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General Information

Location: Alliance NE USA
IATA Code: AIA
Lat/Long: N42° 03.2' W102° 48.2'
Elevation: 3931 ft

Airport Use: Public
Magnetic Variation: 7.8°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Mogas, Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1330 Z
Sunset: 0038 Z,

Runway Information

Runway: 08
Length x Width: 6200 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3929 ft
Lighting: Edge, Pilot controlled
Stopway: 1376 ft

Runway: 12
Length x Width: 9202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3930 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 6311 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3923 ft

Runway: 26
Length x Width: 6200 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3927 ft
Lighting: Edge, Pilot controlled
Stopway: 1424 ft

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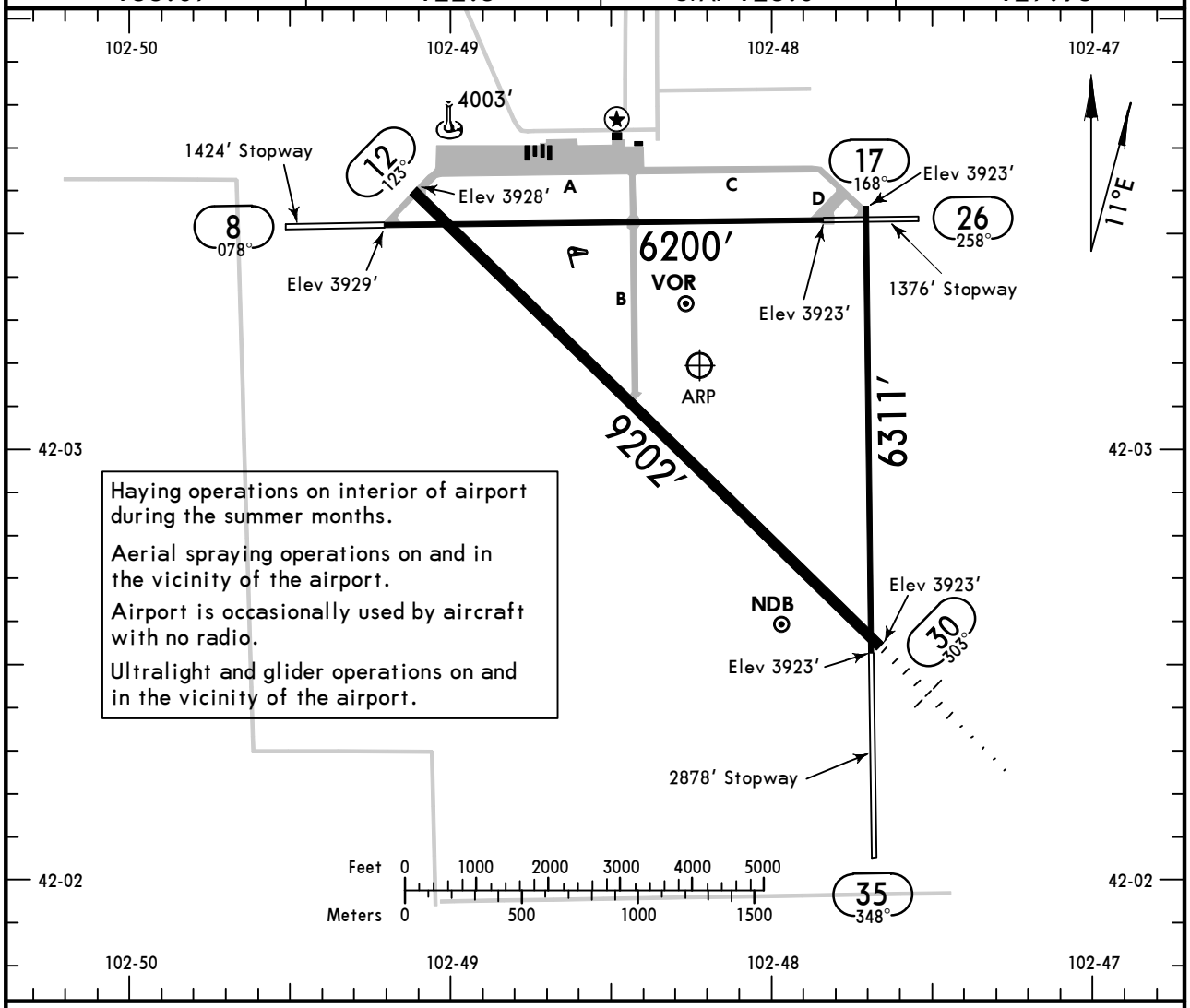
Runway: 30
Length x Width: 9202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3927 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 6311 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3923 ft

Communication Information

ASOS 135.075
Alliance Mun Unicom 123.0 CTAF PCL
Columbus Flight Service Station 122.3 RCO
Denver Center 127.95 Remote Communications Air-Ground

ASOS	COLUMBUS Radio	ALLIANCE MUN UNICOM	DENVER Center (R)
135.07	122.3	CTAF 123.0	127.95



Having operations on interior of airport during the summer months.

Aerial spraying operations on and in the vicinity of the airport.

Airport is occasionally used by aircraft with no radio.

Ultralight and glider operations on and in the vicinity of the airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8 ❶ 26	❷ MIRL porous friction course overlay				75′
12 ❸ 30	❷ MIRL ❷ REIL ❷ VASI-L ❷ MIRL ❷ MALSR ❷ PAPI-L (angle 3.00°)		8162′		150′
17 35					75′

❶ Calm wind runway.
❷ Activate on 123.0.
❸ Porous friction course overlay first 6200′ on approach end of Rwy 12.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE: VOR Rwy 12	Authorized Only When Local Weather Available: VOR Rwy 30, RNAV (GPS) Rwy 8, RNAV (GPS) Rwy 12, RNAV (GPS) Rwy 26, RNAV (GPS) Rwy 30	Other
1 & 2 Eng	1/4	1	800-2	800-2	NA
3 & 4 Eng		1/2			

A B C D

AMEND 0

CHANGES: Notes, Rwy 30 usable length.

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KAIA/AIA
ALLIANCE MUN

JEPPESEN
17 SEP 10
Eff 23 Sep
(11-1)

ALLIANCE, NEBR
ILS or LOC DME Rwy 30

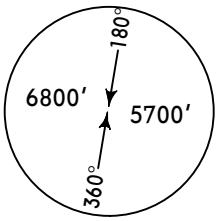
BRIEFING STRIP ™

ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

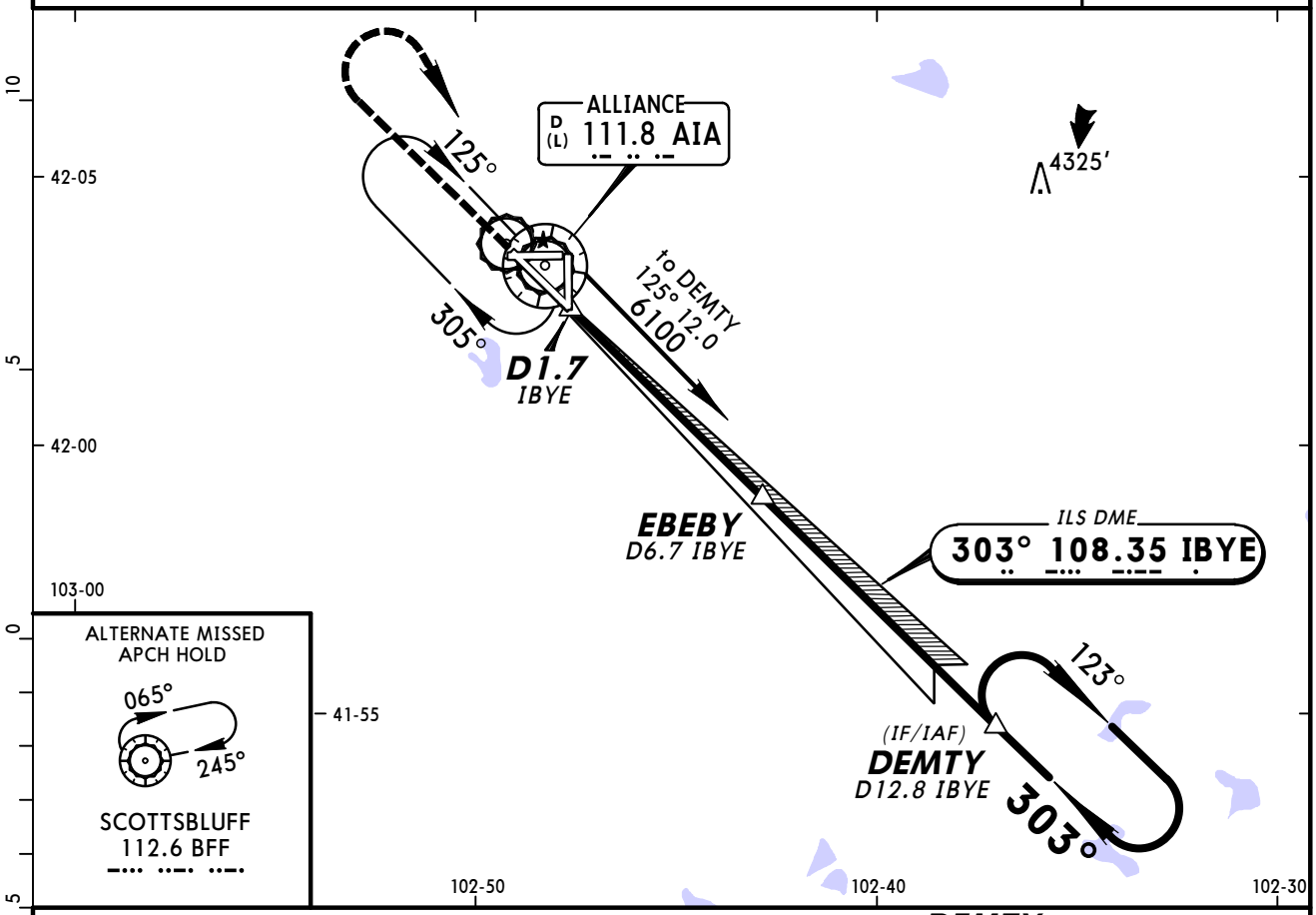
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 3931′
IBYE 108.35	303°	EBEBY 5600′ (1673′)	4127′ (200′)	TDZE 3927′

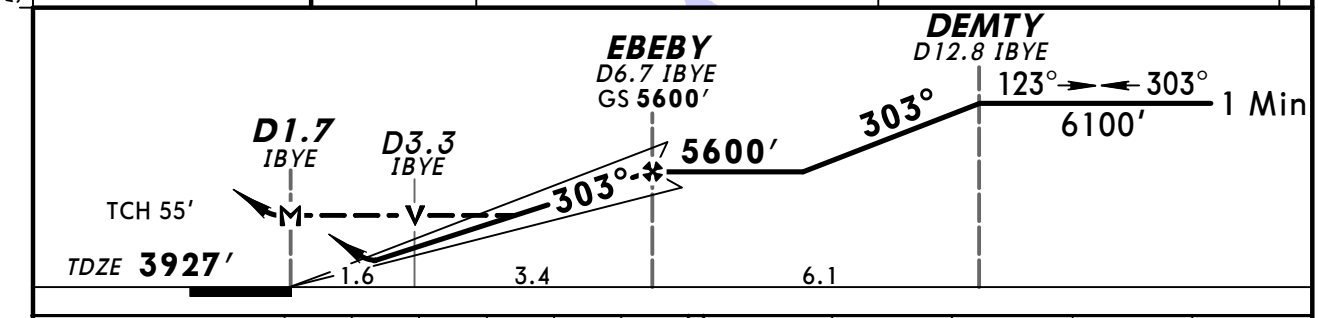
MISSED APCH: Climb to 5700′ then RIGHT turn direct AIA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Scottsbluff altimeter setting.
2. VDP not authorized when using Scottsbluff altimeter setting. 3. Pilot controlled lighting 123.0.



MSA AIA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.7 IBYE or EBEBY to MAP	5.0	4:17	3:20	3:00	3:30	2:30	2:09	1:53

MALSR
PAPI
5700′
RT
AIA
111.8

STRAIGHT-IN LANDING RWY 30

	ILS		LOC (GS out)					
	[1] DA(H) 4127′ (200′) With Local Altimeter Setting		MDA(H) 4500′ (573′) With Local Altimeter Setting			MDA(H) 4600′ (673′) With Scottsbluff Altimeter Setting		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	[2] 3/4	1/2	3/4	1	1/2	3/4	1
B								
C			1	1 1/2		1 1/2	2	
D			1 1/4	1 3/4		1 3/4	2 1/4	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 8

Max Kts	With Local Altimeter Setting MDA(H)	With Scottsbluff Altimeter Setting MDA(H)
90 / 120	4500′ (569′)-1	4600′ (669′)-1
140	4520′ (589′)-1 1/2	4620′ (689′)-2
165	4520′ (589′)-2	4620′ (689′)-2 1/4

[1] DA(H) 4218′ (291′) with Scottsbluff altimeter setting. [2] VIS 1 with Scottsbluff altimeter setting.

