

# KOMA

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## Airport information:

Country: United States of America

City: OMAHA

Coordinates: N 41° 18.2', W 095° 53.7'

Elevation: 984

Customs: : PPR

Fuel: 100LL, Jet A

RFF: ARFF C

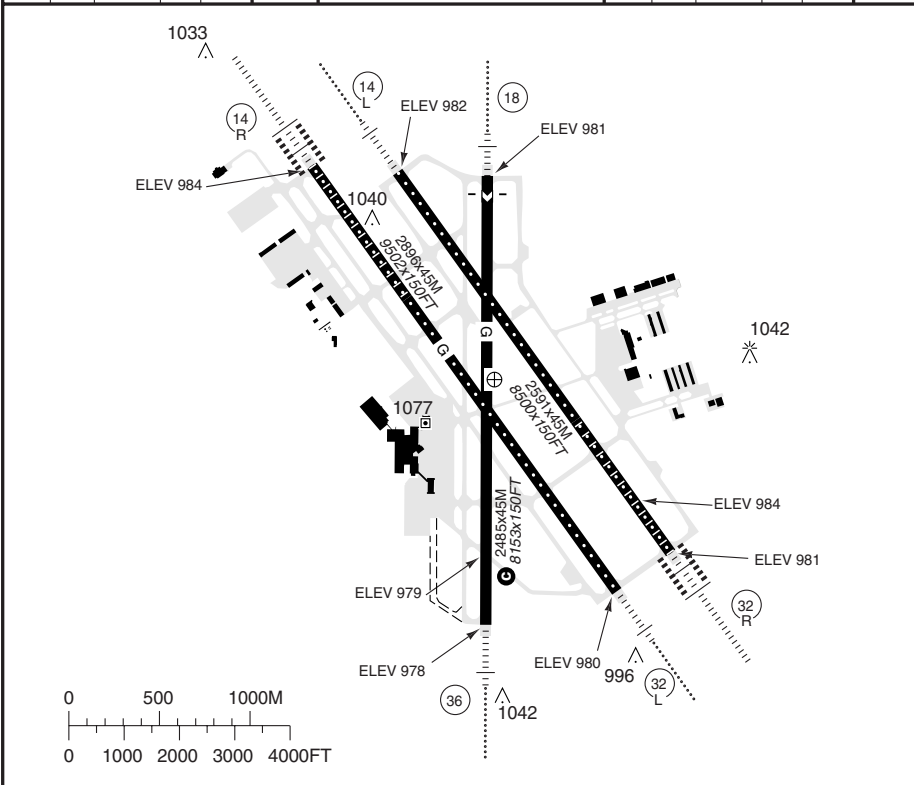
hours: H24.

## Runways:

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RWY	QFU	APL	THL	RWL	SLOPE	a	b	c	RWY	QFU	APL	THL	RWL	SLOPE	
14L	141	ML-I	H	H	0				18	177	ML-I	b	H	H	0
32R	321	HL-G	a	H	H	0			36	357	ML-I	b	H	H	0
14R	141	HL-G	b	H	H	0									
32L	321	ML-I	a	H	H	0									

**a** PAPI 3.00R  
**b** PAPI 3.00L  
**c** Avbl length LDG RWY 18  
 2442M/8013FT



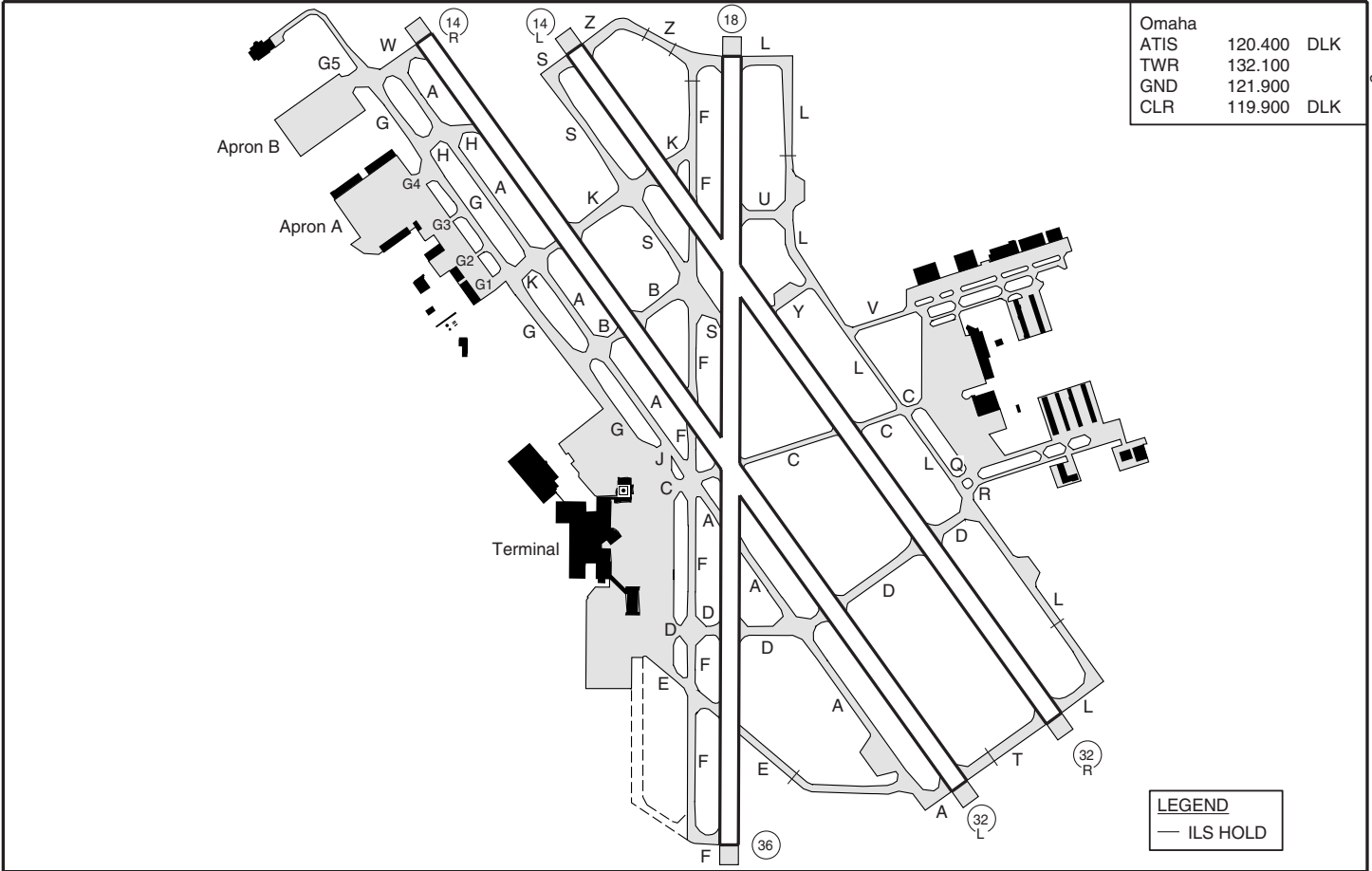
TKOF	RWY	14L/32R, 14R/32L, 36	18
	CLG/RVR or VIS FT	2 ENG: <b>0/5000</b> or 1 3-4 ENG: <b>0/2400</b> or 1/2	<b>300/1</b>

