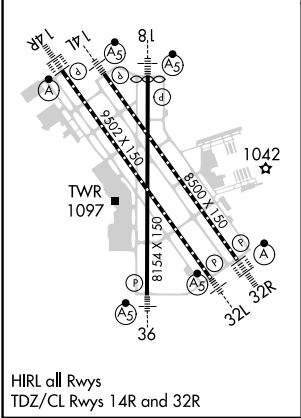
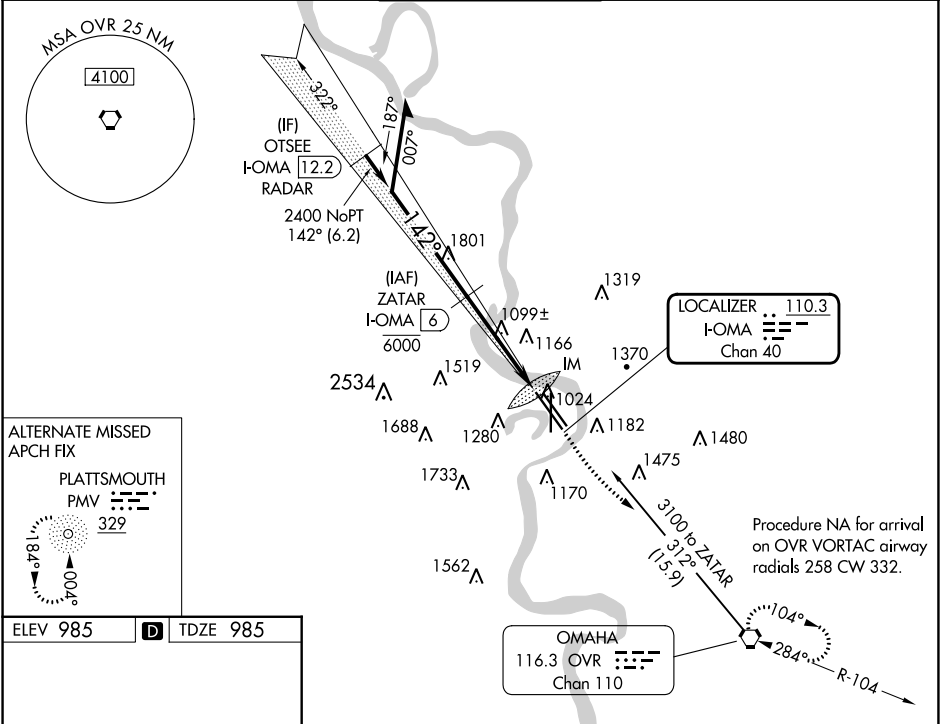


LOC/DME I-OMA 110.3 Chan 40	APP CRS 142°	Rwy ldg 9502 TDZE 985 Apt Elev 985
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ILS RWY 14R (CAT II & III)
EPPLEY AIRFIELD (OMA)

DME required for procedure entry.	ALSf-2 	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.
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D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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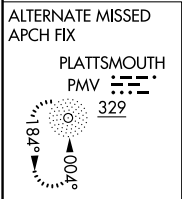
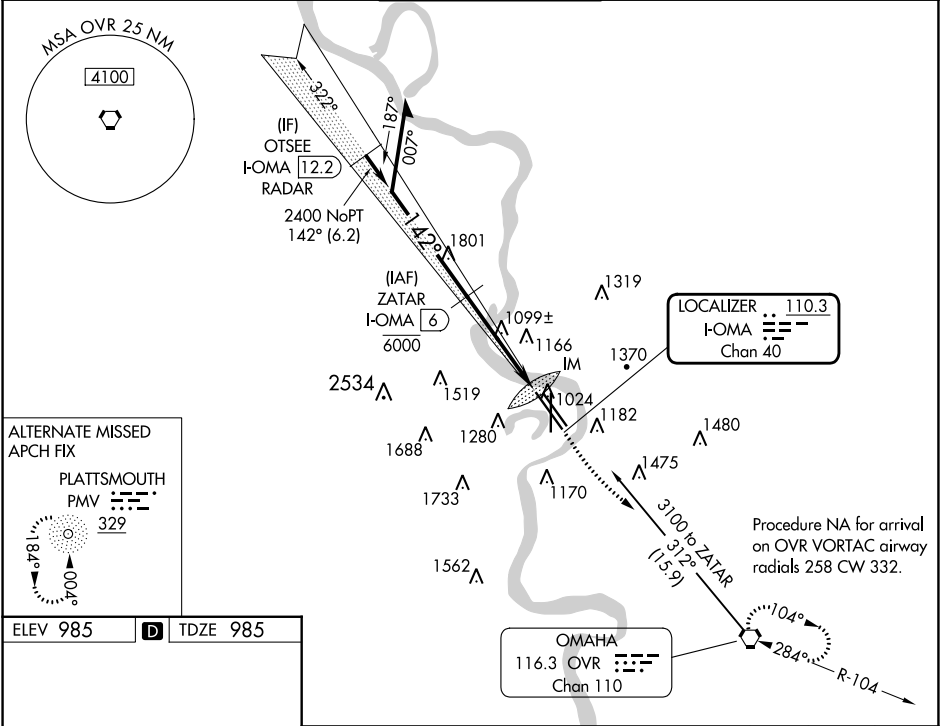
Remain within 10 NM 2900 322° 142° GS 3.00° TCH 57 ZATAR I-OMA 6 6000 2400 4.3 NM 1081' 1900 3000 OVR IM 1085				
CATEGORY	A	B	C	D
S-ILS 14R	CAT II RA 104/12 100 DA 1085			
S-ILS 14R	CAT III RVR 06			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

LOC/DME I-OMA 110.3 Chan 40	APP CRS 142°	Rwy Idg 9502 TDZE 985 Apt Elev 985
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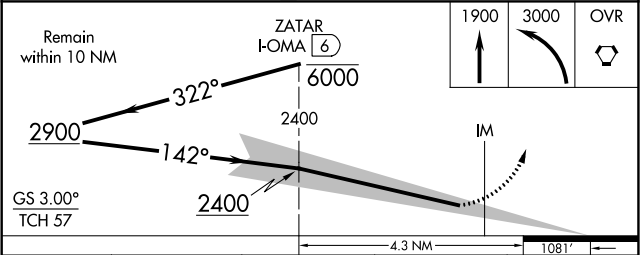
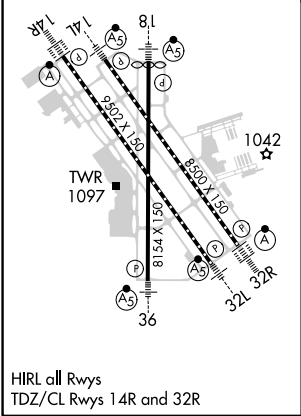
ILS RWY 14R (SA CAT I)
EPPLEY AIRFIELD (OMA)

DME required for procedure entry.	ALSF-2	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DA.		