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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BRIEFING STRIP™

ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

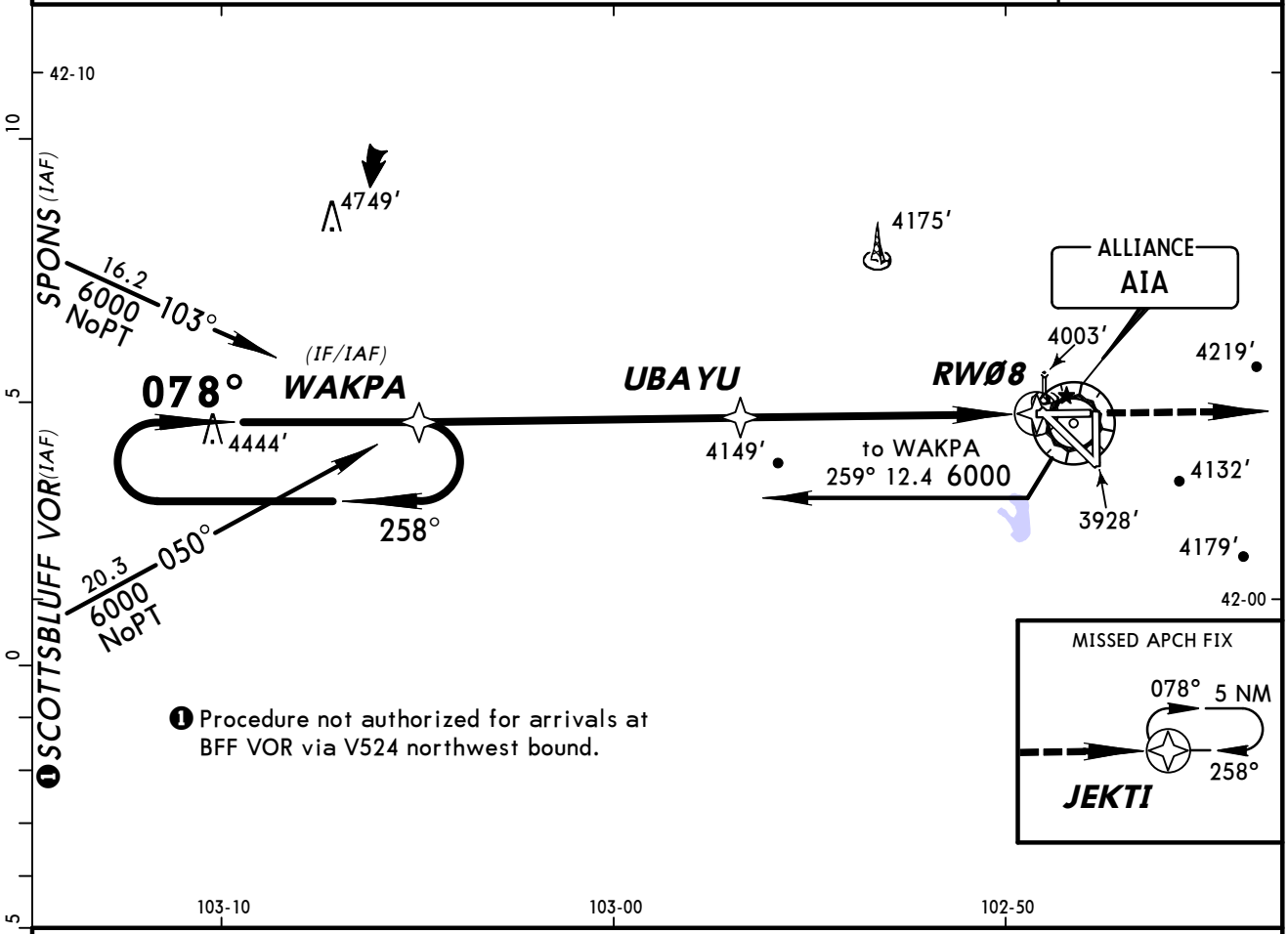
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 3931′
	078°	UBAYU 5800′ (1869′)	4400′ (469′)	TDZE 3931′

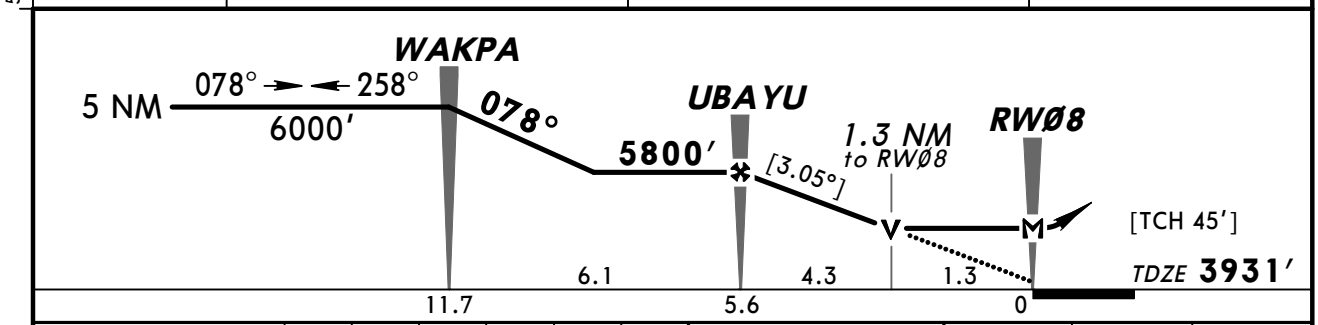
MISSED APCH: Climb to 5700′ direct JEKTI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Scottsbluff altimeter setting.
2. VDP not authorized when using Scottsbluff altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 123.0.

6800′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RWØ8						

5700′ ↑ | D | JEKTI

STRAIGHT-IN LANDING RWY 8 LNAV			CIRCLE-TO-LAND		
	MDA(H) 4400′(469′) With Local Altimeter Setting	MDA(H) 4500′(569′) With Scottsbluff Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Scottsbluff Altimeter Setting MDA(H)
A	1	1	90	4400′(469′)-1	4500′(569′)-1
B			120		
C	1¼	1¼	140	4440′(509′)-1½	4540′(609′)-1½
D	1½	1½	165	4500′(569′)-2	4600′(669′)-2

AMEND 0 TERPS

CHANGES: New procedure.

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KAIA/AIA
ALLIANCE MUN

JEPPESEN

9 MAR 07 (12-2) Eff 15 Mar

ALLIANCE, NEBR
RNAV (GPS) Rwy 12

BRIEFING STRIP™

ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 3931′
Ch 61202 W-12A	123°	HOROV 5700′ (1770′)	4180′ (250′)	TDZE 3930′

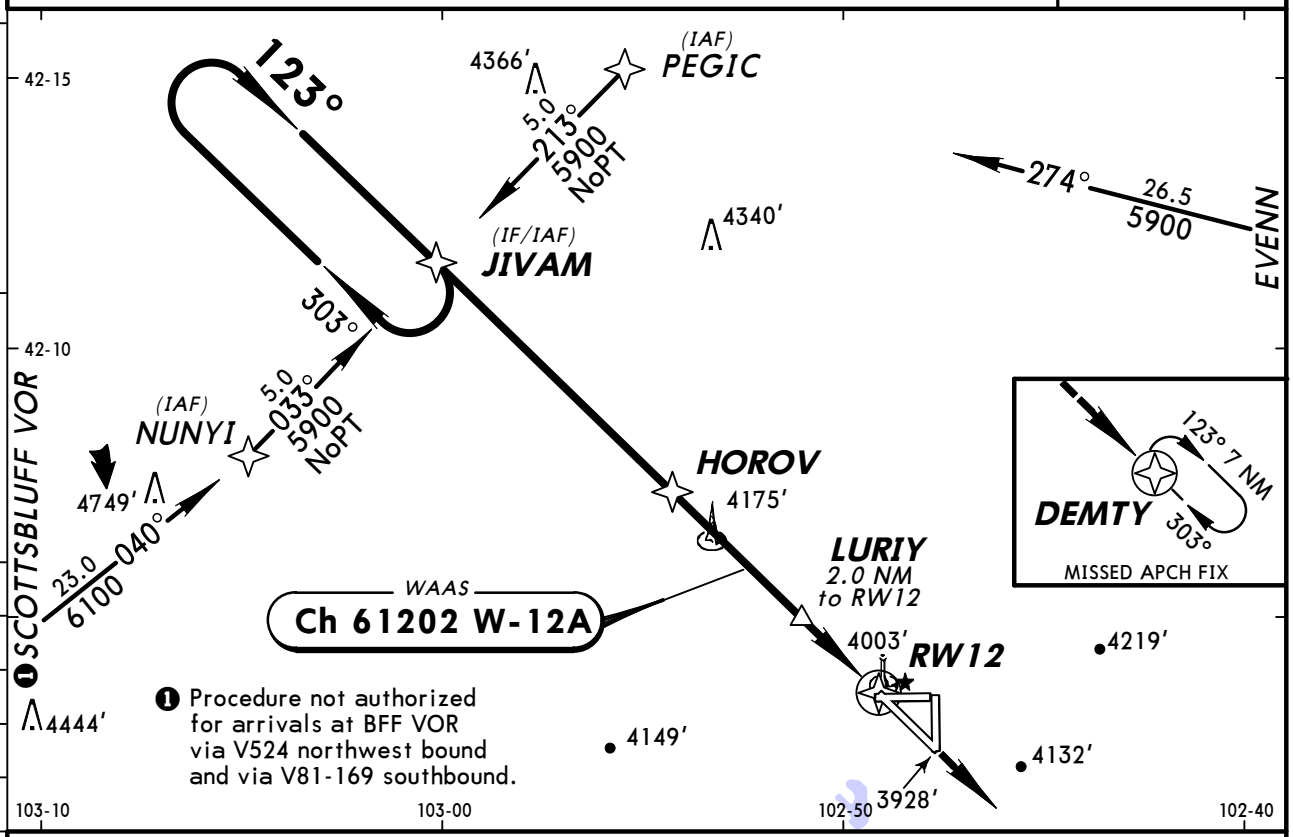
MISSED APCH: Climb to 6100′ direct DEMTY and hold.

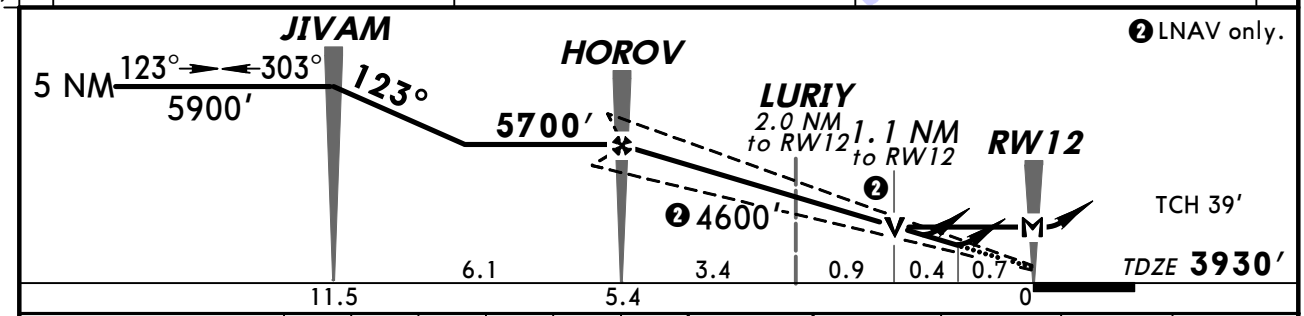
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Scottsbluff altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (106°F). 3. Baro-VNAV and VDP not authorized when using Scottsbluff altimeter setting. 4. DME/DME RNP-0.3 not authorized.
5. Pilot controlled lighting 123.0.

6800′

MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
VASI-L

6100′

DEMTY

STRAIGHT-IN LANDING RWY 12

	1 LPV DA(H) 4180′ (250′)	2 LNAV/VNAV DA(H) 4273′ (343′)	3 LNAV MDA(H) 4320′ (390′)
A	1	1¼	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Scottsbluff Altimeter Setting MDA(H)
90	4360′ (429′)-1¼	4460′ (529′)-1¼
120	4400′ (469′)-1¼	4500′ (569′)-1¼
140	4440′ (509′)-1½	4540′ (609′)-1½
165	4500′ (569′)-2	4600′ (669′)-2

AMEND 0 TERPS

1 DA(H) 4280′ (350′) when using Scottsbluff Altimeter Setting.
2 DA(H) 4373′ (443′) when using Scottsbluff Altimeter Setting.
3 MDA(H) 4420′ (490′) when using Scottsbluff Altimeter Setting.

CHANGES: Chart reindexed.