<p><b>WARNING</b>                  Watch out for birds.                  Mowers adjacent to movement area MAR-OCT.</p> <p><b>SPEED:</b> MAX IAS 250KT or MNM safe speed if greater below 10000.</p> <p><b>TRAFFIC NOTE:</b> Right hand circuit RWY 32R.</p> <p><b>TWY RESTRICTION</b>                  Group IV and larger ACFT with a wingspan greater than 48M/158FT are prohibited from using TWY E East of RWY18/36 due to the location of the RWY 36 GP antenna.</p> <p>ACFT rated 5600kg or greater, restricted from 180° turns on RWY 14R/32L, South of TWY H and RWY 18/36 BTN TWY A and RWY 14R hold short sign on RWY 18.</p> <p>RFF: Index C.</p>	<p><b>TAXI</b>                  Be alert to RWY crossing CLR. Readback of all RWY holding instructions is required.</p> <p>Use extreme caution at the intersection of TWY C at RWY 14R/32L.</p> <p><b>DEP PROCEDURE</b>                  Climb on RWY HDG to 2600 before turning.</p> <p><b>✘</b> Authorized operators: <b>0/1600</b> or 1/4                  For conditions see USA RAR.</p> <p><b>✓</b> MNM Climb Gradient                  RWY14L: 3.5% (210 FT/NM) to 1500.                  Otherwise <b>400/2</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3">Circling</th> </tr> </thead> <tbody> <tr> <td>C</td> <td><b>1990/3</b></td> <td>(1006)</td> </tr> <tr> <td>D</td> <td><b>1990/3</b></td> <td>(1006)</td> </tr> </tbody> </table>	Circling			C	<b>1990/3</b>	(1006)	D	<b>1990/3</b>	(1006)
Circling										
C	<b>1990/3</b>	(1006)								
D	<b>1990/3</b>	(1006)								

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Change: New



Omaha		
ATIS	120.400	DLK
TWR	132.100	
GND	121.900	
CLR	119.900	DLK

**LEGEND**  
 - - - ILS HOLD

Reverse side blank

O M A H A E P P L E Y A I R F I E L D N E U S A

# EU OPS Landing Minima

This EU OPS minima is mandatory. The minima on all pages conforms to JAR-OPS regulations and should not be used.

TERPS		TAKE OFF MINIMA	
RWY	Facilities	RVR/VIS	
		2 ENG	3-4 ENG
14L/32R 14R/32L	RCLL + HREDL + Multiple RVR	500ft	
	RCLL or HREDL + RCL + Multiple RVR	1000ft	
	HREDL or RCLL or RCL + Multiple RVR	TDZ 1200ft	Rollout 1000ft
All	HREDL or RCLL or RCL	1600ft / ¼sm	
	Adequate vis ref	¼sm	
	Standard minima	5000ft / 1sm	2400ft / ½sm

## ILS RWY 14L

ACFT	ILS+DME	LOC+DME	Circling <b>b</b>
STATE C	1190 (200) 2400ft	1340 (356) 3000ft	1720 (736) 2sm
		1340 (356) 4000ft	1720 (736) 2½sm
D	<b>a</b>		

**a** RVR 1800ft: FD or AP or HUD to DA required.

**b** Authorisation required, otherwise

1990 (1000) 3sm

## ILS RWY 14R

ACFT	CAT IIIB	ACFT	CAT II	ILS	LOC+DME	Circling <b>a</b>
STATE ALL	See chart	C	RA 99 1200ft	1190 (200) 1800ft	1360 (376) 3500ft	1720 (736) 2sm
		D			1360 (376) 4000ft	1720 (736) 2½sm

**a** Authorisation required, otherwise

1990 (1000) 3sm

## ILS RWY 18

ACFT	ILS	LOC	Circling <b>b</b>
STATE C	1190 (200) 2400ft	1320 (339) 2600ft	1720 (736) 2sm
		1320 (339) 4000ft	1720 (736) 2½sm
D	<b>a</b>		

**a** RVR 1800ft: FD or AP or HUD to DA required.

**b** Authorisation required, otherwise

1990 (1000) 3sm

## ILS RWY 32L

ACFT	ILS	LOC+FAPON	LOC	Circling <b>b</b>
STATE C	1180 (200) 2400ft	1620 (640) 1¾sm	1700 (720) 1½sm	1720 (736) 2sm
		1620 (640) 1½sm	1700 (720) 1¾sm	1720 (736) 2½sm
D	<b>a</b>			

**a** RVR 1800ft: FD or AP or HUD to DA required.

**b** Authorisation required, otherwise

1990 (1000) 3sm

# EU OPS Landing Minima

Eppley Airfield **OMAHA**

This EU OPS minima is mandatory. The minima on all pages conforms to JAR-OPS regulations and should not be used.

## ILS RWY 32R

ACFT	CAT IIIB	ACFT	CAT II	ILS+DME	LOC+DME	Circling <sup>a</sup>
<b>STATE</b> ALL	See chart	C	RA 100 1200ft	1190 (200) 1800ft	1680 (696) 1½sm	1680 (696) 2sm
		D			1680 (696) 1¾sm	1690 (700) 2½sm

<sup>a</sup> Authorisation required, otherwise  
1990 (1000) 3sm

## ILS RWY 36

ACFT	ILS	LOC	Circling <sup>a</sup>
<b>STATE</b> C	1180 (200) ½sm	1380 (401) ¾sm	1720 (736) 2sm
			1720 (736) 2½sm
D			

<sup>a</sup> Authorisation required, otherwise  
1990 (1000) 3sm

## VOR RWY 32L

ACFT	VOR+DME	Circling <sup>a</sup>
<b>STATE</b> C	1680 (700) 1½sm	1720 (736) 2sm
		1720 (736) 2½sm
D		

<sup>a</sup> Authorisation required, otherwise  
1990 (1000) 3sm

OMAHA  
APPLEY  
AIRFIELD  
NE  
USA

**NOTE**

RAD required.  
Expect CLR to filed ALT 10MIN after departure.