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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ELEV 985	D	TDZE 985
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CATEGORY	A	B	C	D
S-ILS 14R	RA 154/14 150 DA 1135			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 32R (CAT II & III)
EPPLEY AIRFIELD (OMA)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

DME or RADAR REQUIRED

LOCALIZER .. 111.15
I-EDI ...
Chan 48(Y)

MSA OVR 25 NM
4100

OMAHA
116.3 OVR
Chan 110

IAF BEEFF
I-EDI 7.1
RADAR

2800 to BEEFF
305° (4.7)

CFVCT

142°

097°

277°

284°

104°

322°

1801

1319

1370

1024

1182

1475

1415

1170

1480

1168

1280

1733

1562

1519

2534

ELEV 985 **D** **TDZE 981**

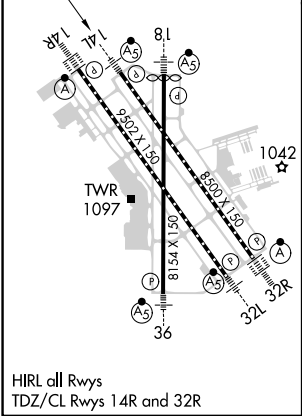
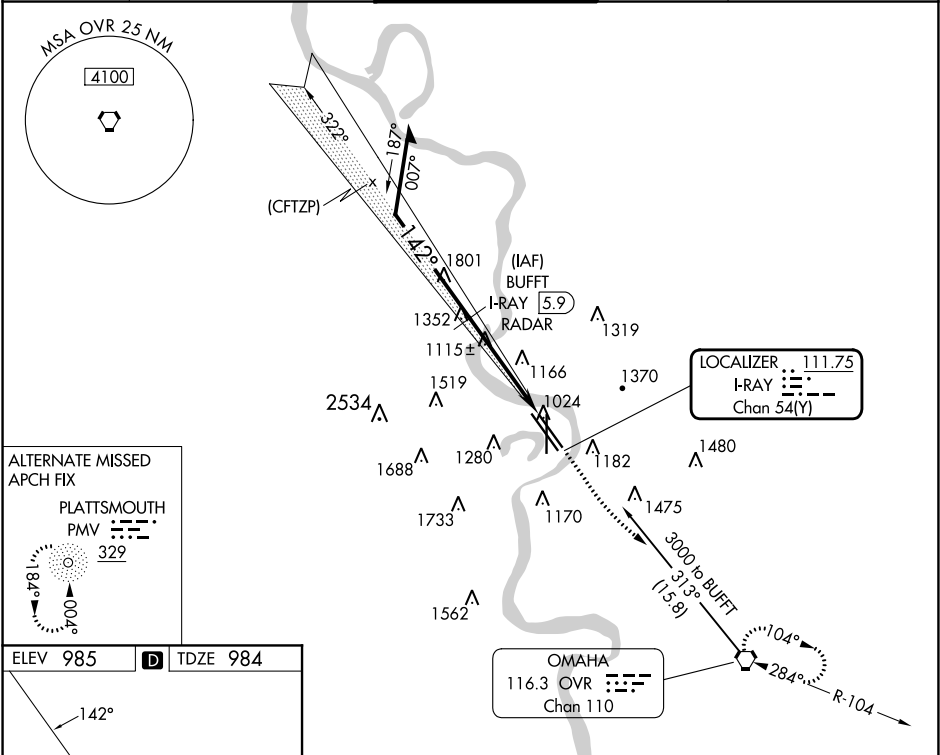
OMAHA, NEBRASKA
Amdt 1 24MAY18
41°18'N-95°54'W
EPPLEY AIRFIELD (OMA)
ILS RWY 32R (CAT II & III)

LOC/DME I-RAY 111.75 Chan 54 (Y)	APP CRS 142°	Rwy Idg 8500 TDZE 984 Apt Elev 985
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ILS or LOC RWY 14L
EPPLEY AIRFIELD (OMA)

S-LOC 14L DME required. # RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.
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D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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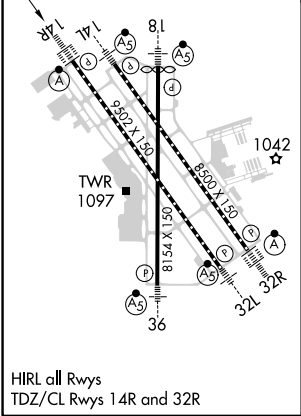
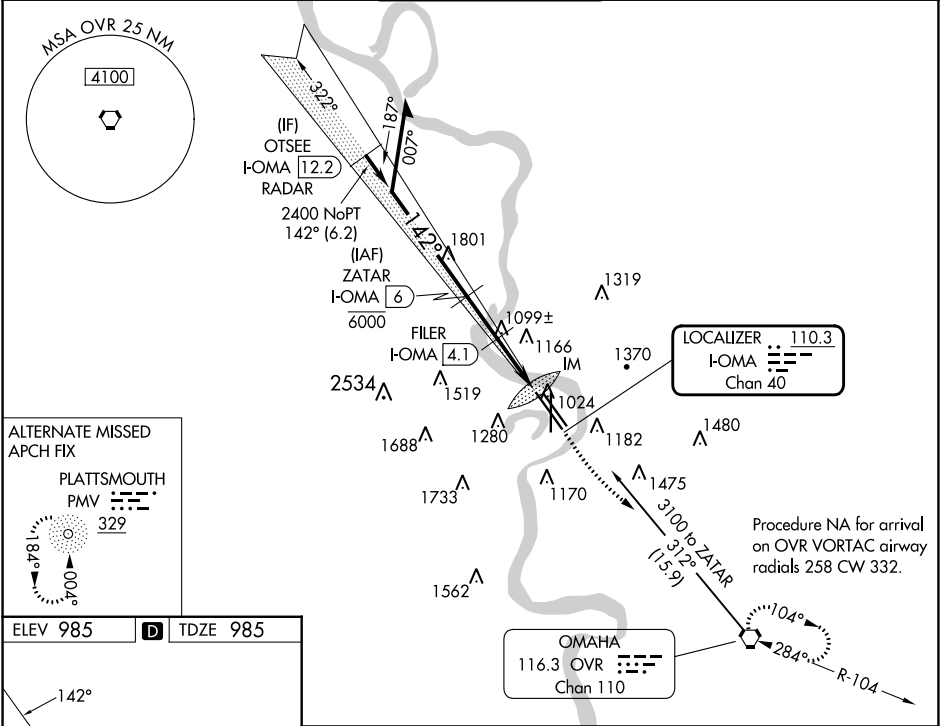
VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 67').			
Remain within 10 NM			
GS 3.00° TCH 54			
CATEGORY	A	B	C
S-ILS 14L #	1184/24 200 (200-½)		
S-LOC 14L	1380/24 396 (400-½)	1380/35 396 (400-¾)	
CIRCLING	1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)

LOC/DME I-OMA 110.3 Chan 40	APP CRS 142°	Rwy Idg 9502 TDZE 985 Apt Elev 985
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ILS or LOC RWY 14R
EPPLEY AIRFIELD (OMA)

DME required for procedure entry. DME required for LOC only.		ALSIF-2 	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.
	For inop ALS, increase S-LOC 14R Cat C/D visibility to RVR 5500.		