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BRIEFING STRIP ™

ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

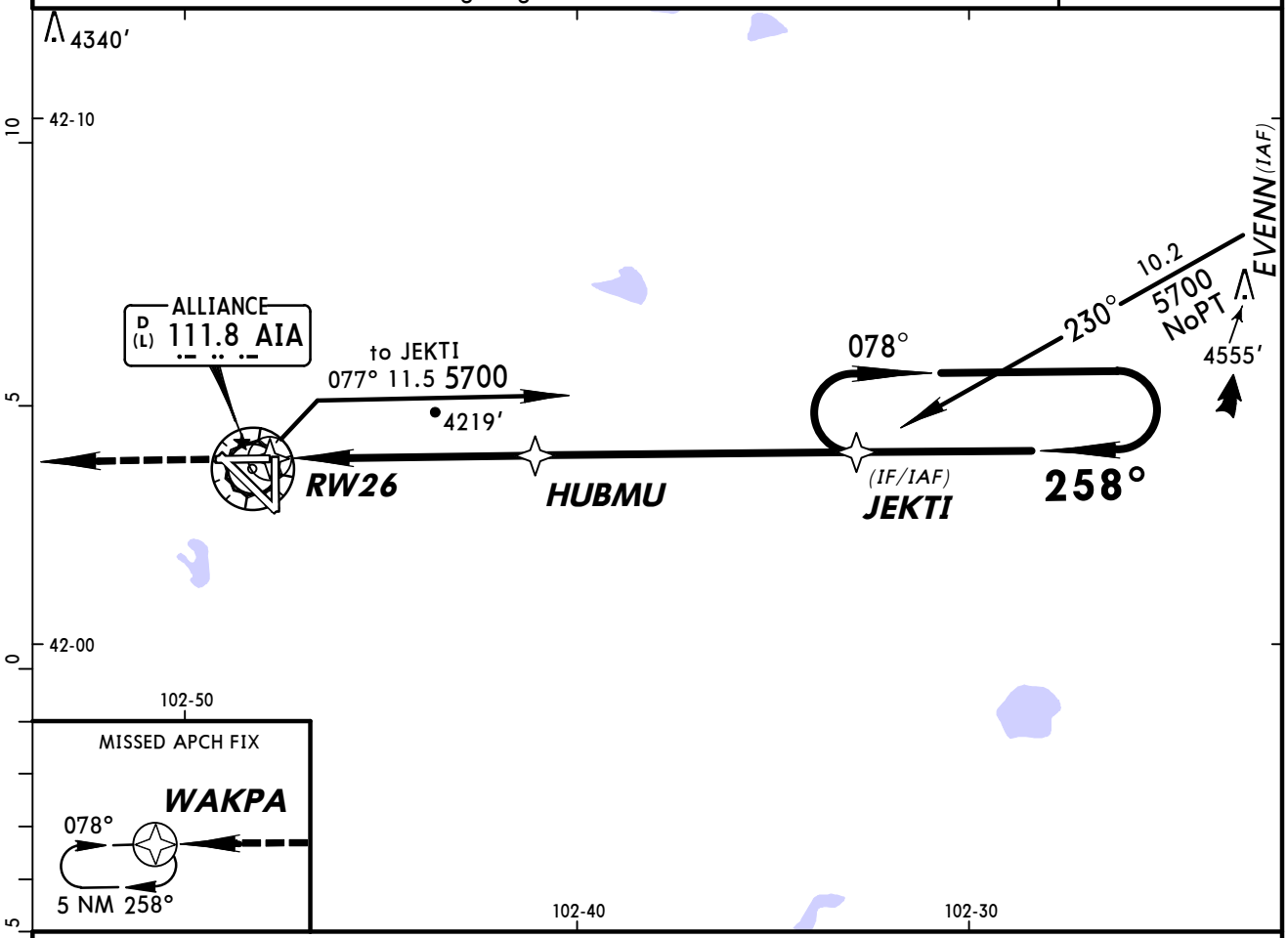
RNAV	Final Apch Crs	Minimum Alt HUBMU	LNAV MDA(H) (CONDITIONAL)	Apt Elev 3931′
	258°	5600′ (1673′)	4480′ (553′)	TDZE 3927′

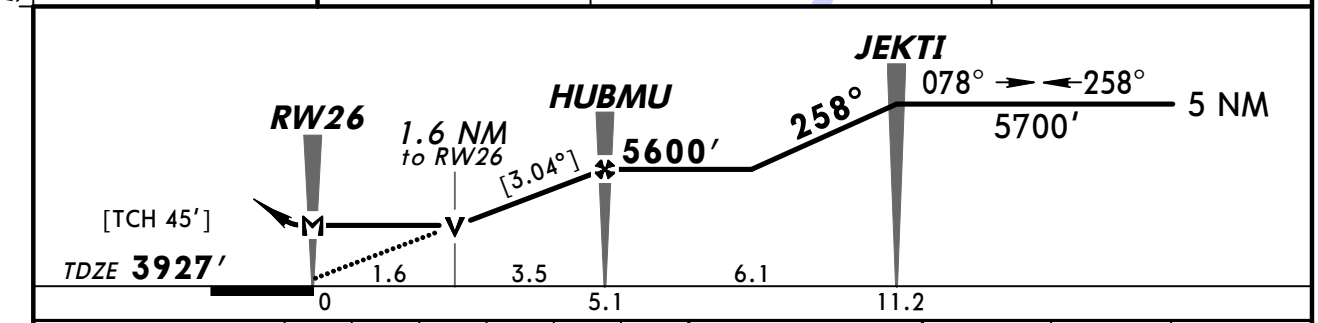
MISSED APCH: Climb to 6000′ direct WAKPA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Scottsbluff altimeter setting.
2. VDP not authorized when using Scottsbluff altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 123.0.

6800′
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW26						

6000′ ↑ | D | WAKPA

STRAIGHT-IN LANDING RWY 26 LNAV	MDA(H) 4480′(553′) With Local Altimeter Setting	MDA(H) 4580′(653′) With Scottsbluff Altimeter Setting
A	1	1
B		
C	1½	1½
D	1¾	1¾

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Scottsbluff Altimeter Setting MDA(H)
90	4480′(549′)-1	4580′(649′)-1
120		
140	4480′(549′)-1½	4580′(649′)-1½
165	4500′(569′)-2	4600′(669′)-2

AMEND 0 TERPS

CHANGES: None.

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BRIEFING STRIP ™

ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

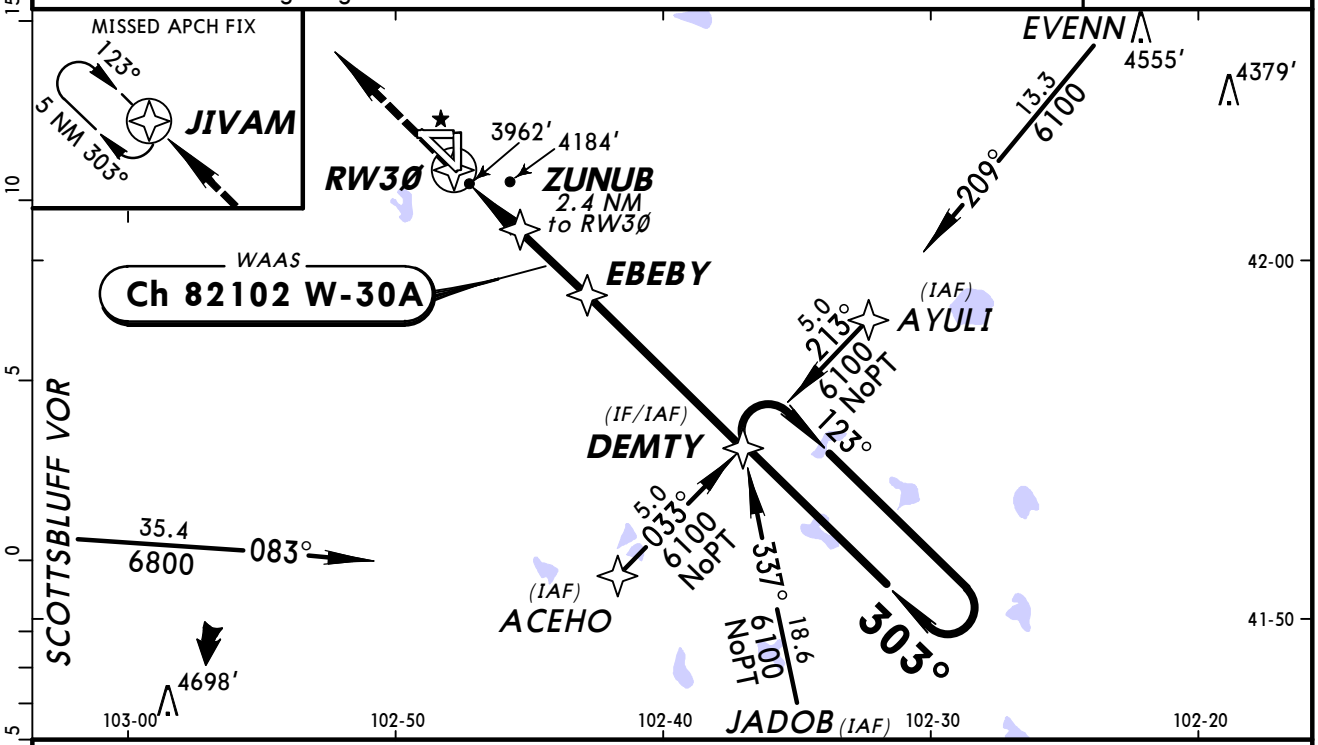
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 3931′
Ch 82102 W-30A	303°	EBEBY 5600′ (1673′)	4127′ (200′)	TDZE 3927′

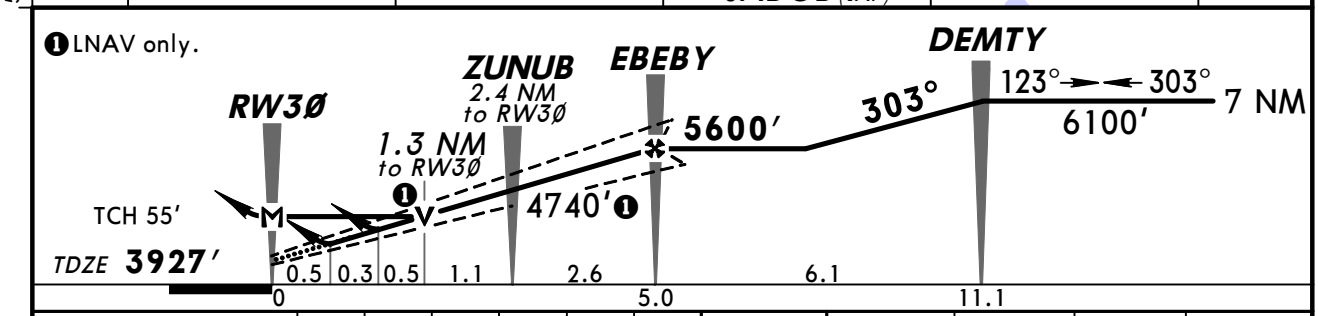
MISSED APCH: Climb to 5900′ direct JIVAM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Scottsbluff altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F). 3. Baro-VNAV and VDP not authorized when using Scottsbluff altimeter setting. 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 123.0.

6800′
MSA RW3Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

MALSR
PAPI
5900′
JIVAM

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	LPV DA(H) 4127′ (200′)		LNAV/VNAV DA(H) 4221′ (294′)			LNAV MDA(H) 4400′ (473′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C						3/4	1 1/4	
D			3/4	1		1	1 1/2	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 8

Max Kts	With Local Altimeter Setting MDA(H)
90	4400′ (469′)-1
120	4500′ (569′)-1
140	4520′ (589′)-1 1/2
165	4520′ (589′)-2

With Scottsbluff Altimeter Setting

	DA(H) 4218′ (291′)		DA(H) 4312′ (385′)			MDA(H) 4500′ (573′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4		1/2	3/4	1
B								
C						1	1 1/2	
D						1 1/4	1 3/4	

Max Kts	With Scottsbluff Altimeter Setting MDA(H)
90	4500′ (569′)-1
120	4600′ (669′)-1
140	4620′ (689′)-2
165	4620′ (689′)-2 1/4

TERPS AMEND 1 23 SEP 2010

CHANGES: Procedure.

