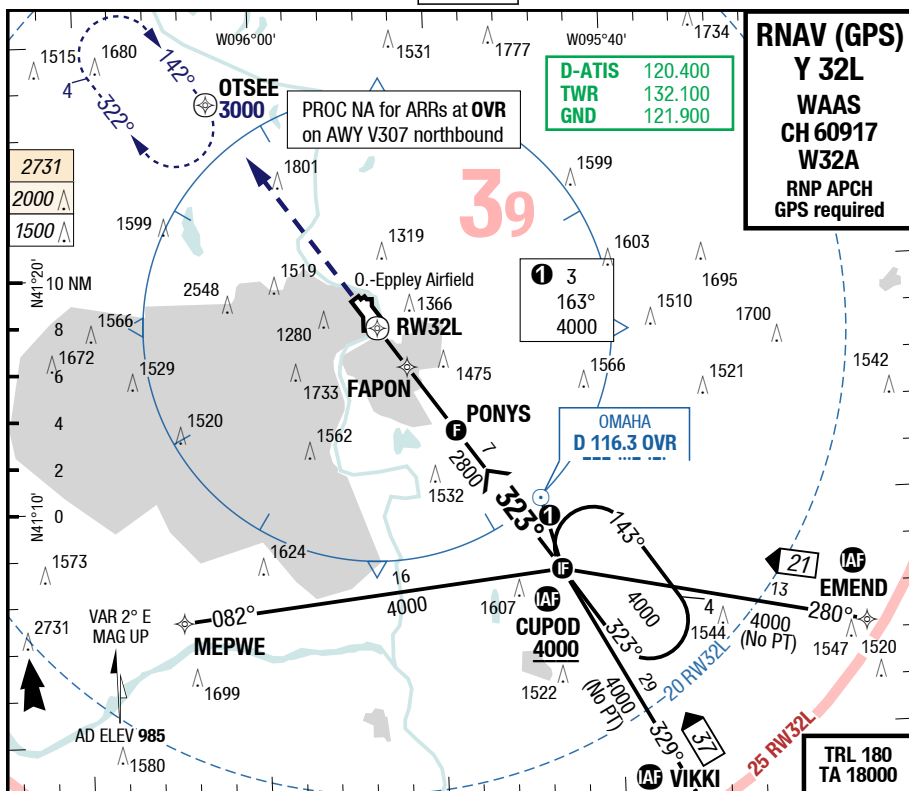
1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM

2) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (129°F)

OMA-KOMA

7-160

RNAV (GPS) Y 32L



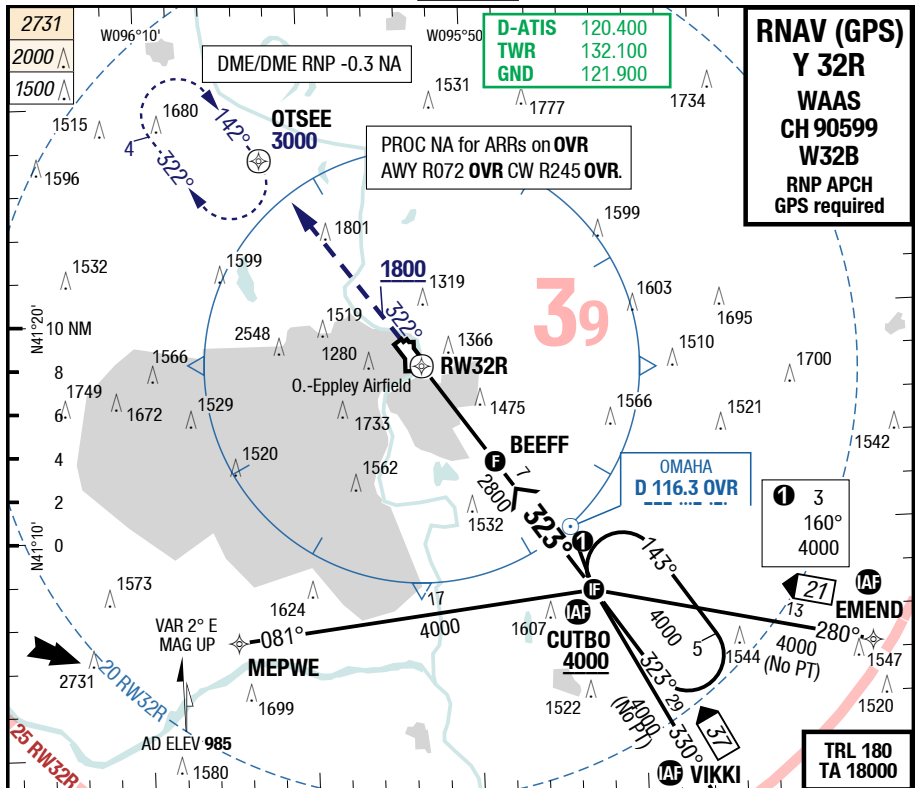
32L		RNAV GPS LPV ¹⁾	RNAV GPS VNAV ²⁾	RNAV GPS LNAV		Circling <i>N₁</i> TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1190	600 - 1.25V 1580	560 - 6000R/1.25V 1540		1020 - 3.0V 2000
D	ft - ft/SM ft	200 - 1800R/0.5V 1190	600 - 1.25V 1580	560 - 6000R/1.25V 1540		1060 - 3.0V 2040

1) FD or AP or HGS to DA required, else use RVR 2400ft or VIS 0.5SM
2) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (130°F)

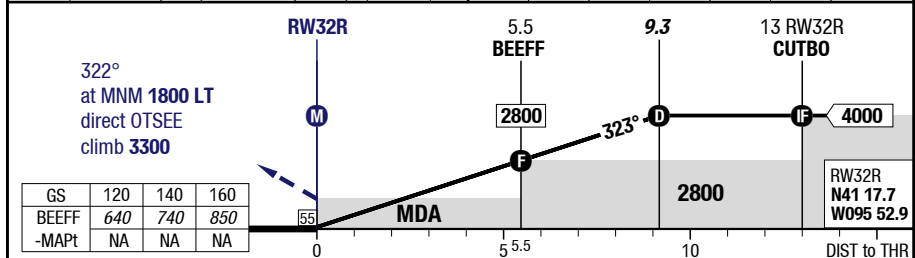
OMA-KOMA

7-170

RNAV (GPS) Y 32R



60 HL	3.0°8	46 G 2591	732	32R	3	4	5	6	7	9.3	3.00°
15 HL					2000	2310	2630	2950	3270	4000	RW32R
0.0%	TDZ 981 (---%) / THR 981 (35hPa)	HL-P2F									323°
											RWY 322°



TERPS	32R	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS VNAV APL U/S 1)	RNAV GPS LNAV	Circling NeW TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1190	630 - 1.38V 1620	630 - 1.75V 1620	700 - 1.5V 1680	1020 - 3.0V 2000
D	ft - ft/SM ft	200 - 1800R/0.5V 1190	630 - 1.38V 1620	630 - 1.75V 1620	700 - 1.5V 1680	1060 - 3.0V 2040

1) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 37°C (99°F)

OMA-KOMA

7-180

RNAV (GPS) Y 36