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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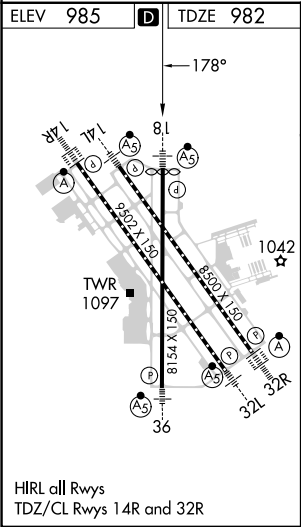
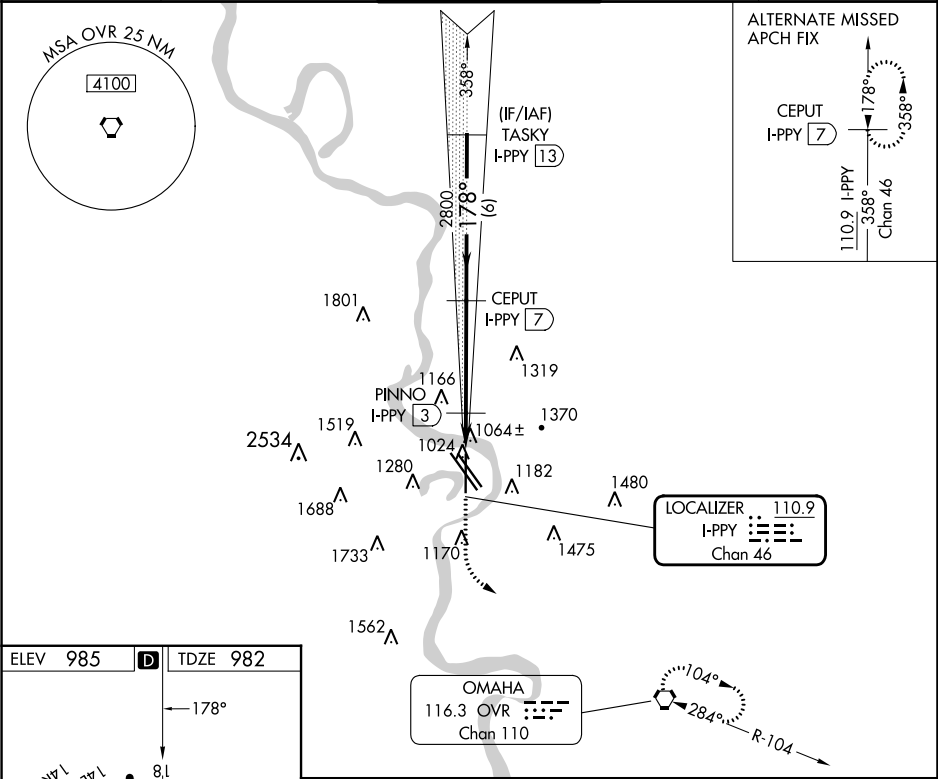
ELEV 985 D TDZE 985		 OMAHA 116.3 OVR Chan 110			
Remain within 10 NM					
GS 3.00° TCH 57		*LOC only.			
CATEGORY		A	B	C	D
S-ILS 14R		1185/18 200 (200-½)			
S-LOC 14R		1360/24	375 (400-½)	1360/35	375 (400-½)
CIRCLING		1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)

LOC/DME I-PPY	APP CRS	Rwy Idg	8013
110.9	178°	TDZE	982
Chan 46		Apt Elev	985

ILS or LOC RWY 18

EPPLEY AIRFIELD (OMA)

RADAR required for procedure entry. DME required for LOC only.		MALSR 	MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.	
	# RVR 1800 authorized with use of FD or AP or HUD to DA.			
D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9



1800 ↑	3000 ↘	OVR 				
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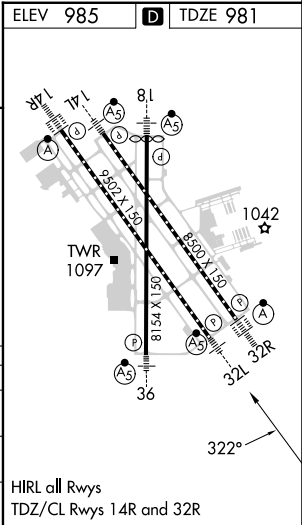
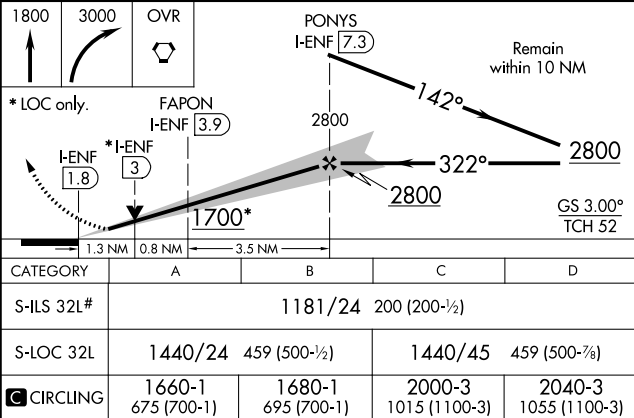
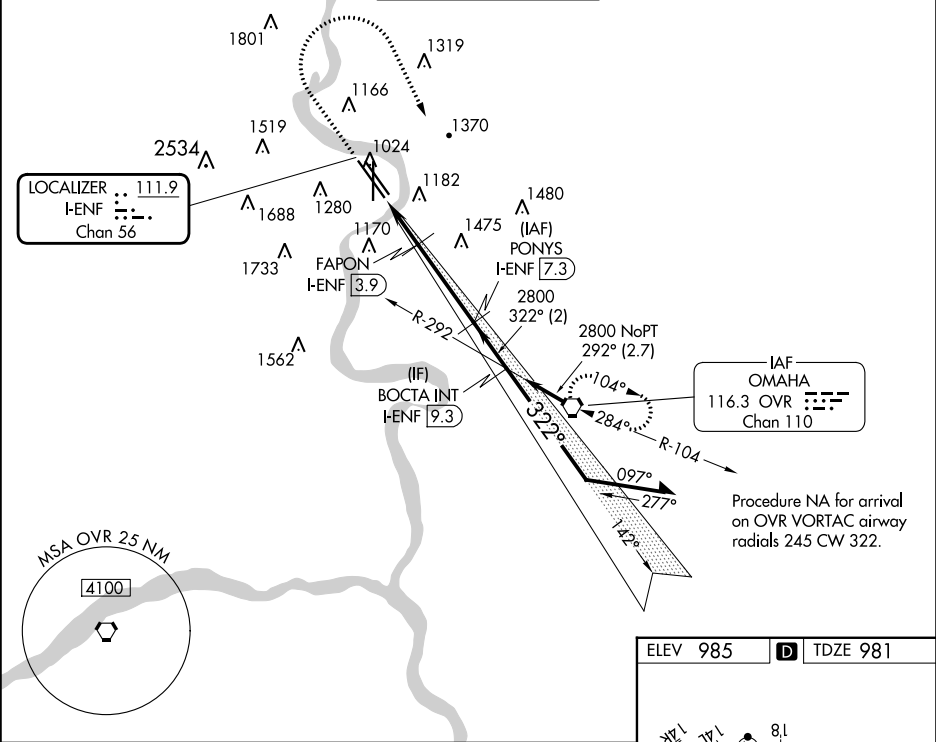
LOC/DME I-ENF	APP CRS	Rwy Idg	9502
111.9	322°	TDZE	981
Chan 56		Apt Elev	985