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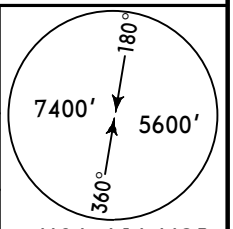
BRIEFING STRIP™

ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

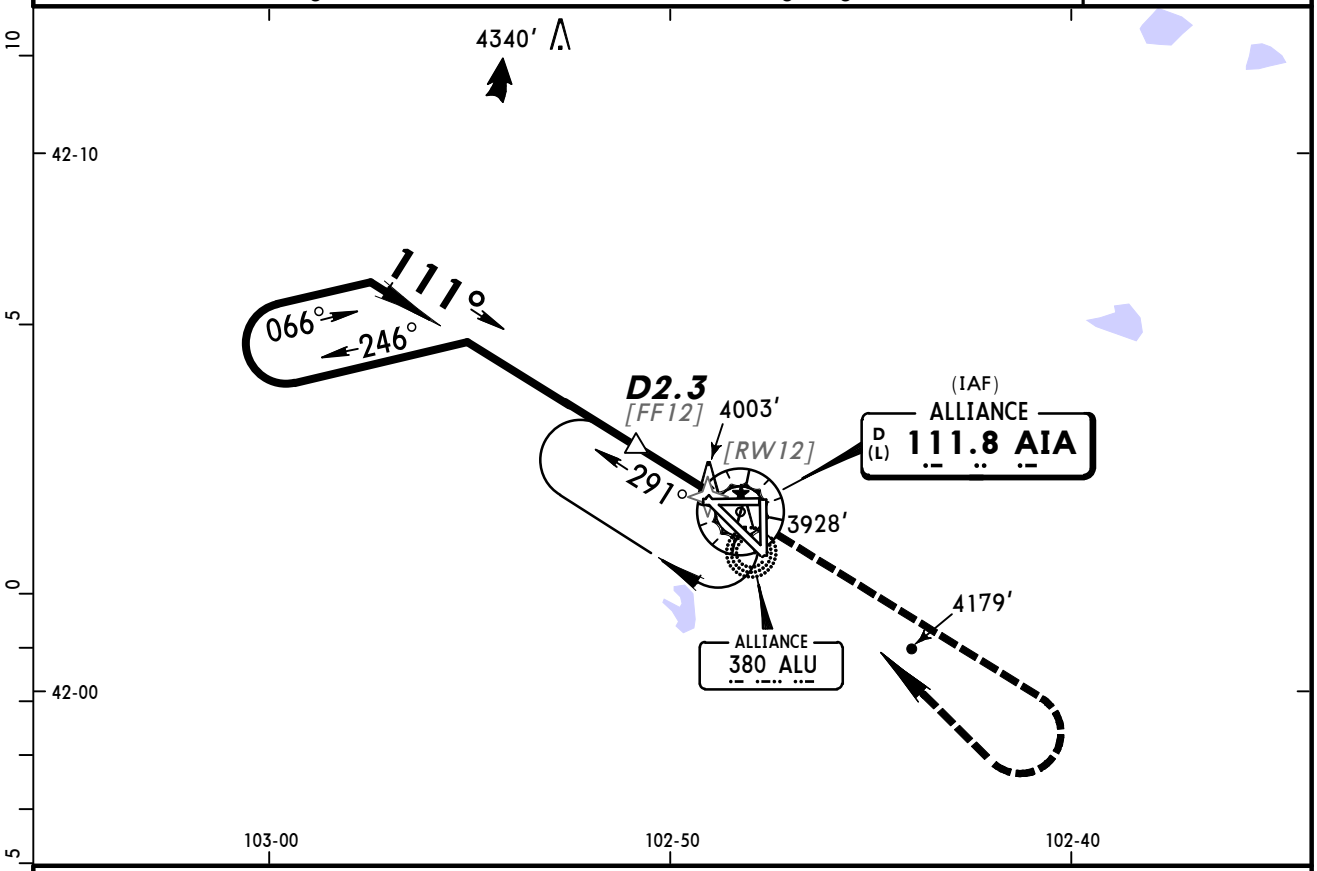
VOR AIA 111.8	Final Apch Crs 111°	Minimum Alt D2.3 4560′(630′)	MDA(H) (CONDITIONAL) 4380′(450′)	Apt Elev 3931′ TDZE 3930′

MISSED APCH: Climb to 5700′ then RIGHT turn direct AIA VOR and hold.

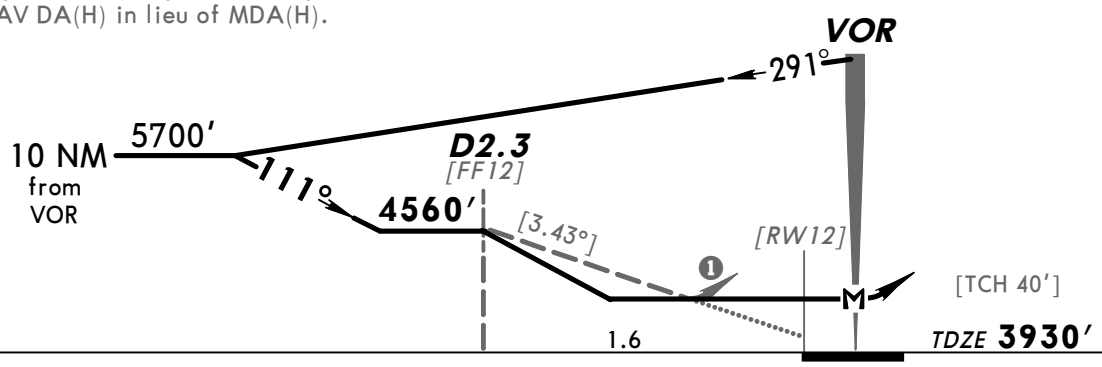
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 123.0.



MSA AIA VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.43°]	425	546	607	728	850	971
MAP at VOR						

REIL
VASI-L

5700′ ↑ | RT | D | AIA 111.8

TERPS AMEND 3A

	STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND		
	MDA(H) 4380′(450′) With D2.3	MDA(H) 4560′(630′) Without D2.3	Max Kts	With D2.3 MDA(H)	Without D2.3 MDA(H)
A	1	1	90	4420′(489′)-1	4560′(629′)-1
B			120		
C	1¼	1¾	140	4420′(489′)-1½	4560′(629′)-1¾
D	1½	2	165	4480′(549′)-2	4560′(629′)-2

CHANGES: Printing sequence.

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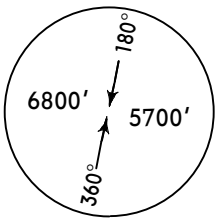
ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

BRIEFING STRIP™

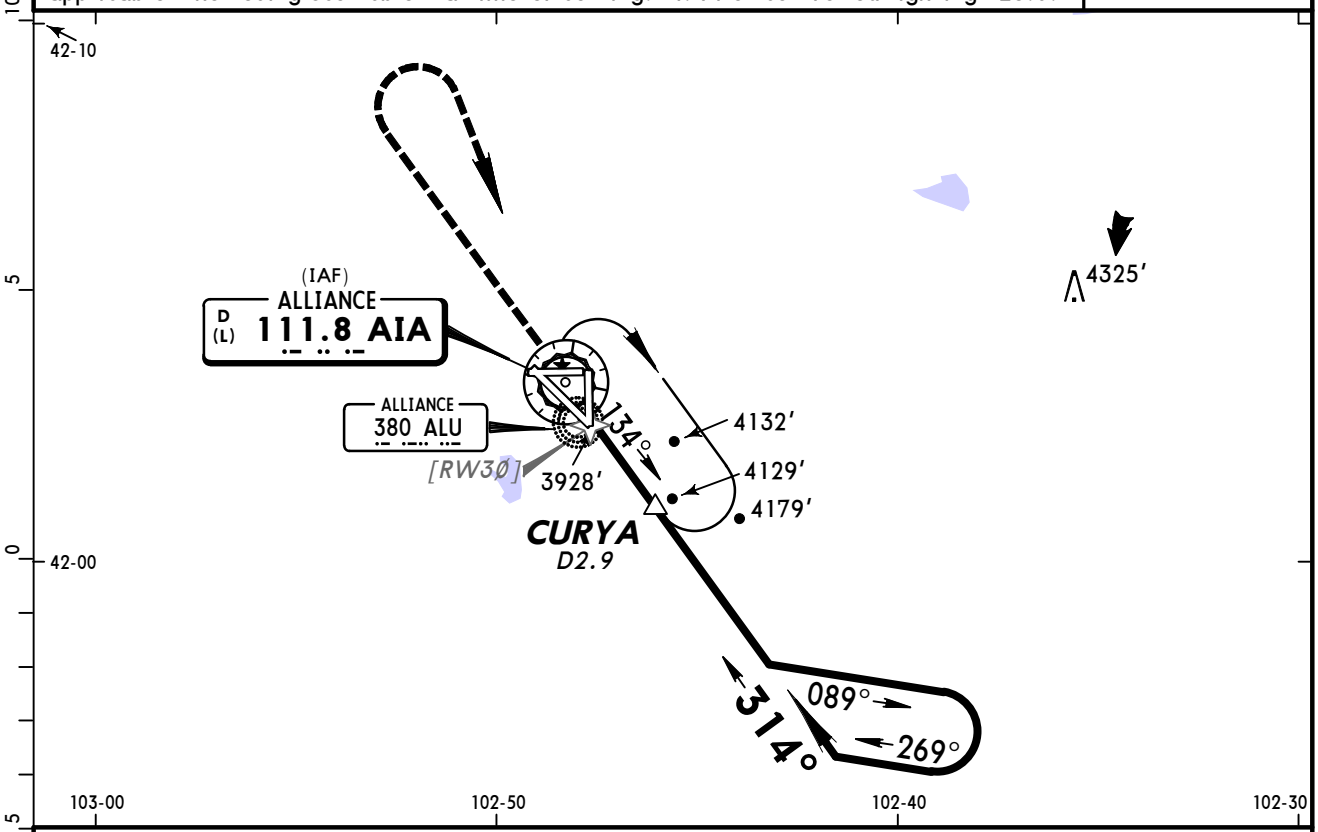
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3931′
AIA 111.8	314°	CURYA (CONDITIONAL) 4540′ (613′)	(CONDITIONAL) 4400′ (473′)	TDZE 3927′

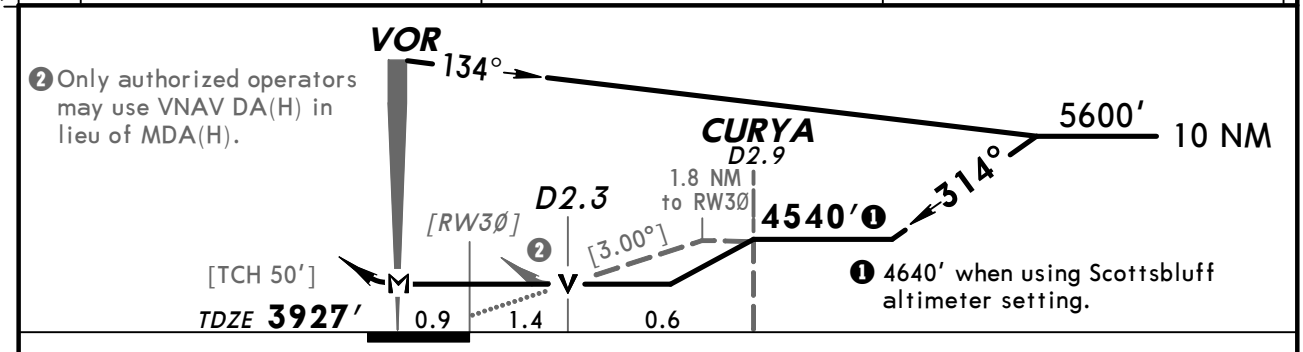
MISSED APCH: Climb to 5700′ then RIGHT turn direct AIA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Scottsbluff altimeter setting.
2. VDP not authorized when using Scottsbluff altimeter setting. 3. VNAV not applicable when using Scottsbluff altimeter setting. 4. Pilot controlled lighting 123.0.



MSA AIA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI

5700′ ↑ | RT | D | AIA 111.8

STRAIGHT-IN LANDING RWY 30

With CURYA	Without CURYA
With Local Altimeter Setting	
MDA(H) 4400′ (473′)	MDA(H) 4540′ (613′)
With Scottsbluff Altimeter Setting	
MDA(H) 4500′ (573′)	MDA(H) 4640′ (713′)

TERPS AMEND 3	RAIL out	ALS out	RAIL out	ALS out
A	3/4	1	3/4	1
B				
C	3/4	1 1/4	1 1/4	1 3/4
D	1	1 1/2	1 1/2	2

CIRCLE-TO-LAND

Max Kts	With CURYA	Without CURYA
	With Local Altimeter Setting	
	MDA(H)	MDA(H)
90	4400′ (469′)-1	4540′ (609′)-1
120		
140	4440′ (509′)-1 1/2	4540′ (609′)-1 3/4
165	4500′ (569′)-2	4540′ (609′)-2
	With Scottsbluff Altimeter Setting	
	MDA(H)	MDA(H)
90	4500′ (569′)-1	4640′ (709′)-1
120		
140	4540′ (609′)-1 1/2	4640′ (709′)-1 3/4
165	4600′ (669′)-2	4640′ (709′)-2

CHANGES: Lighting.