**SPEED**

MAX IAS 250KT or MNM safe speed if greater below 10000.

**ALT RESTRICTION**

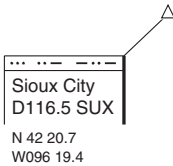
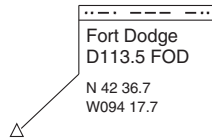
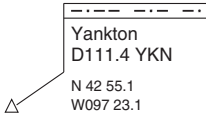
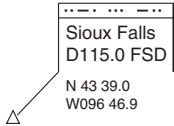
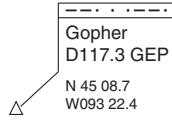
Maintain 5000 or assigned lower ALT.

**MNM CLIMB GRADIENT**

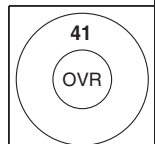
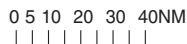
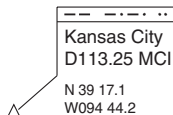
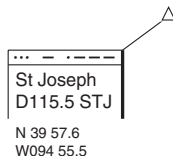
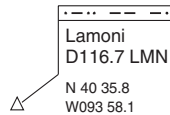
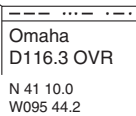
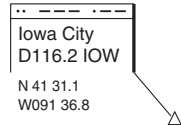
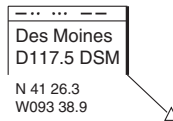
RWY 14L: 3.5% up to 1500.

**BLUFS 1**

Climb on RWY HDG or as assigned by ATC.  
Expect RAD vectors to assigned fix/route.



**BLUFS 1**



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TA 18000

Change: New

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

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Oneill  
D113.9 ONL  
N 42 28.2  
W098 41.2

Norfolk  
D109.6 OFK  
N 41 59.3  
W097 26.1

Wolbach  
D114.8 OBH  
N 41 22.5  
W098 21.2

CATTL 1

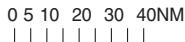
North Platte  
D117.4 LBF  
N 41 02.9  
W100 44.8

Lincoln  
D116.1 LNK  
N 40 55.4  
W096 44.5

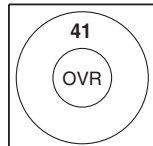


Omaha  
D116.3 OVR  
N 41 10.0  
W095 44.2

Pawnee City  
D112.4 PWE  
N 40 12.0  
W096 12.4



Wichita  
D113.8 ICT  
N 37 44.7  
W097 35.0



TA 18000

**NOTE**  
RAD required.  
Expect CLR to filed ALT 10MIN after departure.

**SPEED**  
MAX IAS 250KT or MNM safe speed if greater below 10000.

**ALT RESTRICTION**  
Maintain 5000 or assigned lower ALT.

**MNM CLIMB GRADIENT**  
RWY 14L: 3.5% up to 1500.

**CATTL 1**  
Climb on RWY HDG or as assigned by ATC.  
Expect RAD vectors to assigned fix/route.

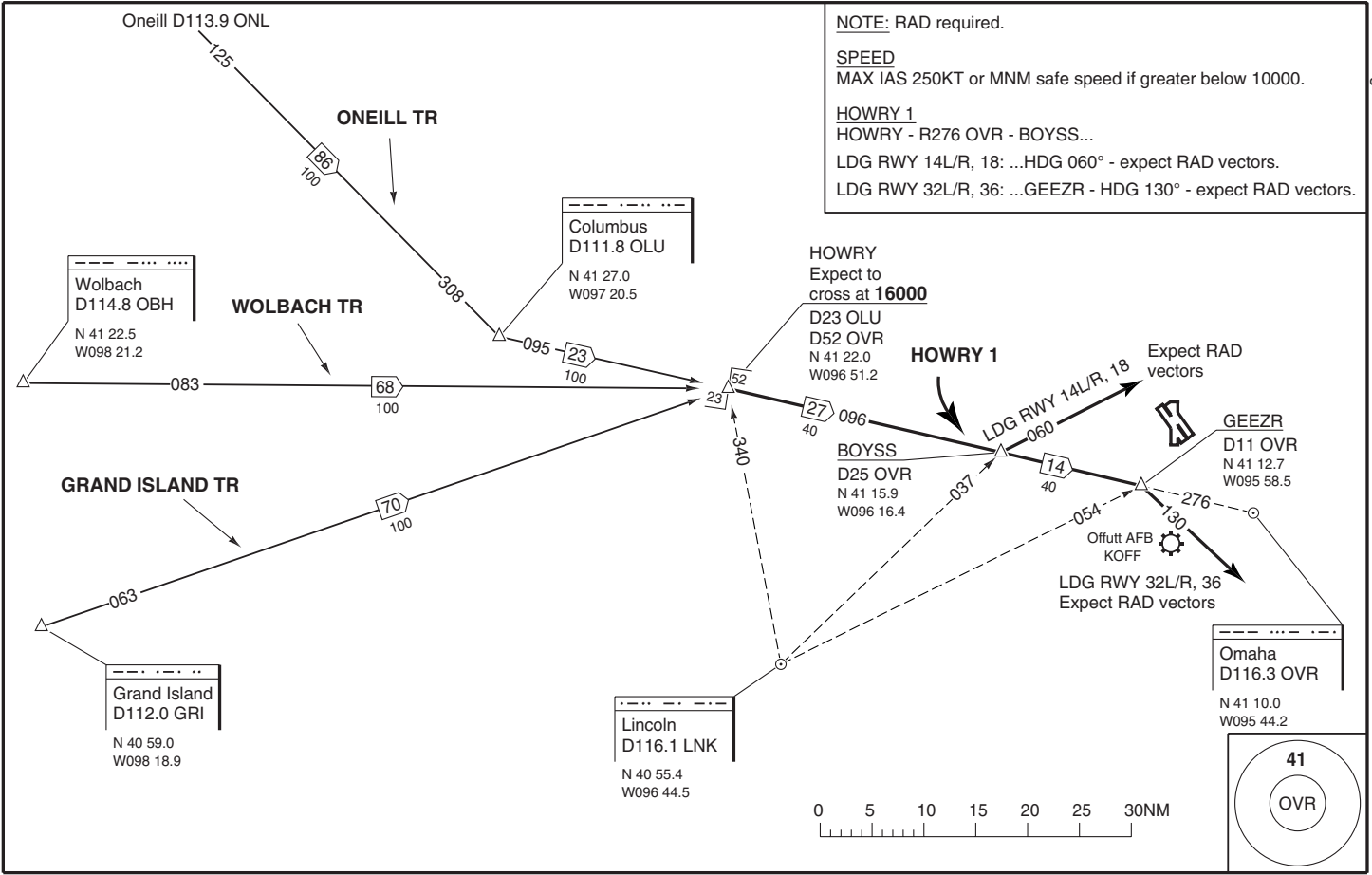
© European Aeronautical Group - Komat10d basqo