ILS or LOC RWY 32L

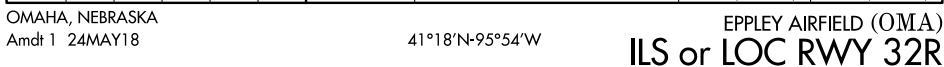
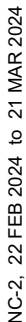
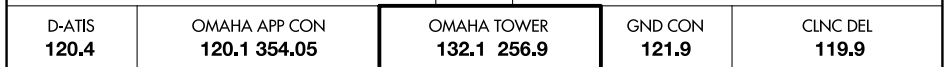
EPPLEY AIRFIELD (OMA)

DME required for LOC only.	MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.		

D-ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	120.1 354.05	132.1 256.9	121.9	119.9



ILS or LOC RWY 32R
EPPLEY AIRFIELD (OMA)



LOC/DME I-OGN 110.7 Chan 44	APP CRS 358°	Rwy Idg TDZE Apt Elev 8153 979 985
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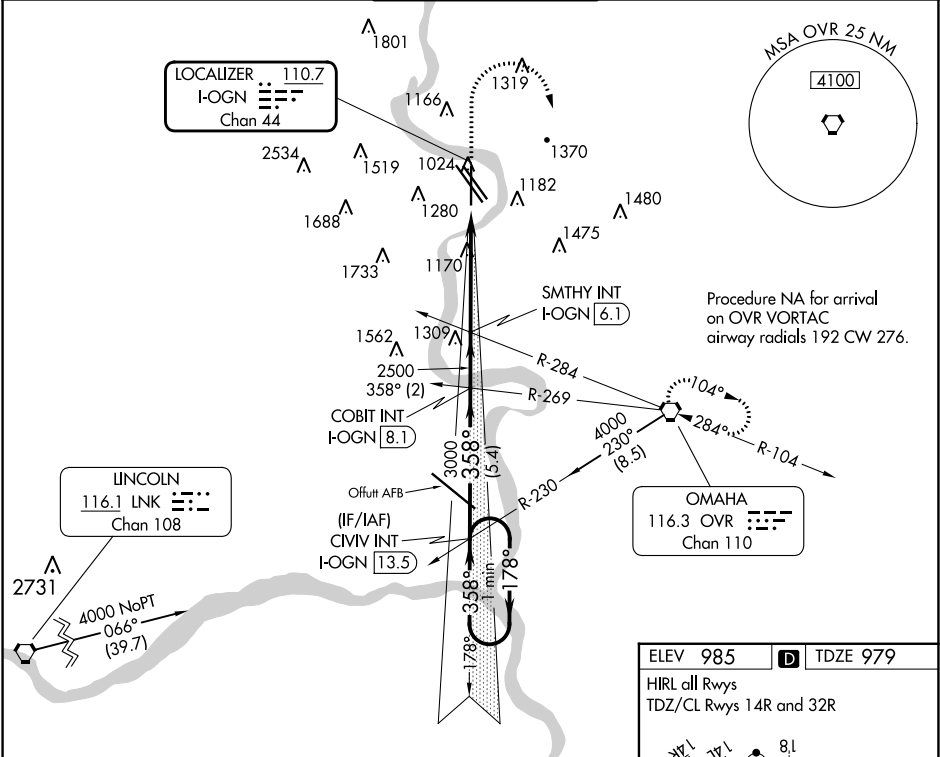
ILS or LOC RWY 36
EPPLEY AIRFIELD (OMA)

⚠ For inop ALS, increase S-LOC 36 Cats C/D visibility to 1 3/8 SM.

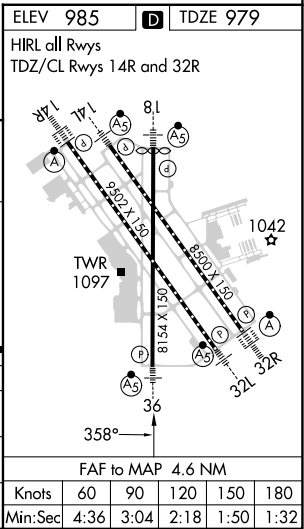
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OVR VORTAC and hold.

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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One Minute Holding Pattern 4000 ← 178° 358° → GS 3.00° TCH 58	CIVIV INT I-OGN 13.5 COBIT INT I-OGN 8.1 SMTHY INT I-OGN 6.1 2500 3000 2500 2500 5.4 NM 2 NM 3.3 NM 1.3 NM				2000 3000 OVR
	* I-OGN 2.8 * LOC only. I-OGN 1.5				
	CATEGORY	A	B	C	D
	S-ILS 36	1179-½ 200 (200-½)			
	S-LOC 36	1440-½ 461 (500-½)		1440-1 461 (500-1)	
C CIRCLING	1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)	



NC-2, 22 FEB 2024 to 21 MAR 2024

NC-2, 22 FEB 2024 to 21 MAR 2024

APP CRS
142°

Rwy Idg
TDZE
Apt Elev

8500
984
985

RNAV (RNP) Z RWY 14L

EPPLEY AIRFIELD (OMA)

▼

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). For inoperative ALS, increase RNP 0.15 all Cats visibility to 1½ and RNP 0.30 all Cats visibility to 1½. GPS required.

MALSR

MISSED APPROACH: Climb to 3000 on track 142° to COBCA and on track 131° to OVR VORTAC and hold.

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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MSA RW14L 25 NM

3800

RADAR REQUIRED

(IAF) LICIS 4000 (RNP 0.30)

(IF) AULNR 4000 210K (RNP 0.30) (RF REQD)

(IF) ZITEK 2400 142° (1.7)

(IF) AMUKY 2200 142° (1.7)

(IF) GOHOX 2700 083° (4.4)

(IF) FRMNT 3700 006° (4.1)

(IF) CRPET 5000 210K (RNP 0.30) (RF REQD)

(IF) HCKEY 5000 210K (RNP 0.30) (RF REQD)

(IF) TWIIT 3600 258° (3.8)

(IF) SPYVE 5000 210K (RNP 0.30) (RF REQD)

(FAF) YEWSS 2000 to YEWSS (1.3)

(IF) YEWSS 2000 to YEWSS (0.6)

1058 ± 1070 ± 1005

1089 ± 1024

1166

1280

1733

1170

1182

1475

1480

1370

1319

1322

131°

107°

287°

4 NM

COBCA

OMAHA OVR

(not to scale)

ELEV 985 TDZE 984

142° to RWY14L

YEWS

2000

3000

COBCA

tr 142°

OVR

tr 131°

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 67°).