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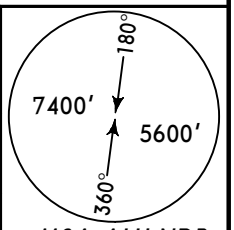
ASOS	DENVER Center (R)	COLUMBUS Radio	ALLIANCE MUN UNICOM
135.07	127.95	122.3	CTAF 123.0

BRIEFING STRIP™

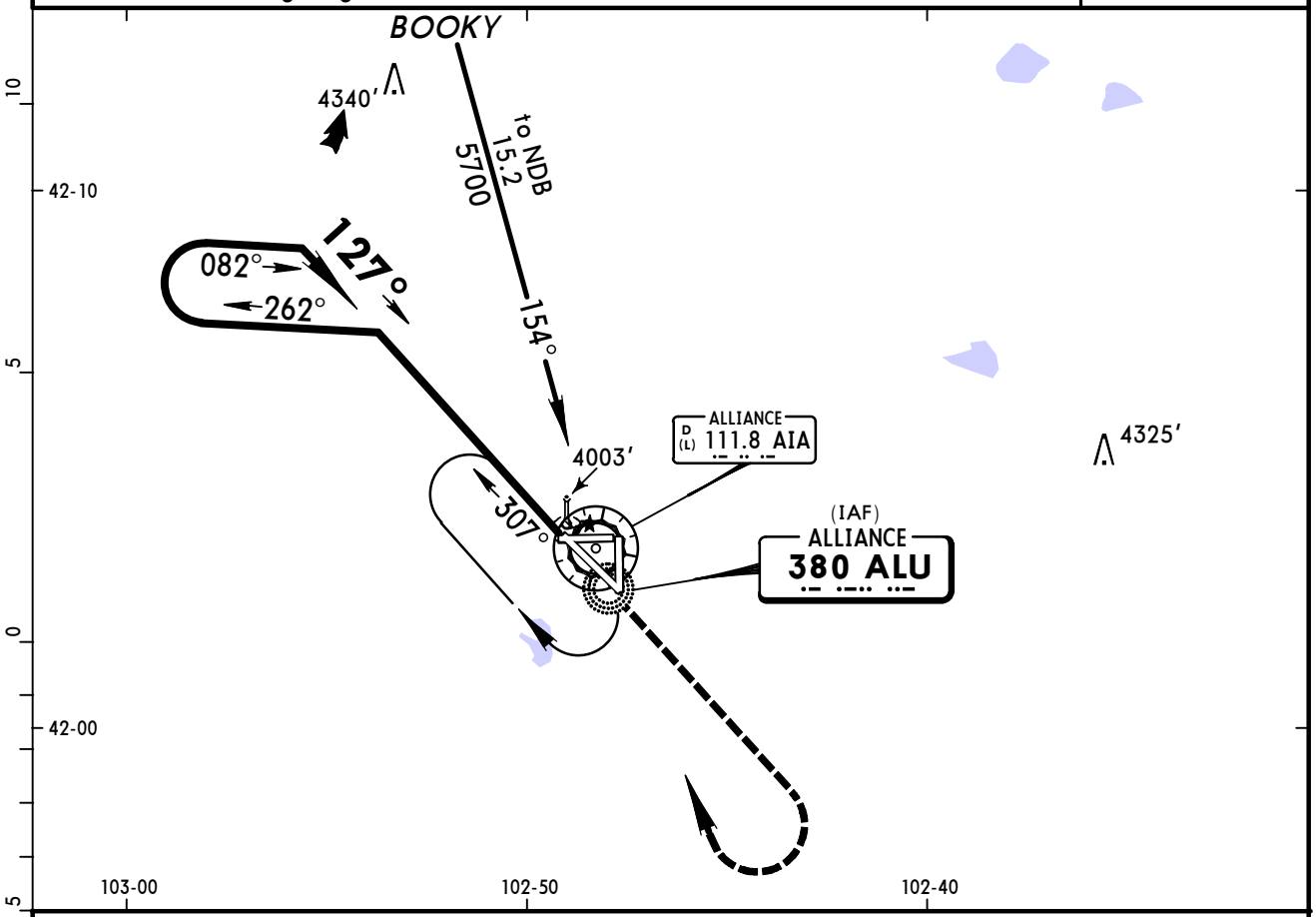
NDB ALU 380	Final Apch Crs 127°	No FAF	MDA(H) 4580′ (650′)	Apt Elev 3931′ TDZE 3930′

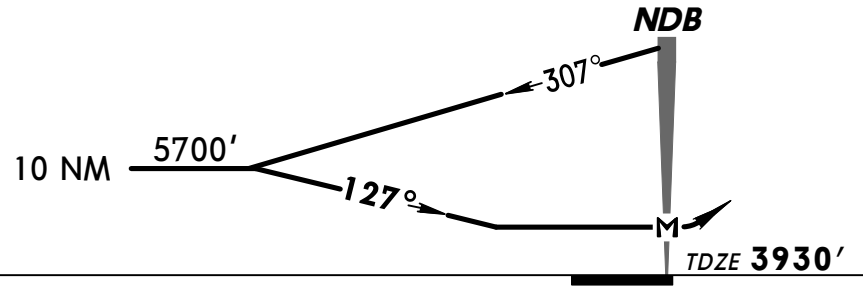
MISSED APCH: Climb to 5700′ then RIGHT turn direct ALU NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.0.



MSA ALU NDB





MAP at NDB								REIL VASI-L	5700′	RT	D	ALU 380

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 4580′ (650′)		Max Kts.	MDA(H)
A	1	90	4580′ (649′) -1
B		120	
C	1¾	140	4580′ (649′) -1¾
D	2	165	4580′ (649′) -2

AMEND 0
TERPS

CHANGES: Obstructions.

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General Information

Location: Ainsworth NE USA
IATA Code: ANW
Lat/Long: N42° 34.8' W099° 59.6'
Elevation: 2589 ft

Airport Use: Public
Magnetic Variation: 6.0°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1319 Z
Sunset: 0026 Z,

Runway Information

Runway: 13
Length x Width: 5501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2587 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 6824 ft x 110 ft
Surface Type: asphalt
TDZ-Elev: 2589 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 5501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2585 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 6824 ft x 110 ft
Surface Type: asphalt
TDZ-Elev: 2589 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

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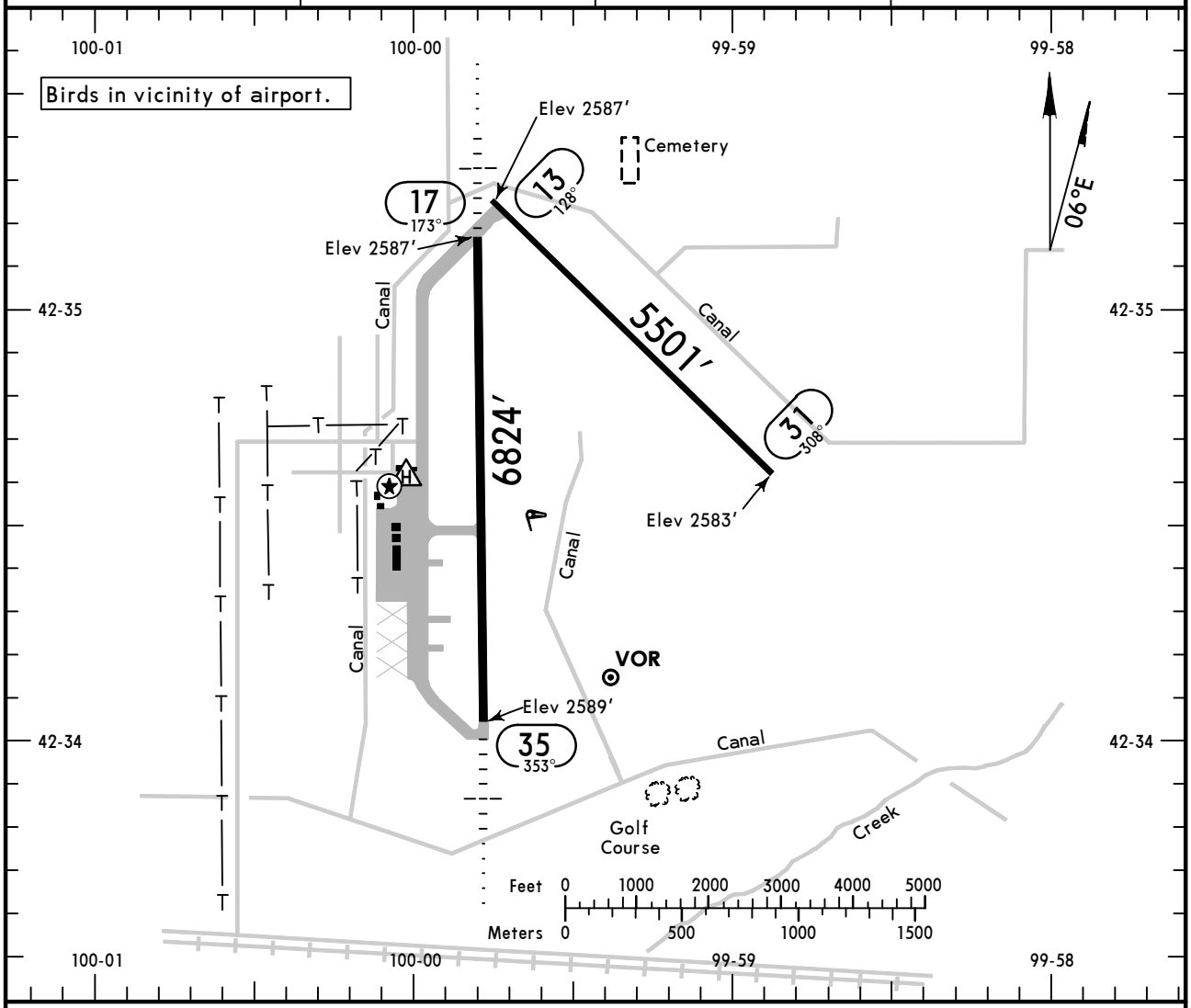
AWOS 118.325
Ainsworth Regl Unicom 122.8 CTAF PCL
Columbus Flight Service Station 122.4 RCO
Denver Center 127.95 Military

AWOS-3	COLUMBUS Radio	AINSWORTH MUN UNICOM	DENVER Center
118.32	122.4	CTAF 122.8	127.95



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13	❶MIRL ❶VASI-L				75′
31	❶MIRL ❶REIL ❶VASI-L				
17	❶HIRL ❶MALSR ❶PAPI-L (angle 3.0°)				110′
35					

❶ Activate on 122.8.

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	VOR Rwy 17	VOR Rwy 35	Authorized Only When Local Weather Available RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 35
A	800-2	800-2	800-2
B			
C			
D		800-2¼	

AMEND 0

CHANGES: Airport name, helipad, runway lighting.

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AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH MUN UNICOM
118.32	127.95	122.4	CTAF 122.8

BRIEFING STRIP™

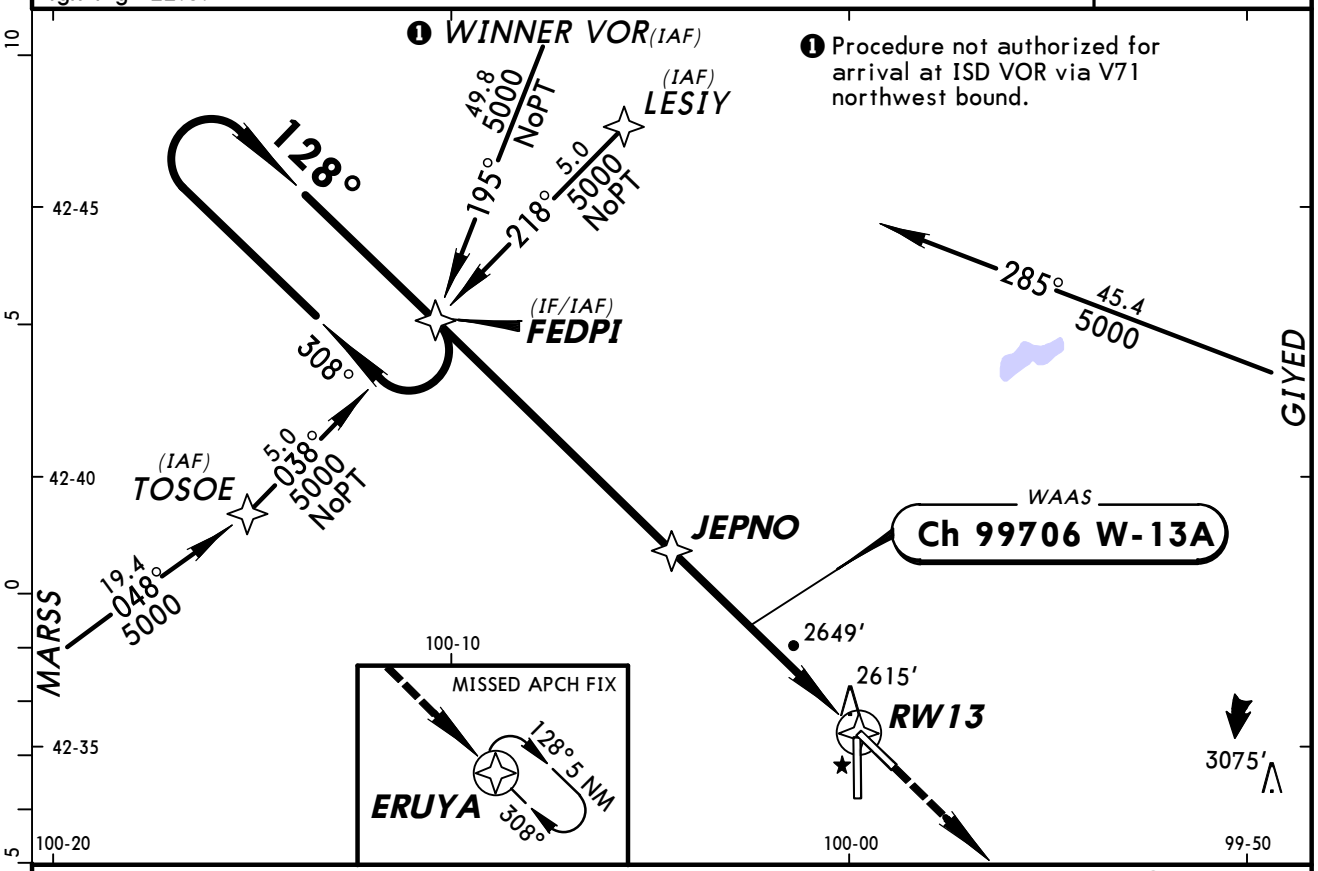
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2589′
Ch 99706 W-13A	128°	JEPNO 4200′ (1613′)	2837′ (250′)	TDZE 2587′