Change: New

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Change: New



O M A H A E P P L E Y A I R F I E L D N E U S A

LANTK 1 STAR

**NOTE**  
 RAD required.  
 DABOY TR: DME required.

**SPEED**  
 MAX IAS 250KT or MNM safe speed if greater below 10000.

15 JAN 08

ASIR Page 4

Offutt AFB  
 KOFF 



**Omaha**  
 D116.3 OVR  
 N 41 10.0  
 W095 44.2

**LANTK**  
 Expect to cross at **16000**  
 D67 DSM  
 D76 FOD  
 D34 OVR  
 N 41 30.8  
 W095 07.9

**Fort Dodge**  
 D113.5 FOD  
 N 42 36.7  
 W094 17.7

**DABOY**  
 D72 OVR  
 N 41 53.3  
 W094 27.6

**Des Moines**  
 D117.5 DSM  
 N 41 26.3  
 W093 38.9

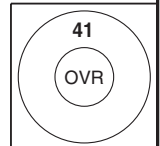
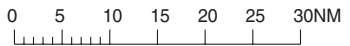
**FORT DODGE TR**

**DABOY TR**

**DES MOINES TR**

Expect RAD vectors

Expect to cross at 16000



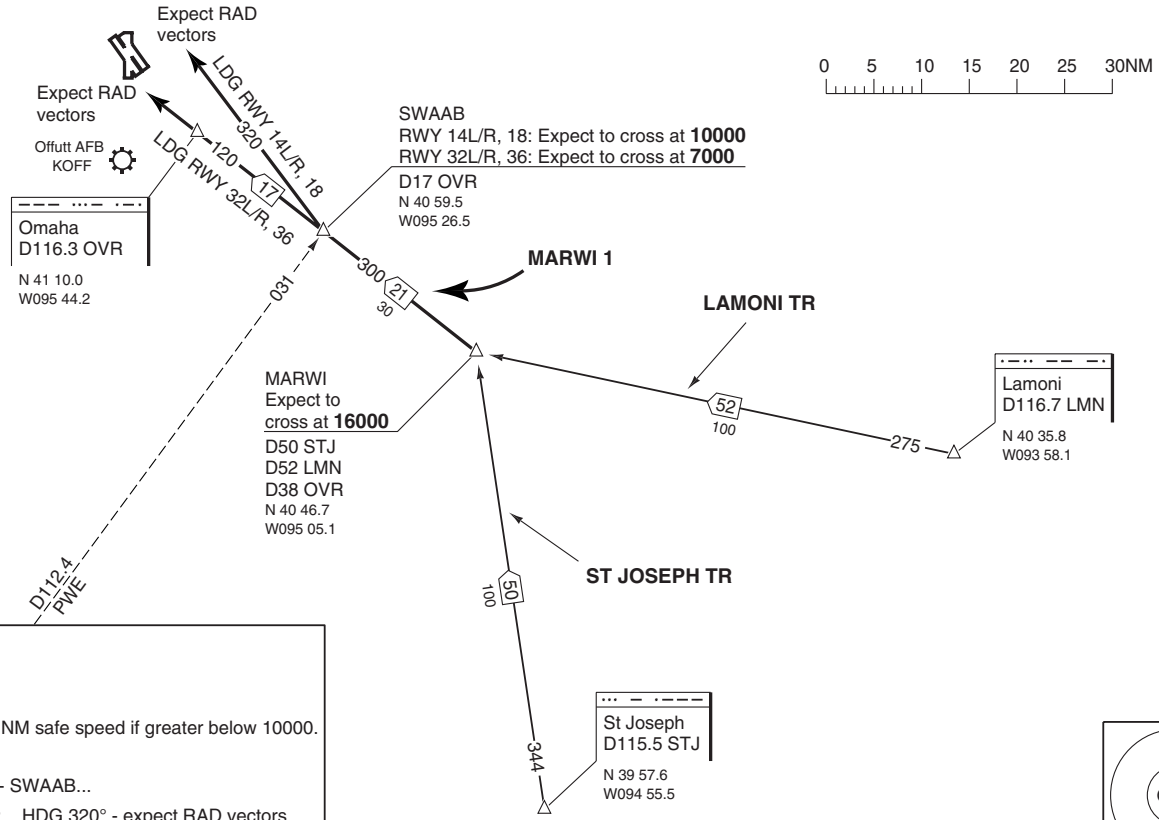
O M A H A E P P L E Y A I R F I E L D N E J S A

Change: New

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Change: New



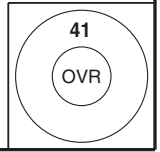
**NOTE**  
RAD required.

**SPEED**  
MAX IAS 250KT or MNM safe speed if greater below 10000.

**MARWI 1**  
MARWI - R120 OVR - SWAAB...

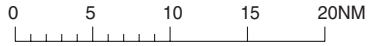
LDG RWY 14L/R, 18: ...HDG 320° - expect RAD vectors.  
LDG RWY 32L/R, 36: ...OVR - expect RAD vectors.