142°

See planview for multiple IF locations.

3 NM

GP 3.00° TCH 54

CATEGORY	A	B	C	D
RNP 0.15 DA	1335/40	351 (400-¾)		
RNP 0.30 DA	1395/45	411 (500-¾)		

AUTHORIZATION REQUIRED

OMAHA, NEBRASKA

Orig-B 24MAY18

41°18'N-95°54'W

EPPLEY AIRFIELD (OMA)

RNAV (RNP) Z RWY 14L

RNAV (RNP) Z RWY 14R
EPPLEY AIRFIELD (OMA)

MISSED APPROACH: Climb to 3000 on track 142° to ZINOR and on track 129° to OVR VORTAC and hold.

MISA RW14R 25 NM

3800

(IAF)
OTSEE
4000
(RNP 0.30)

2900
142°
(4.5)

(IF)
AULNR
4000 210K
(RNP 0.30)
(RF REQD)

2700
083°
(4.2)

FOGEY

3700
002°
(3.9)

(IF)
CRPET
5000 210K
(RNP 0.30)
(RF REQD)

1688 A

1733 A

OSBRN
2400
142°
(1.2)

PAPIO

JEMGU
2200
(0.6)

HUMOV
2000
(0.7)

URARE
1801
2400
142°
(1.9)

NIGME

URARE to CEDIR
2000
142°
(1.3)

(FAF)
CEDIR
2000
(1.3)

FEEDR

3600
260°
(3.8)

DUCKX

3600
127°
(2.7)

1319 A

4000
322°
(3.3)

(IF)
HCKEY
5000 210K
(RNP 0.30)
(RF REQD)

(IF)
SPVYE
5000 210K
(RNP 0.30)
(RF REQD)

1370

RW14R

1024

1166

1170 A

1182 A

ELEV 985 D TDZE 985

142° to RW14R

8.1

not to scale

NC-2, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	8013
178°	TDZE	982
	Apt Elev	985

RNAV (RNP) Z RWY 18

EPPLEY AIRFIELD (OMA)

▼

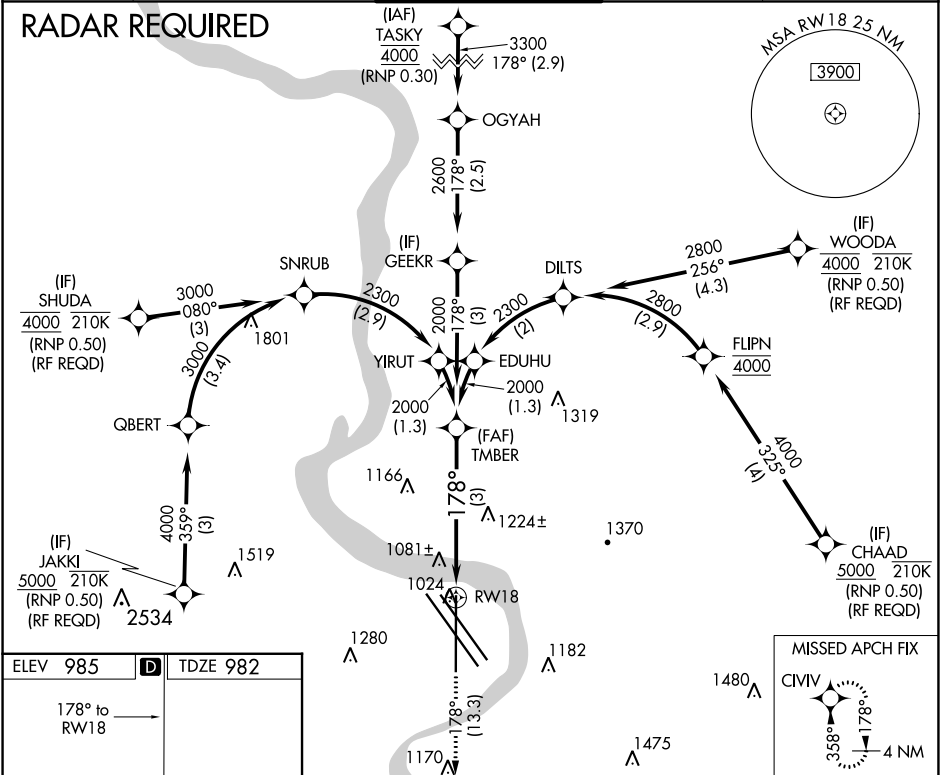
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). For inoperative ALS, increase RNP 0.15 all Cats visibility to 1½ and RNP 0.30 all Cats visibility to 2. GPS required.

MALSR

MISSED APPROACH: Climb to 3000 on track 178° to CIVV and hold.

D-ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	120.1 354.05	132.1 256.9	121.9	119.9

RADAR REQUIRED



ELEV 985

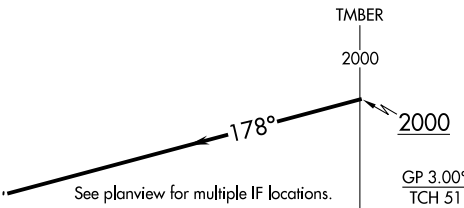
D

TDZE 982

178° to RWY18

HIRL all Rwys

TDZ/CL Rwys 14R and 32R

3000 ↑ tr 178°	CIVV 			
3 NM				
CATEGORY	A	B	C	D
RNP 0.15 DA	1341/40 359 (400-¾)			
RNP 0.30 DA	1576-1 5/8 594 (600-1 5/8)			
AUTHORIZATION REQUIRED				

RNAV (RNP) Z RWY 32L
EPPLEY AIRFIELD (OMA)

MISSED APPROACH:
Climb to 3300 on track 322°
to OTSEE and hold.

3300 ↑ tr 322° OTSEE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

TREE 2000

2000

RW32L

322°

See planview for multiple IF locations.