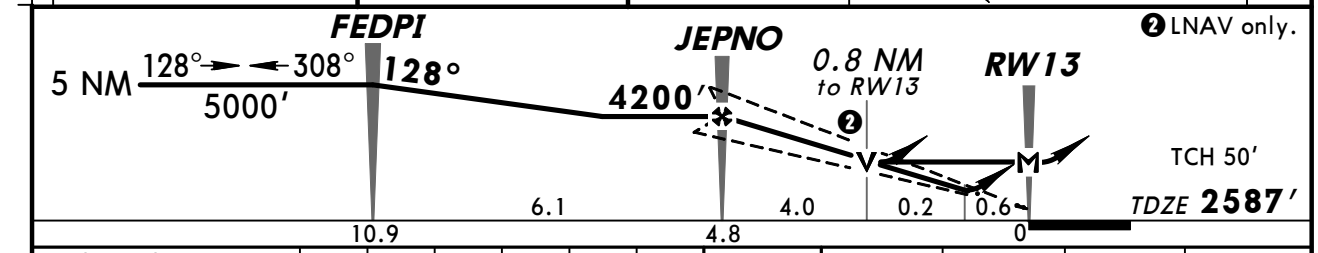
MISSED APCH: Climb to 5000′ direct ERUYA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Valentine altimeter setting.
2. Baro-VNAV and VDP not authorized when using Valentine altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.

5100′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

VASI-L | 5000′ | D | ERUYA

STRAIGHT-IN LANDING RWY 13

With Local Altimeter Setting

	LPV DA(H) 2837′ (250′)	LNAV/VNAV DA(H) 2891′ (304′)	LNAV MDA(H) 2900′ (313′)
A	1	1	1
B			
C			
D			

With Valentine Altimeter Setting

	DA(H) 2907′ (320′)	DA(H) 2961′ (374′)	MDA(H) 2980′ (393′)
A	1	1¼	1
B			
C			
D			1¼

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	3000′ (411′)-1
120	3040′ (451′)-1
140	3040′ (451′)-1½
165	3140′ (551′)-2

With Valentine Altimeter Setting

Max Kts	MDA(H)
90	3080′ (491′)-1
120	3120′ (531′)-1
140	3120′ (531′)-1½
165	3220′ (631′)-2

TERPS AMEND 0A 1 JUL 2010

CHANGES: Airport name.

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AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH MUN UNICOM
118.32	127.95	122.4	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2589′
Ch 70417 W-17A	173°	CURVA 4100′(1511′)	2789′(200′)	TDZE 2589′

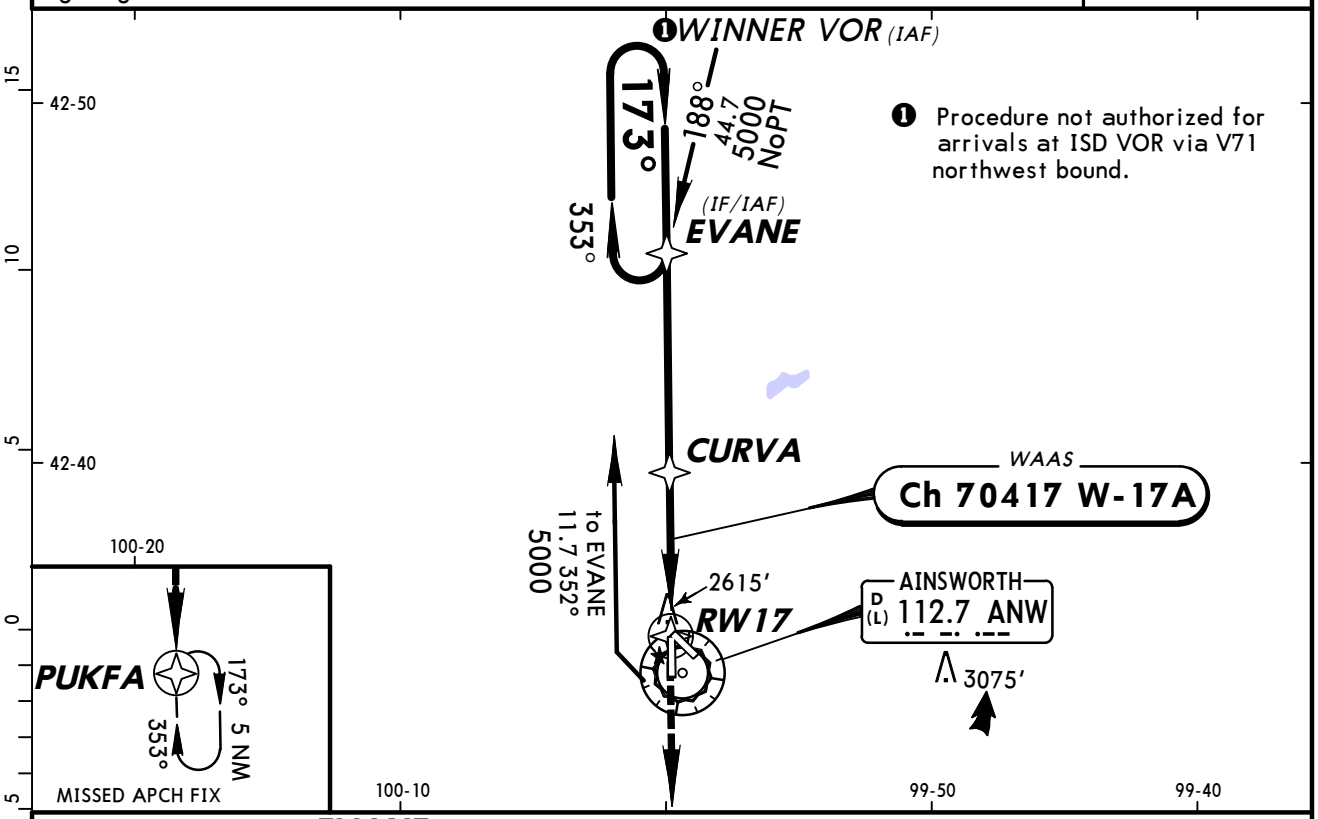
MISSED APCH: Climb to 5000′ direct PUKFA and hold.

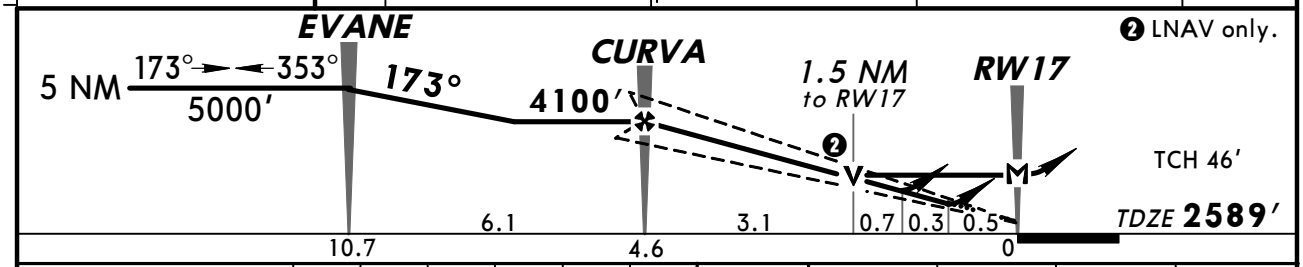
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Valentine altimeter setting.
2. Baro-VNAV and VDP not authorized when using Valentine altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.

5100′
MSA RW17

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

MALSR
PAPI
5000′
PUKFA

STRAIGHT-IN LANDING RWY 17
With Local Altimeter Setting

	LPV DA(H) 2789′(200′)		LNAV/VNAV DA(H) 2885′(296′)			LNAV MDA(H) 3100′(511′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C						1	1 1/2	
D			3/4	1				

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	3100′(511′)-1
120	
140	3100′(511′)-1 1/2
165	3140′(551′)-2

With Valentine Altimeter Setting

	DA(H) 2859′(270′)		DA(H) 2955′(366′)			MDA(H) 3180′(591′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4		1/2	3/4	1
B								
C						1	1 1/2	
D						1 1/4	1 3/4	

With Valentine Altimeter Setting

Max Kts	MDA(H)
90	3180′(591′)-1
120	
140	3180′(591′)-1 1/2
165	3220′(631′)-2

TERPS AMEND 2 6 MAY 2010

CHANGES: Airport name.

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AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH MUN UNICOM
118.32	127.95	122.4	CTAF 122.8

BRIEFING STRIP™

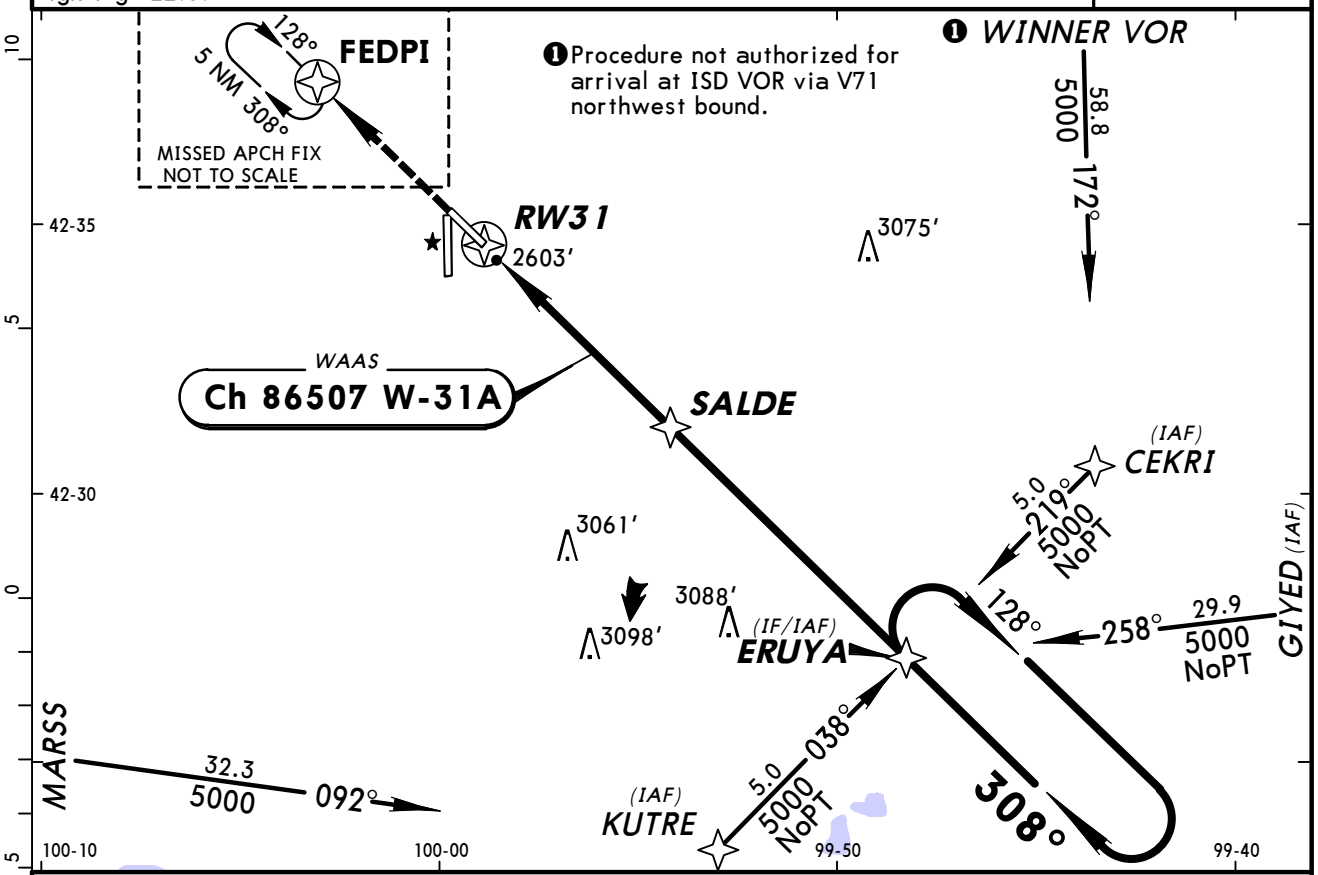
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2589′
Ch 86507 W-31A	308°	SALDE 4200′ (1615′)	2835′ (250′)	TDZE 2585′

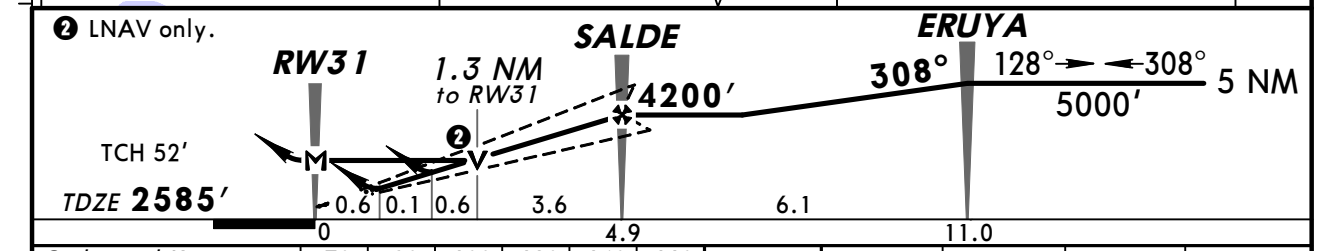
MISSED APCH: Climb to 5000′ direct FEDPI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Valentine altimeter setting.
2. Baro-VNAV and VDP not authorized when using Valentine altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.