O M A H A E P P L E Y A I R F I E L D N E U S A





OMAHA  
EPPLEY  
AIRFIELD  
NE  
USA



Sioux City  
D116.5 SUX  
N 42 20.7  
W096 19.4

150

24  
110

SIoux CITY 1  
SUX1

BECOM  
Expect to  
cross at **16000**  
D24 SUX  
N 41 57.8  
W096 07.9

06

AANDY  
D34 SUX  
N 41 49.2  
W096 03.6

11

CANIO  
D31 OVR  
N 41 38.8  
W095 58.4

LDG RWY 14L/R  
190

Expect RAD vectors

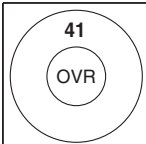
LDG RWY 18, 32L/R, 36  
145  
332

Expect RAD vectors



Offutt AFB  
KOFF

Omaha  
D116.3 OVR  
N 41 10.0  
W095 44.2



**NOTE**  
RAD and DME required.

**SPEED**  
MAX IAS 250KT or MNM safe speed if greater below 10000.

**SIoux CITY 1**  
SUX - R150 SUX - BECOM - AANDY - CANIO...  
LDG RWY 14L/R: ...HDG 190° - expect RAD vectors.  
Other RWY: ...HDG 145° - expect RAD vectors.

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Change: New

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Reverse side blank

TERPS

Omaha  
 ATIS 120.400 DLK  
 APP/DEP 120.100 W \* 124.500 E  
 TWR 132.100  
 GND 121.900

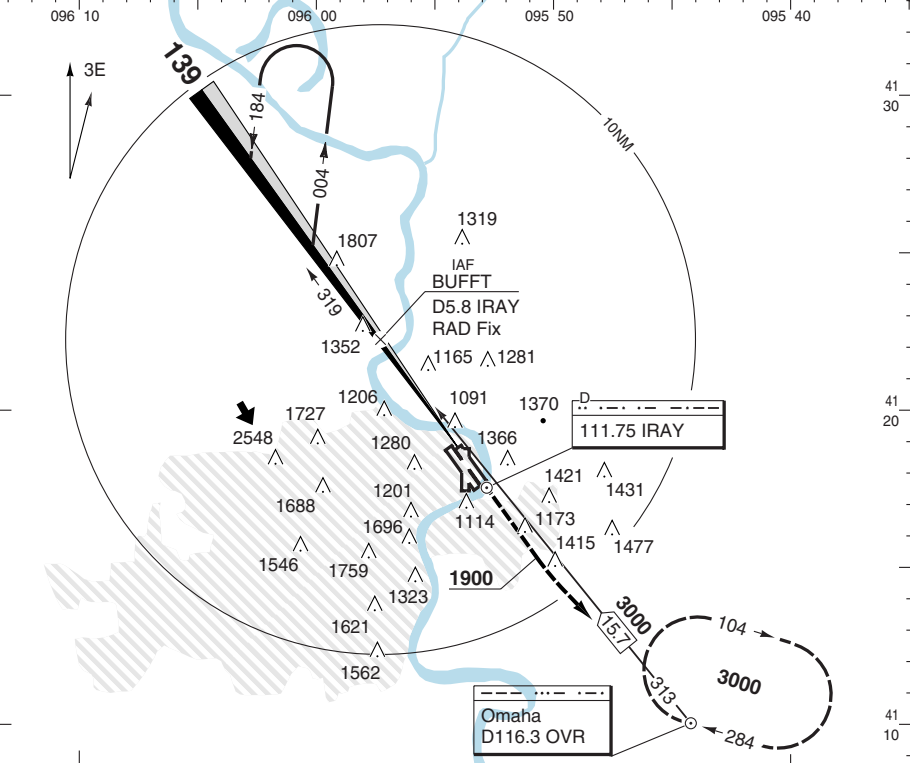
OMA - KOMA 1 15 JAN 08

CLR 119.900 DLK

ILS - 14 L

OMAHA  
 EPPLEY  
 AIRFIELD  
 NE  
 USA

ILS/DME 111.75 IRAY ..... 139° GP 3.00 TCH 55 LDG 2591x45M/8500x150FT/0

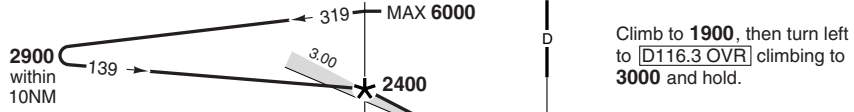


TA 18000

D5.8 IRAY/RAD Fix  
 BUFFT

IRAY

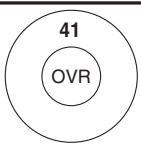
MAPT D1.6 IRAY



NM 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

ROD	90KT	490	100KT	550	120KT	660	140KT	770	160KT	870
-----	------	-----	-------	-----	-------	-----	-------	-----	-------	-----

IRAY	3.1° ALT	STATE	ILS	LLZ+DME	
D7.3	- 2900	ACFT	C D	C	D
D7	- 2790	MIN	1190 (200)	1340	(358)
D6	- 2470	VIS	1/2	3/4	1
D5	- 2140	APL U/S	3/4	1 1/4	1 1/4
D4	- 1820				
D3	- 1490				



NOTE  
 RAD or DME required.

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THR ELEV 982 FT/AD ELEV 984 FT Change: New