GP 3.00° TCH 57

CATEGORY	A	B	C	D
RNP 0.15 DA	1359/50	378 (400-1)		
RNP 0.30 DA	1624-1 ³ / ₄	643 (700-1 ³ / ₄)		

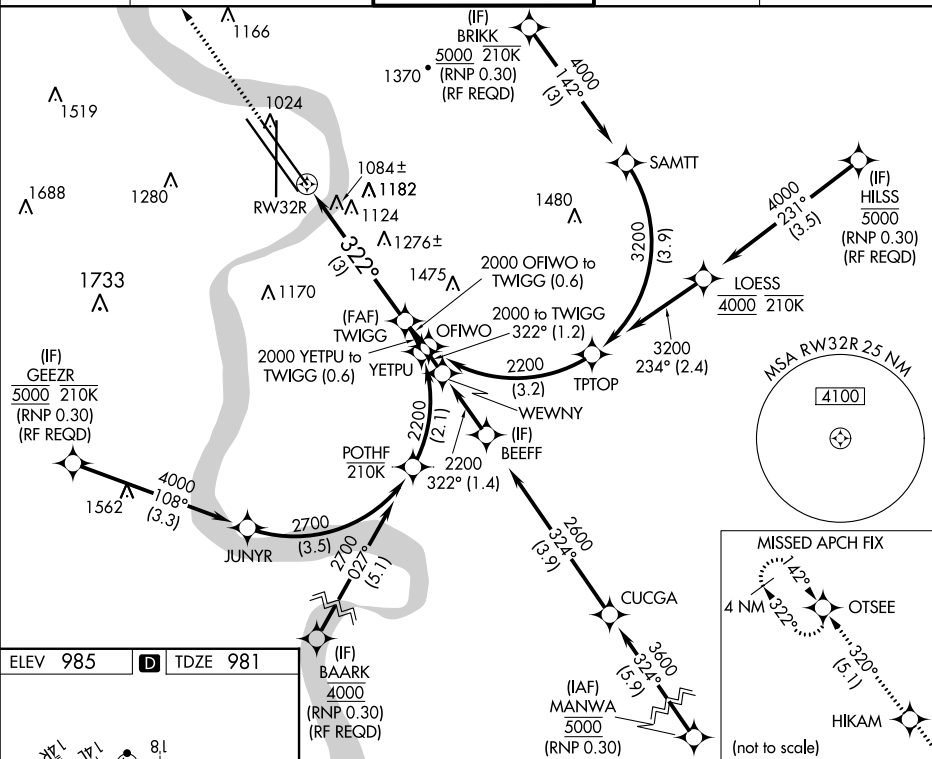
AUTHORIZATION REQUIRED

EPPLEY AIRFIELD (OMA)
RNAV (RNP) Z RWY 32L

RNAV (RNP) Z RWY 32R
EPPLEY AIRFIELD (OMA)

MISSED APPROACH: Climb to 3300 direct HIKAM and track 320° to OTSEE and hold.

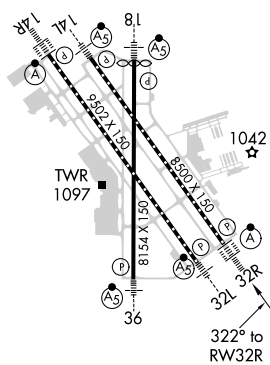
CLNC DEL
119.9



NC-2, 22 FEB 2024 to 21 MAR 2024

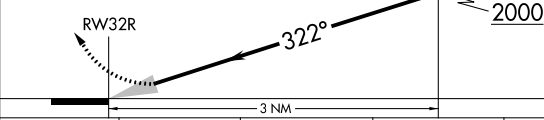
NC-2, 22 FEB 2024 to 21 MAR 2024

DZE 981



3300	HIKAM	tr 320°	OTSEE
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See planview for multiple IF locations.



GP 3.00°
TCH 55

CATEGORY	A	B	C	D
RNP 0.11 DA		1313/26	332 (400-½)	
RNP 0.15 DA		1407/40	426 (500-¾)	
RNP 0.30 DA		1607-13 ₈	626 (700-1¾)	

AUTHORIZATION REQUIRED

EPPLEY AIRFIELD (OMA)

41°18'N-95°54'W

RNAV (RNP) Z RWY 32R

APP CRS
358°

Rwy Idg
TDZE
Apt Elev

8153
979
985

RNAV (RNP) Z RWY 36

EPPLEY AIRFIELD (OMA)

▼

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. GPS required.

MALSR

MISSED APPROACH: Climb to 3000 on track 358° to TASKY and hold.

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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ELEV 985

D

TDZE 979

HIRL all Rwy's
TDZ/CL Rwy's 14R and 32R

LEAVS

2000

See planview for multiple IF locations.

3000

TASKY

tr 358°

2000

358°

RWY 36

GP 3.00°

TCH 58

3 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1425-1 446 (500-1)			

AUTHORIZATION REQUIRED

OMAHA, NEBRASKA

Orig-B 24MAY18

41°18'N-95°54'W

EPPLEY AIRFIELD (OMA)

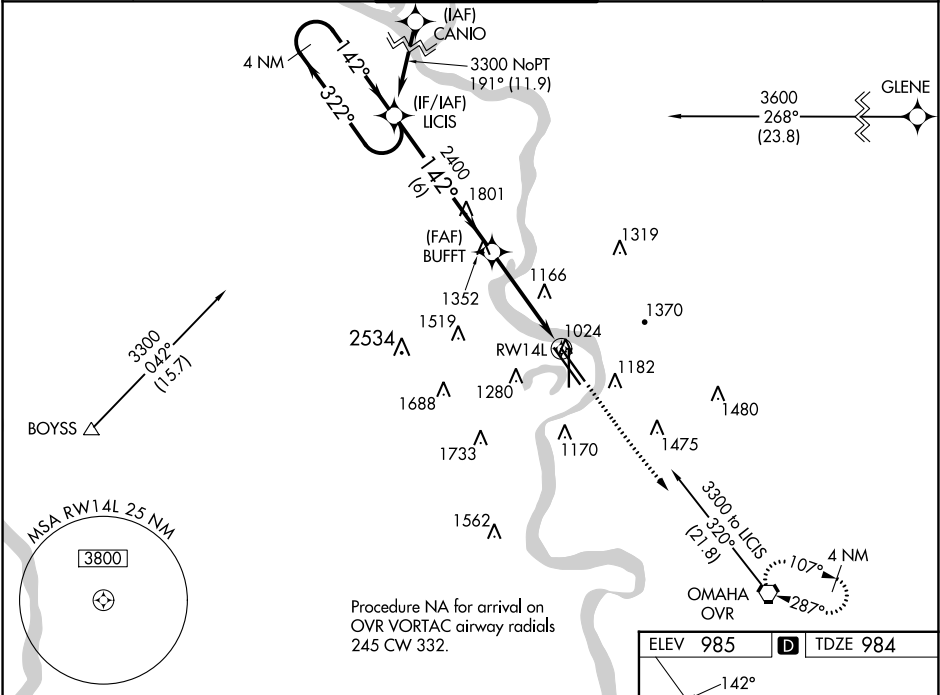
RNAV (RNP) Z RWY 36

WAAS CH 56699 W14B	APP CRS 142°	Rwy Idg 8500 TDZE 984 Apt Elev 985
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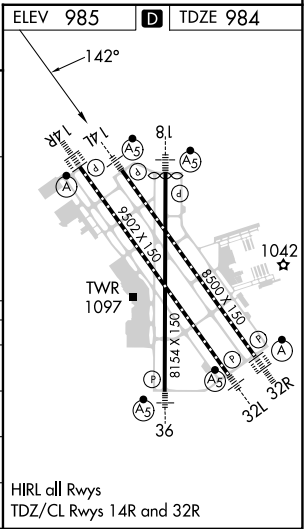
RNAV (GPS) Y RWY 14L