5100′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL
VASI-L

5000′

FEDPI

TERPS AMENDO

STRAIGHT-IN LANDING RWY 31
With Local Altimeter Setting

	LPV DA(H) 2835′(250′)	LNAV/VNAV DA(H) 2873′(288′)	LNAV MDA(H) 3060′(475′)
A	1	1	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	3060′(471′)-1
120	
140	3060′(471′)-1½
165	3140′(551′)-2

With Valentine Altimeter Setting

	DA(H) 2905′(320′)	DA(H) 2943′(358′)	MDA(H) 3140′(555′)
A	1	1¼	1
B			
C			1½
D			1¾

With Valentine Altimeter Setting

Max Kts	MDA(H)
90	3140′(551′)-1
120	
140	3140′(551′)-1½
165	3220′(631′)-2

CHANGES: Airport name.

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AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH MUN UNICOM
118.32	127.95	122.4	CTAF 122.8

BRIEFING STRIP™

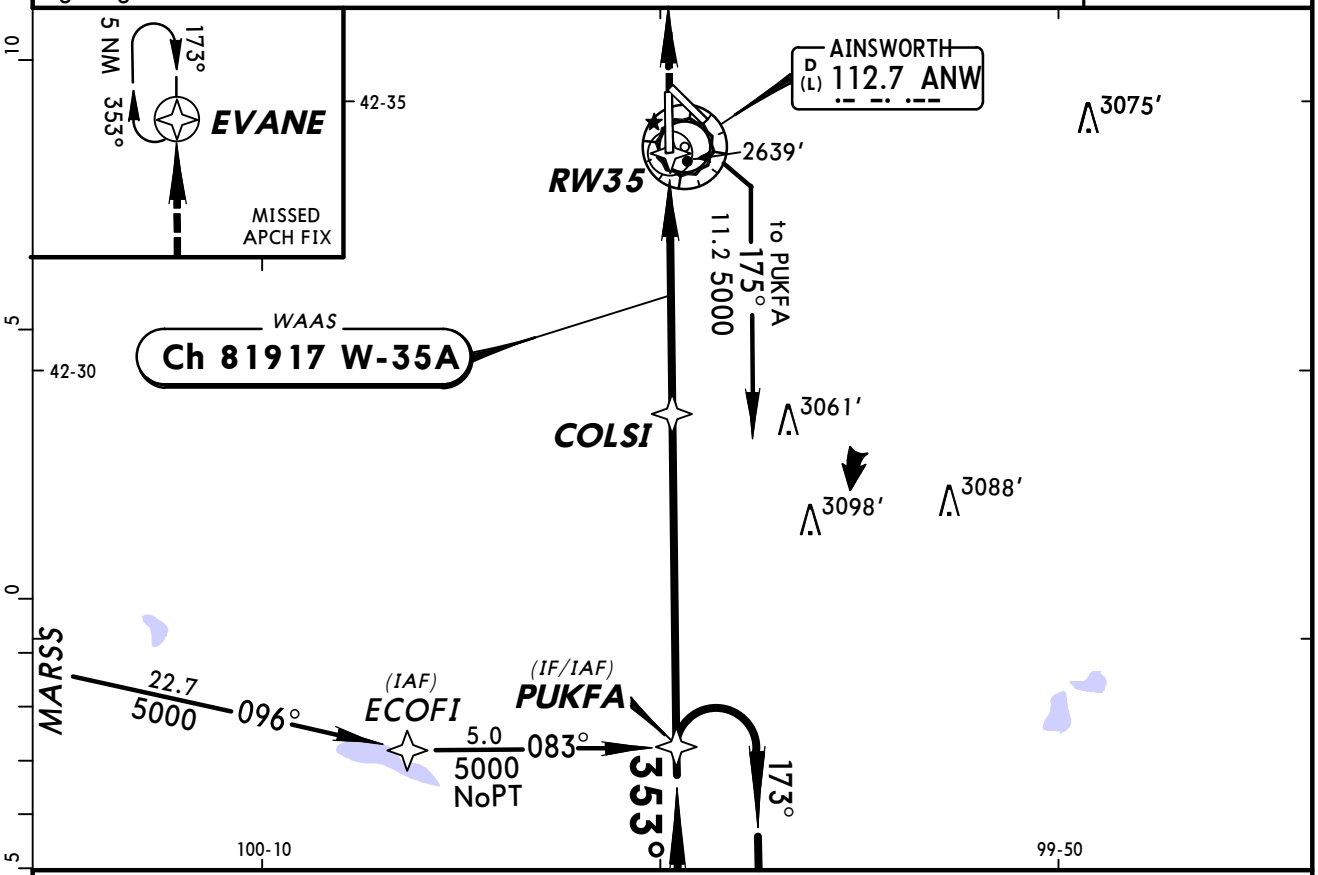
WAAS	Final Apch Crs	Minimum Alt COLSI	LPV DA(H) (CONDITIONAL)	Apt Elev 2589′
Ch 81917 W-35A	353°	4200′(1611′)	2789′(200′)	TDZE 2589′

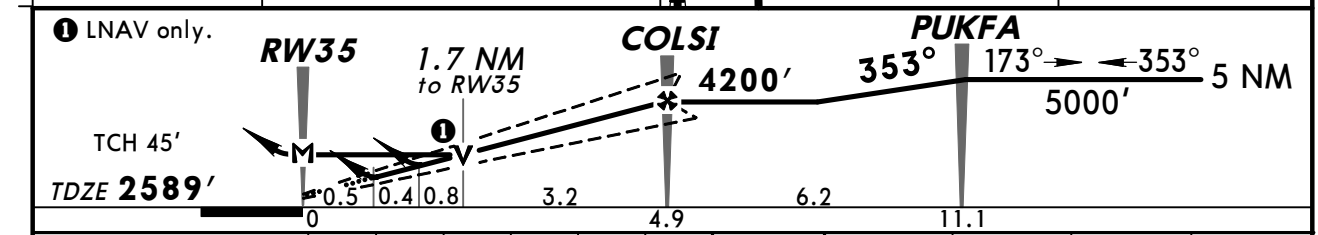
MISSED APCH: Climb to 5000′ direct EVANE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Valentine altimeter setting.
2. Baro-VNAV and VDP not authorized when using Valentine altimeter setting . 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43° C (109°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.

5100′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR
PAPI
5000′
EVANE

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	LPV DA(H) 2789′(200′) RAIL or ALS out		LNAV/VNAV DA(H) 2909′(320′) RAIL out	ALS out	LNAV MDA(H) 3160′(571′) RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1/2	3/4	1
B						
C					1	1 1/2
D			3/4	1	1 1/4	1 3/4

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	3160′(571′)-1
120	
140	3160′(571′)-1 1/2
165	3160′(571′)-2

With Valentine Altimeter Setting

	DA(H) 2859′(270′) RAIL or ALS out		DA(H) 2979′(390′) RAIL out	ALS out	MDA(H) 3240′(651′) RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4	1/2	3/4	1
B						
C					1 1/4	1 3/4
D					1 1/2	2

With Valentine Altimeter Setting

Max Kts	MDA(H)
90	3240′(651′)-1
120	
140	3240′(651′)-1 3/4
165	3240′(651′)-2

TERPS AMEND 2 6 MAY 2010

CHANGES: Airport name.

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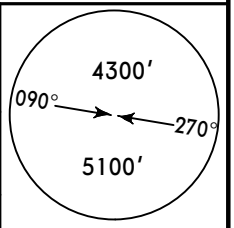
BRIEFING STRIP

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH MUN UNICOM
118.32	127.95	122.4	CTAF 122.8

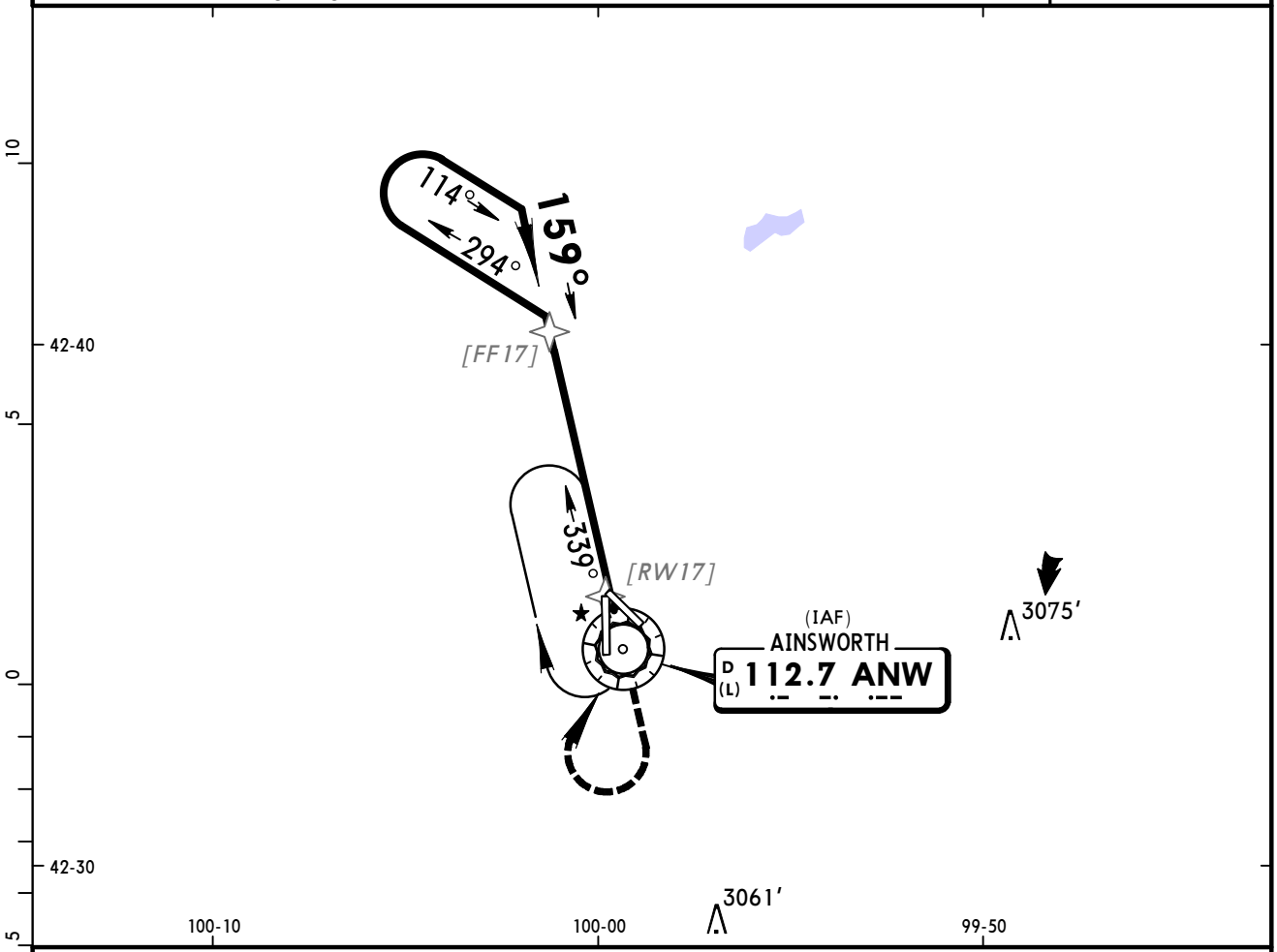
VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 2589′
ANW 112.7	159°		3060′ (471′)	TDZE 2589′

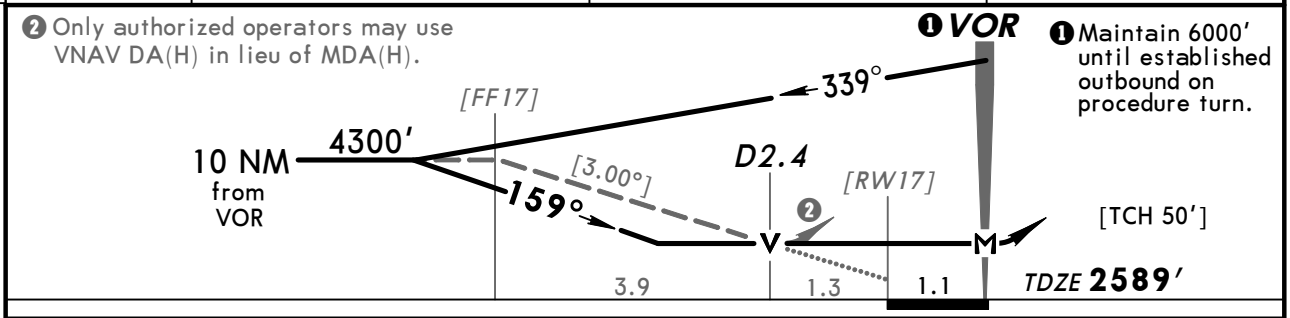
MISSED APCH: Climb to 3500′ then climbing RIGHT turn to 6000′ direct ANW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 122.8.