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TERPS

OMA - KOMA **2** 15 JAN 08

ILS - 14 R

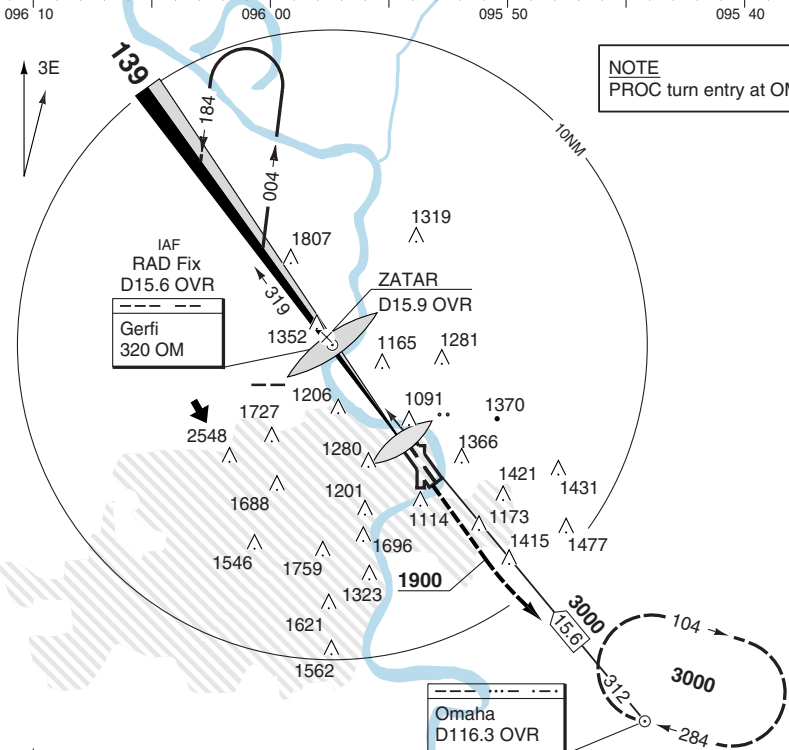
OMAHA  
EPPLEY  
AIRFIELD  
NE  
USA

Omaha  
ATIS 120.400 DLK  
APP/DEP 120.100 W \* 124.500 E  
TWR 132.100  
GND 121.900

CLR 119.900 DLK

PAPI 3.00L  
LDG 2896x45M/9502x150FT/0

ILS 110.3 IOMA .. --- 139° GP 3.00 TCH 57

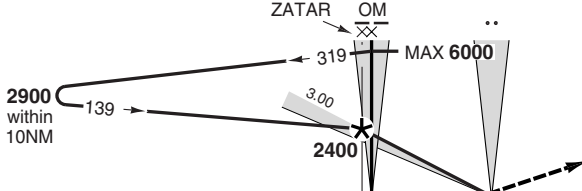


AMD 3A

TA 18000

D15.9 OVR ZATAR D15.6 OVR/RAD Fix

MAPt THR / 4.2NM after ZATAR



Climb to 1900, then turn left to **D116.3 OVR** climbing to 3000 and hold.

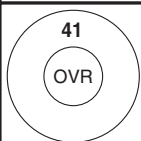
NM 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

LLZ+DME: FAF-MAP/ROD	90KT 2:48/490	100KT 2:31/550	120KT 2:06/660	140KT 1:48/760	160KT 1:34/870
----------------------	---------------	----------------	----------------	----------------	----------------

OVR	3.1° ALT	STATE	CAT II	ILS	LLZ+DME
D17.4	- 2900	ACFT	C D	C D	C D
D17	- 2760	MIN	100	1190 (200)	1360 (376)
D16	- 2440	RVR/VIS	1200	1800	3300 4500
D15	- 2110	APL U/S	NA	4000	6000 1¼
D14	- 1790				
D13	- 1460				

CAT III Avbl.

NOTE  
ADF, DME or RAD required.



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THR ELEV 984 FT/AD ELEV 984 FT Change: New

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OMA - KOMA **3** 15 JAN 08

ILS - 18

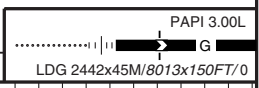
TERPS

AMD 7A

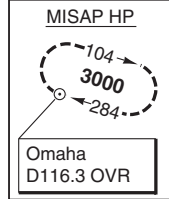
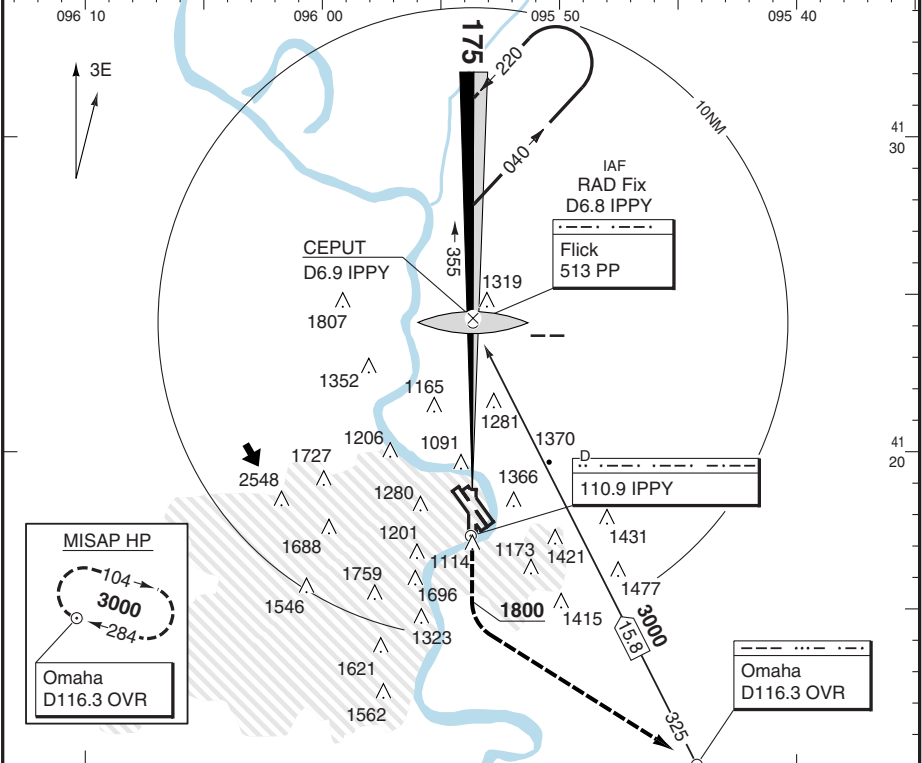
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Omaha  
 ATIS 120.400 DLK  
 APP/DEP 120.100 W \* 124.500 E  
 TWR 132.100  
 GND 121.900

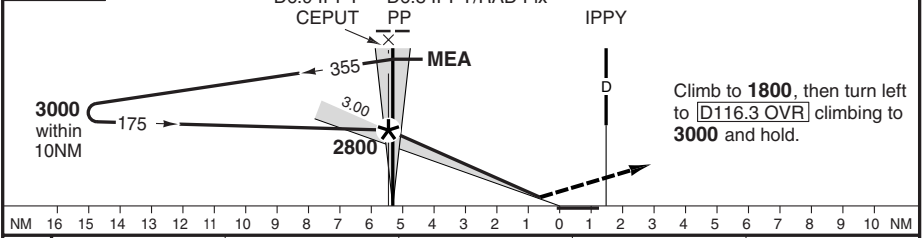
CLR 119.900 DLK



ILS/DME 110.9 IPPY ..... 175° GP 3.00 TCH 52 LDG 2442x45M/8013x150FT/0

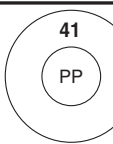


TA 18000 MAPT D1.5 IPPY



NM 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

ROD	90KT	500	100KT	550	120KT	660	140KT	770	160KT	880
IPPY	3.1° ALT	<b>STATE</b>	<b>ILS</b>	<b>LLZ+DME</b>						
D7.5	- 3000	ACFT	C D	C	D					
D7	- 2840	<b>MIN</b>	<b>1190</b> (200)	<b>1360</b> (379)						
D6	- 2510	<b>RVR/VIS</b>	<b>2400</b>	<b>3300</b>	<b>4500</b>					
D5	- 2180	APL U/S	4000	6000	1¼					
D4	- 1850									
D3	- 1530									
NOTE ADF, DME or RAD required.										