EPPLEY AIRFIELD (OMA)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). For inop ALS, increase LNAV/VNAV all Cnts visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.		MALSR 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct OVR VORTAC and hold.	
D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67').				
4 NM Holding Pattern				
GP 3.00° TCH 54				
6 NM 3.1 NM 1.2 NM				
CATEGORY	A	B	C	D
LPV DA #	1184/24 200 (200-½)			
LNAV/VNAV DA	1363/35 379 (400-¾)			
LNAV MDA	1420/24	436 (500-½)	1420/40	436 (500-¾)
CIRCLING	1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)



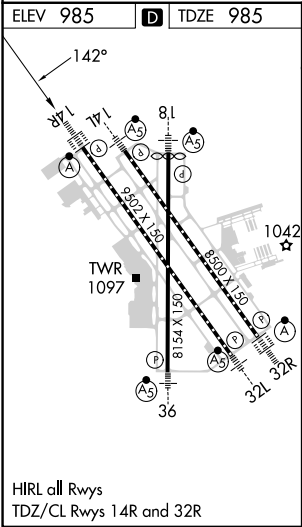
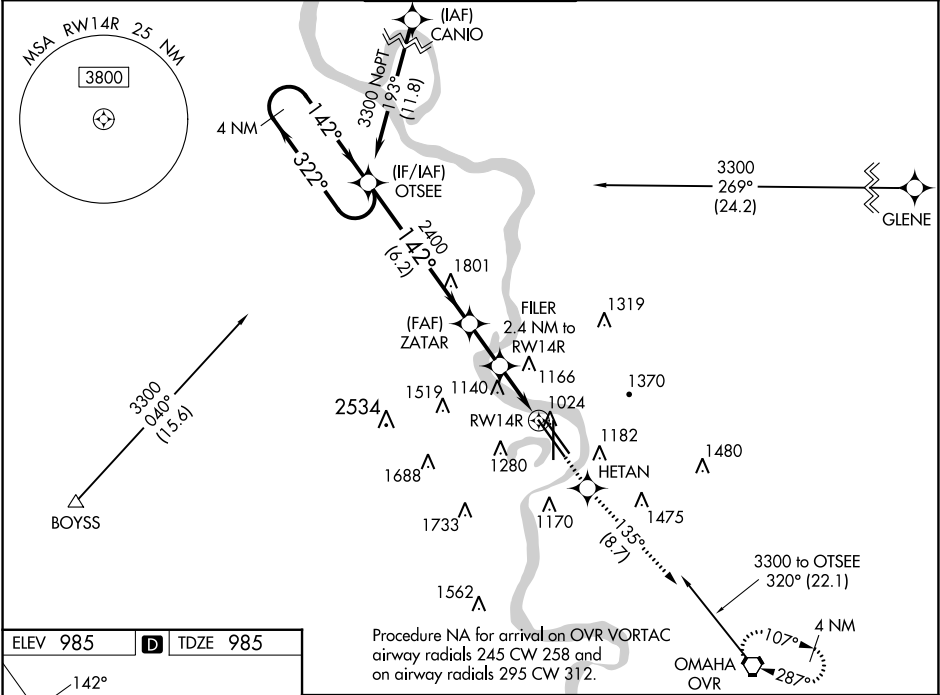
WAAS CH 56217 W14A	APP CRS 142°	Rwy Idg TDZE 985 Apt Elev 985
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RNAV (GPS) Y RWY 14R

EPPLEY AIRFIELD (OMA)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.	ALSF-2 A	MISSED APPROACH: Climb to 3000 direct HETAN and on track 135° to OVR VORTAC and hold.
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D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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Procedure NA for arrival on OVR VORTAC airway radials 245 CW 258 and on airway radials 295 CW 312.				
4 NM Holding Pattern 3000 322° 142° 2400 1800 GP 3.00° TCH 57 6.2 NM 1.9 NM 1.3 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	1185/18 200 (200-½)			
LNAV/VNAV DA	1465/50 480 (500-1)			
LNAV MDA	1380/24	395 (400-½)	1380/35	395 (400-½)
CIRCLING	1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)

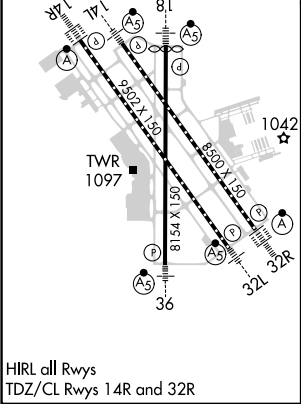
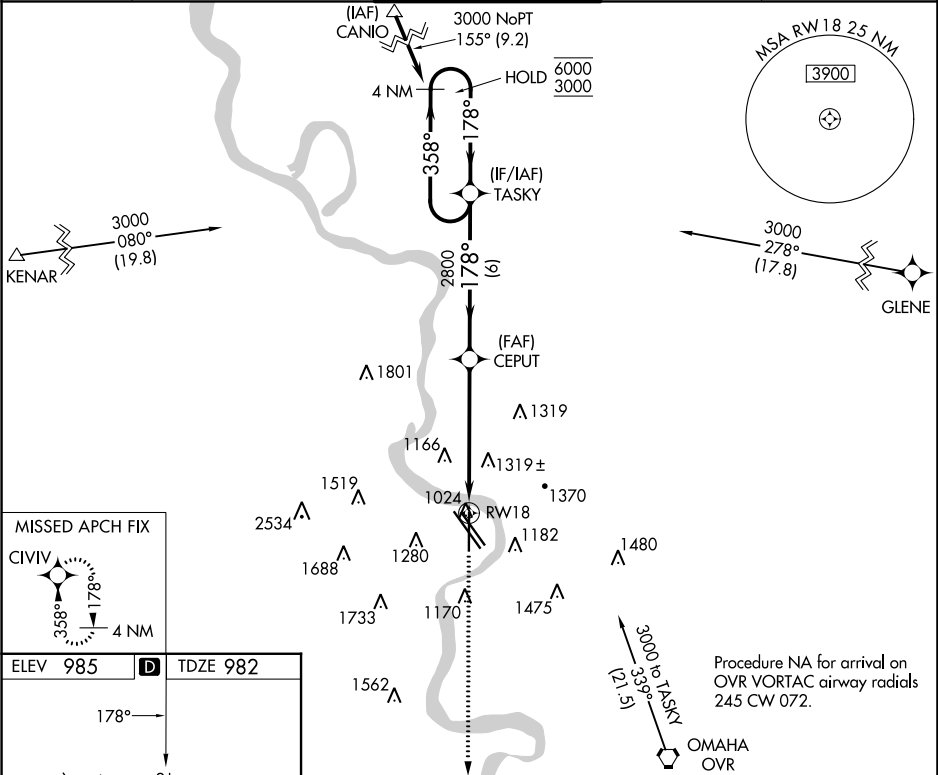
WAAS CH 65617 W18A	APP CRS 178°	Rwy Idg 8013 TDZE 982 Apt Elev 985
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RNAV (GPS) Y RWY 18

