

WAAS CH 90599 W32B	APP CRS 322°	Rwy Ldg 8500 TDZE 981 Apt Elev 985
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RNAV (GPS) Y RWY 32R
EPPLEY 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 135.875 354.05	OMAHA TOWER 132.1 256.9	GND CON 121.9
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MISSED APCH FIX

MSA RW32R 25 NM

3900

RW32R $\Delta 1287 \pm$

1415

(FAF)

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

(IF/IAF)

Diagram of a curved beam segment with a radius of 5 NM and an angle of 32.3 degrees.

4000 NoPT
280°
(13.1)

(IAF)

MEPWE $\triangle$ $\xrightarrow[16.5]{4000, 081^\circ}$

(IAF)
VIKKI

Diagram illustrating the HIRL (High Intensity Runway Lighting) and TDZ/CL (Touchdown/Centerline) runways for Runway 14R and Runway 32R.

Key features shown:

- Runway 14R:** 8154 x 150, oriented vertically.
- Runway 32R:** 8600 x 150, oriented diagonally.
- Angle:** 322° between the runways.
- Navigation Aids:** A5, A, and P are marked along the runways.
- TWR (Tower):** Located near the intersection of the runways.
- Elevation:** 985.
- TDZE (Touchdown Elevation):** 981.

*INAV only.

*2 NM to RW32R

RW32R

BEEFF 2800

CUTBO

5 NM Holding Pattern

143° → 4000
← 323°

323°
2800

322°

GP 3.00° TCH 55

2 NM 3.5 NM 7.5 NM

CATEGORY	A	B	C	D
LPV DA		1181/18	200 (200-½)	
LNAV/VNAV DA		1611-1¾	630 (700-1¾)	
LNAV MDA	1680/24	699 (700-½)	1680-1½	699 (700-1½)
CIRCLING	1680-1	695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)