THR ELEV 981 FT/AD ELEV 984 FT Change: New

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

TERPS

Omaha  
 ATIS 120.400 DLK  
 APP/DEP 120.100 W \* 124.500 E  
 TWR 132.100  
 GND 121.900

OMA - KOMA **4** 15 JAN 08

ILS - 32 L

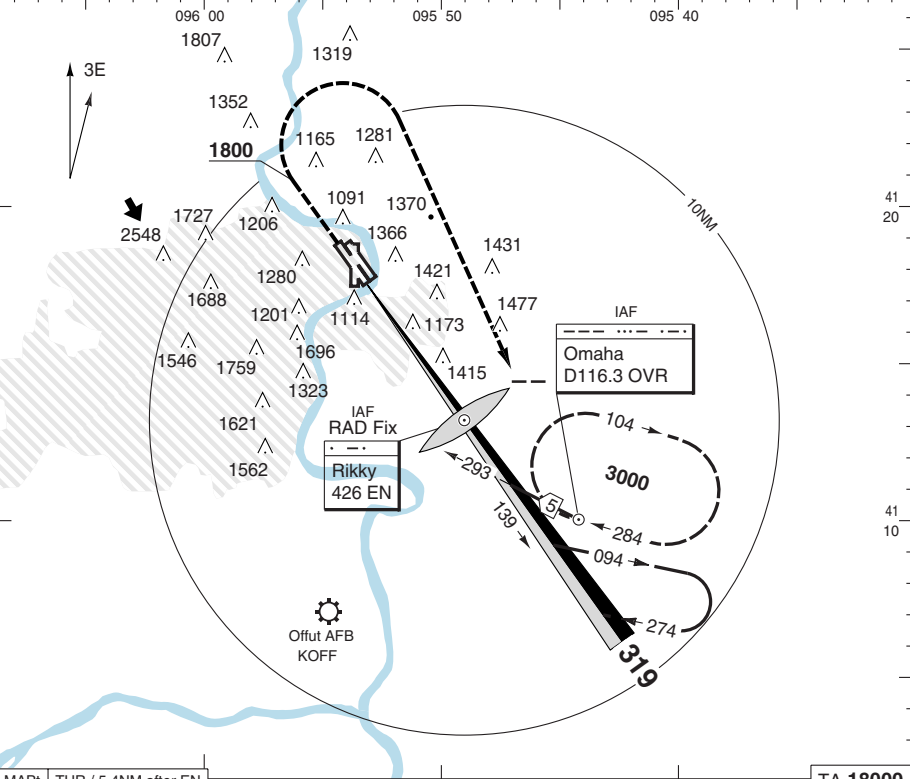
CLR 119.900 DLK

PAPI 3.00R

••• G •••

LDG 2896x45M/9502x150FT/0

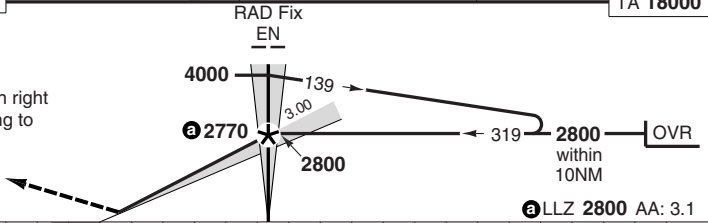
ILS 111.9 IENF ... 319° GP 3.00 TCH 51



MAPt THR / 5.4NM after EN

TA 1800

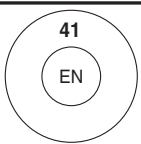
Climb to 1800, then turn right to **D116.3 OVR** climbing to 3000 and hold.



NM 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 NM

LLZ: FAF-MAPt/ROD 90KT 3:36/500 | 100KT 3:14/550 | 120KT 2:42/660 | 140KT 2:19/770 | 160KT 2:01/880

STATE	ILS	LLZ		
ACFT	C D	C D		
MIN	1180 (200)	1620 (640)		
RVR/VIS	2400	6000	1½	
APL U/S	4000	1¼	2	



NOTE  
 ADF or RAD required.  
 LLZ unusable beyond 25° left of CL.