EPPLEY AIRFIELD (OMA)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct CIVIV and hold.
For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. # RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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4 NM Holding Pattern		TASKY		CEPUT		3000 CIVIV	
6000 ← 358°		178° →		2800		* 1.5 NM to RW18	
GP 3.00°		TCH 52		2800		* LNAV only	
6 NM		4.1 NM		1.5 NM			
CATEGORY	A	B	C	D			
LPV DA#	1182/24			200 (200-½)			
LNAV/VNAV DA	1540/60			558 (600-1¼)			
LNAV MDA	1520/24			538 (600-½)		1520/55 538 (600-1)	
CIRCLING	1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)			

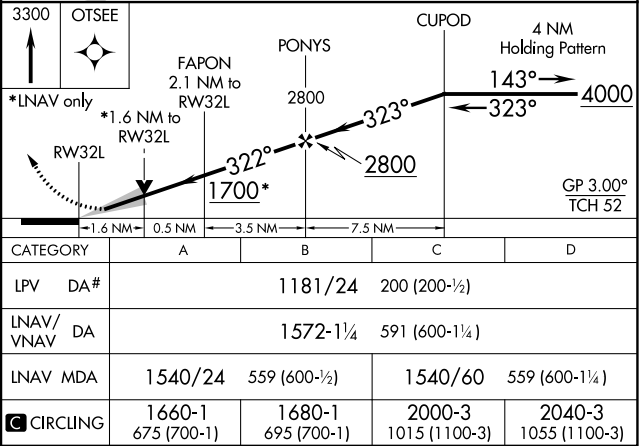
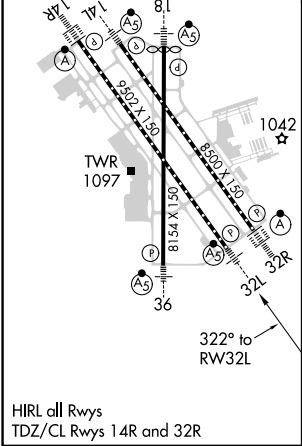
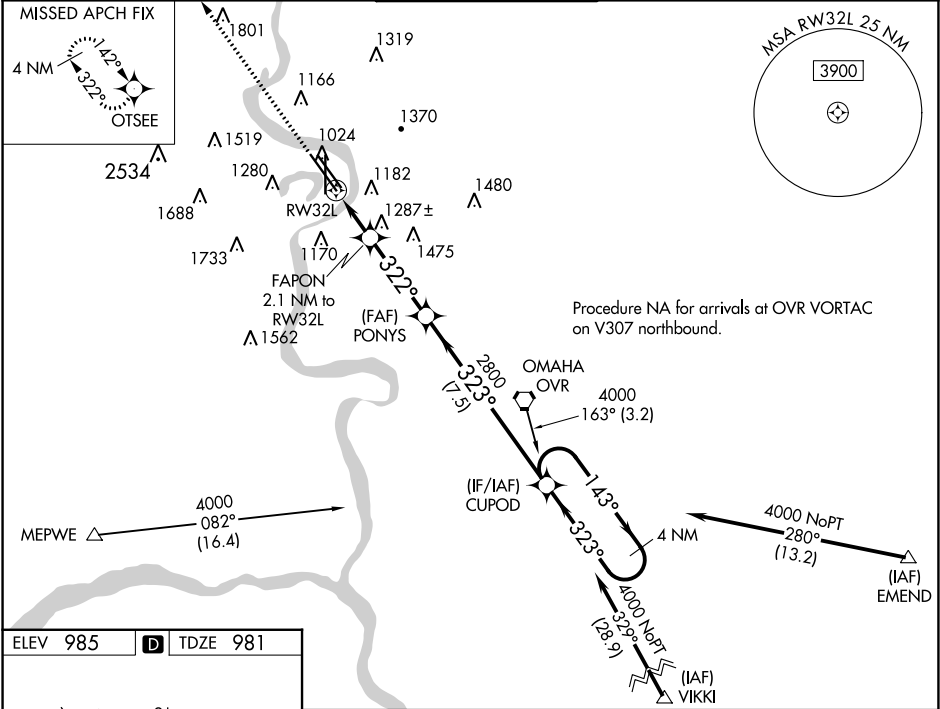
WAAS CH 60917 W32A	APP CRS 322°	Rwy Idg 9502 TDZE 981 Apt Elev 985
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RNAV (GPS) Y RWY 32L

EPPLEY AIRFIELD (OMA)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR AS	MISSED APPROACH: Climb to 3300 direct OTSEE and hold, continue climb-in-hold to 3300.
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D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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WAAS CH 90599 W32B	APP CRS 322°	Rwy Idg 8500 TDZE 981 Apt Elev 985
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RNAV (GPS) Y RWY 32R
EPPLEY AIRFIELD (OMA)

FPPIFY AIRFIELD (OMA)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 37°C (99°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1³/₄ SM.

ALSF-2

MISSED APPROACH: Climb to 1800 then climbing left turn to 3300 direct OTSEE and hold.

D-ATIS 120.4	OMAHA APP CON 120.1 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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MISSED APCH FIX

MSA RW32R 25 NM

3900

Procedure NA for arrivals on OVR VORTAC
airway radials 072 CW 245.

MEPWE $\triangleleft$ $\begin{matrix} 4000 \\ 081^\circ \\ (16.5) \end{matrix}$ $\rightarrow$

(IF/IAF) 

CUTBO  43

32

4000 NoPT
280°
(13.1)

(IAF)

EMEND

ELEV 98.5		TDZE 981
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D

DZE 981

TWR
1097

1000

HIRL all Rwy's
TDZ/CL Rwy's 14R and 32R

OMAHA, NEBRASKA

Amdt 1 24MAY18

41°18'N-95°54'W

EPPLEY AIRFIELD (OMA)

RNAV (GPS) Y RWY 32R

NC-2, 22 FEB 2024 to 21 MAR 2024

Diagram illustrating a flight path for a 5 NM Holding Pattern. The path starts at a 2 NM distance from RW32R, proceeds 3.5 NM to a 322° heading, then 7.5 NM to a 323° heading, and finally 4000 feet at a 143° heading. Key points include BEEFF at 2800 and CUTBO. The diagram also shows a 30.00° TCH 55° and a 323° heading. A note indicates "1800 3300 OTSEE" and "1800 3300 OTSEE".