THR ELEV 980 FT/AD ELEV 984 FT Change: New

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TERPS

OMA - KOMA **6** 15 JAN 08

ILS - 36

OMAHA  
EPPLEY  
AIRFIELD  
NE  
USA

Omaha  
 ATIS 120.400 DLK  
 APP/DEP 120.100 W \* 124.500 E  
 TWR 132.100  
 GND 121.900

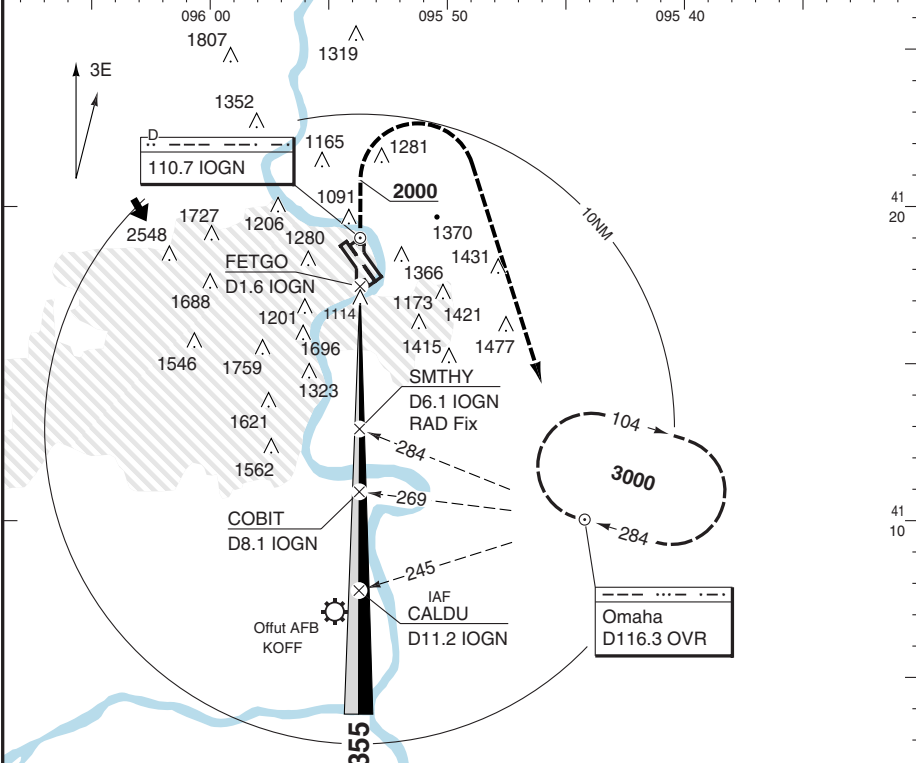
CLR 119.900 DLK

PAPI 3.00L

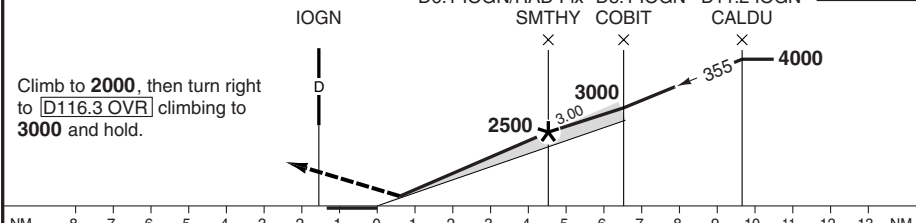
G

ILS/DME 110.7 IOGN .. - - - - - 355° GP 3.00 TCH 58

LDG 2485x45M/8153x150FT/0



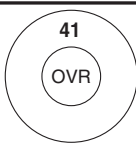
MAPt FETGO / D1.6 IOGN D6.1 IOGN/RAD Fix D8.1 IOGN D11.2 IOGN TA 18000



NM 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 NM

LLZ: FAF-MAP/ROD 90KT 3:00/500 100KT 2:41/550 120KT 2:15/660 140KT 1:55/770 160KT 1:41/880

IOGN	3.1° ALT	STATE	ILS	LLZ
D10.7	- 4000	ACFT	C D	C D
D9	- 3450	MIN	1180 (200)	1380 (401)
D8	- 3120	VIS	1/2	3/4 1
D7	- 2800	APL U/S	3/4	1 1/4 1 1/4
D6	- 2470			
D5	- 2140			
D3	- 1490			



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TDZ ELEV 979 FT/AD ELEV 984 FT Change: New

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OMAHA  
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A I R F I E L D  
N E  
U S A

OMA - KOMA 7 15 JAN 08

VOR - 32 L

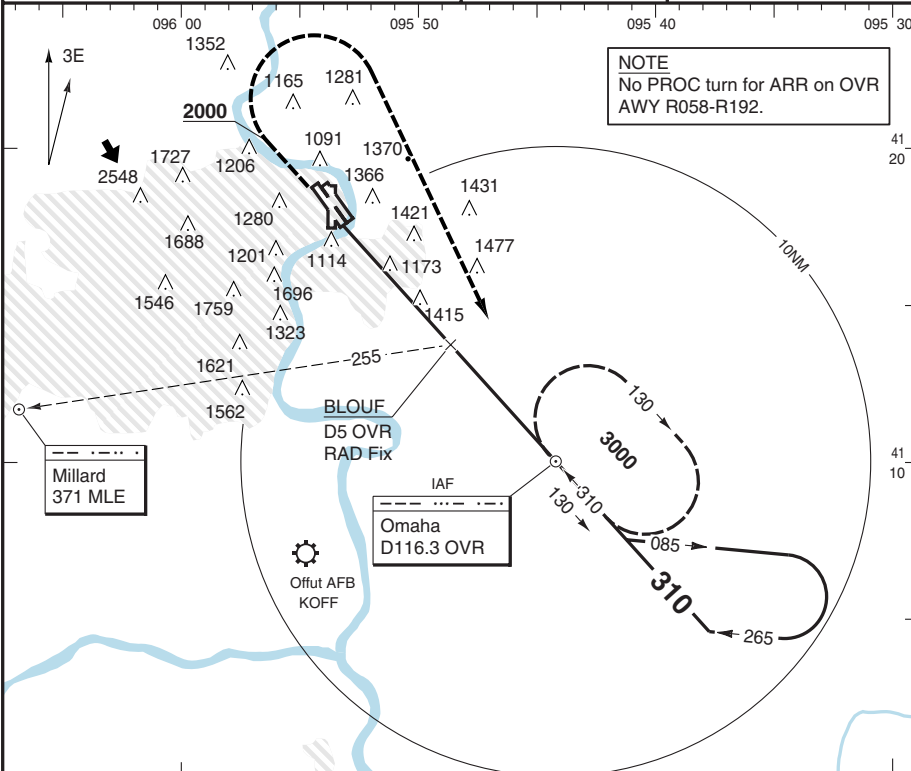
TERPS

AMD 11

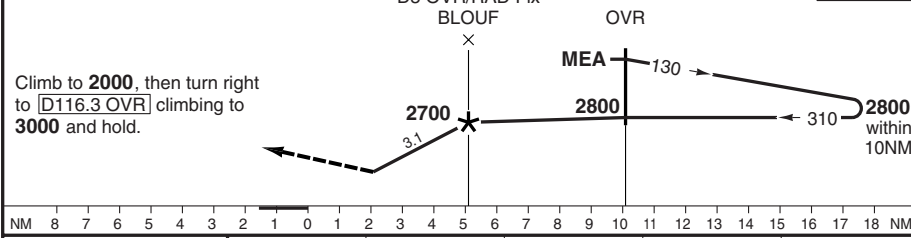
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Omaha  
 ATIS 120.400 DLK  
 APP/DEP 120.100 W \* 124.500 E  
 TWR 132.100  
 GND 121.900  
 CLR 119.900 DLK

PAPI 3.00R  
 TCH 52  
 LDG 2896x45M/9502x150FT/0



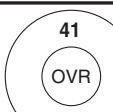
MAP: D10.1 OVR / THR D5 OVR/RAD Fix TA 18000



NM 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 NM

VOR: FAF-MAP/ROD 90KT 3:24/500 100KT 3:03/550 120KT 2:33/660 140KT 2:11/770 160KT 1:55/880

OVR	3.1° ALT	STATE	VOR	
D4.7	- 2800	ACFT	C	D
D6	- 2380	MIN	1680 (700)	
D7	- 2050	VIS	1½	1¾
D8	- 1720	APL U/S	2	2½



NOTE  
 ADF, DME or RAD required.

THR ELEV 980 FT/AD ELEV 984 FT Change: New

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