MSA ANW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI

3500′	6000′	D	ANW 112.7
	RT		

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 17

MDA(H) 3060′ (471′)

	RAIL out	ALS out
A	1/2	3/4
B		1
C	3/4	1 1/4
D	1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3060′(471′)-1
120	
140	3060′(471′)-1 1/2
165	3140′(551′)-2

CHANGES: Airport name.

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AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH MUN UNICOM
118.32	127.95	122.4	CTAF 122.8

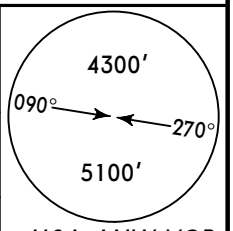
BRIEFING STRIP T.M.

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2589′
ANW 112.7	008°	BIYAG 3300′ (711′)	(CONDITIONAL) 3000′ (411′)	TDZE 2589′

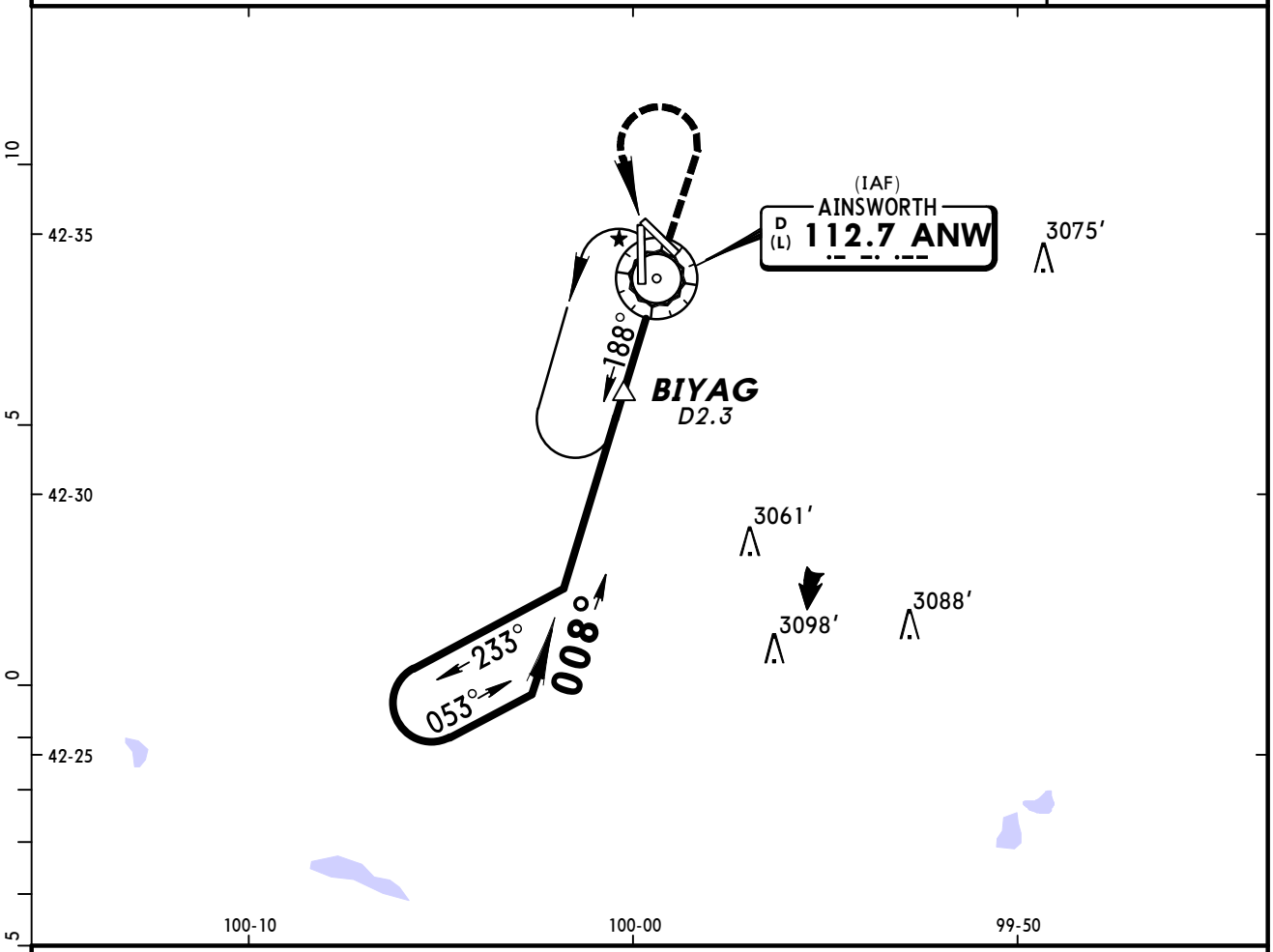
MISSED APCH: Climb to 3500′ then climbing LEFT turn to 6000′ direct ANW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

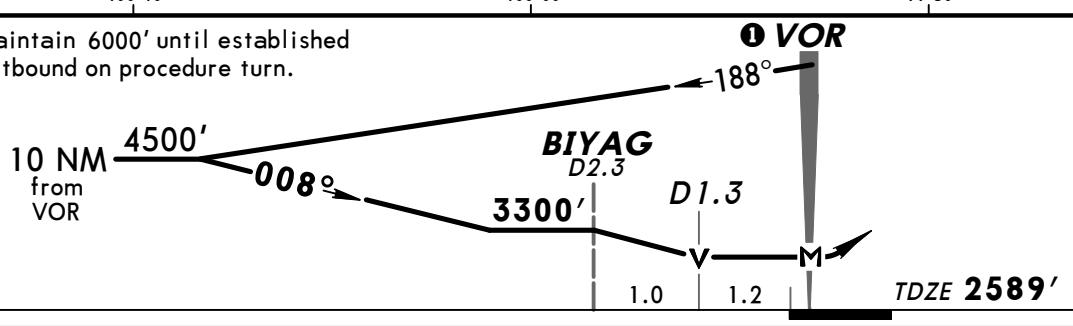
1. Pilot controlled lighting 122.8.



MSA ANW VOR



❶ Maintain 6000′ until established outbound on procedure turn.



MAP at VOR								PAPI MALSR	3500′	6000′ LT	D	ANW 112.7

STRAIGHT-IN LANDING RWY 35							CIRCLE-TO-LAND		
	MDA(H) 3000′ (411′) With BIYAG			MDA(H) 3300′ (711′) Without BIYAG				With BIYAG	Without BIYAG
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	3000′ (411′) -1	3300′ (711′) -1
B							120	3040′ (451′) -1	
C	3/4	1 1/4		1 1/2	2		140	3040′ (451′) -1 1/2	3300′ (711′) -2
D	1			1 3/4	2 1/4		165	3140′ (551′) -2	3300′ (711′) -2 1/4

AMEND 4 TERPS

CHANGES: Airport name.

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General Information

Location: Scottsbluff NE USA
IATA Code: BFF
Lat/Long: N41° 52.4' W103° 35.7'
Elevation: 3967 ft

Airport Use: Public
Magnetic Variation: 8.2°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1333 Z
Sunset: 0042 Z,

Runway Information

Runway: 05
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3952 ft
Lighting: Edge, Pilot controlled

Runway: 12
Length x Width: 8279 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3963 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3967 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 8279 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3951 ft
Lighting: Edge, ALS, Pilot controlled

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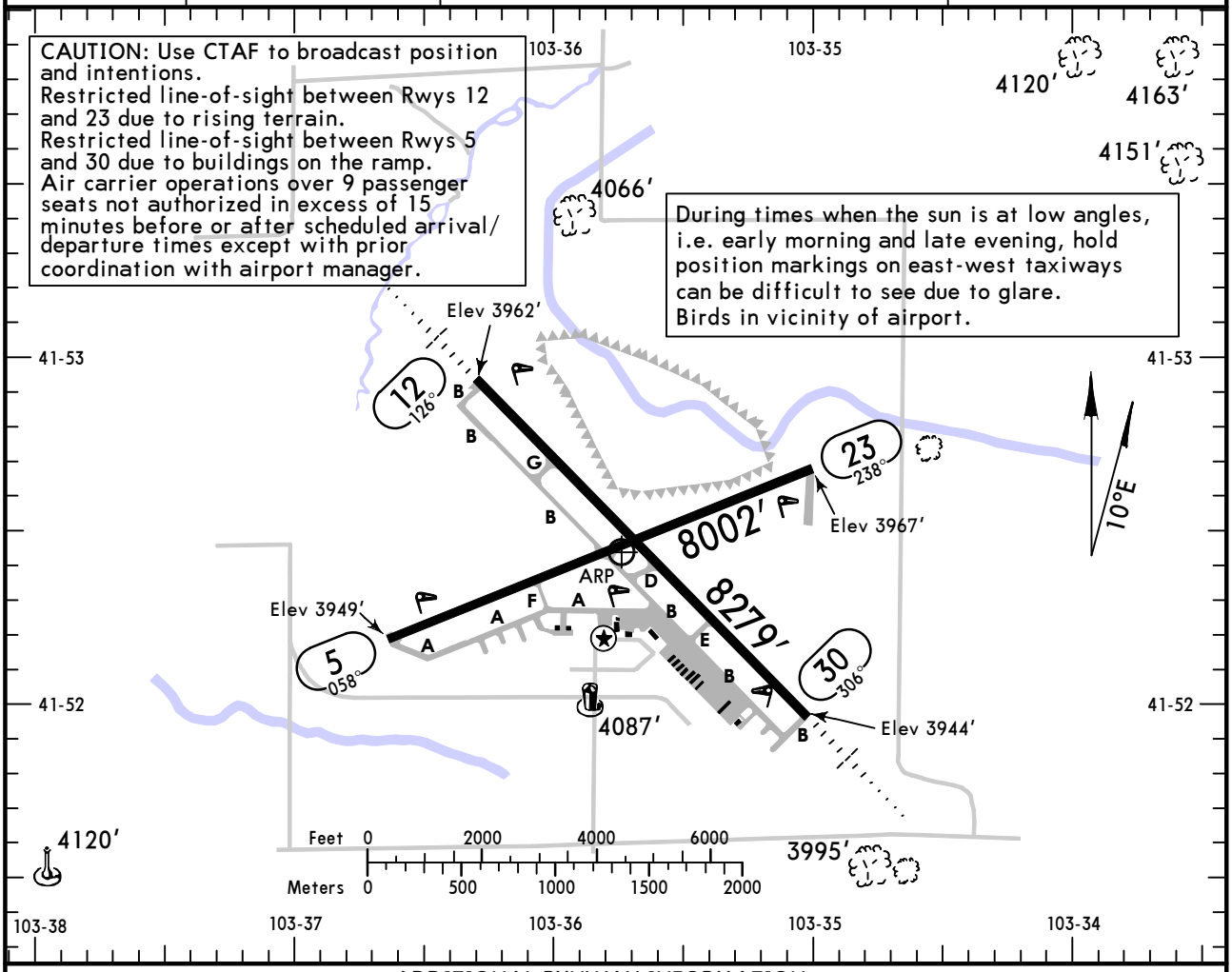
Communication Information

ASOS 121.025
Western Nebr. Regl/Willia Unicom 123.0 CTAF PCL
Columbus Flight Service Station 122.6 RCO
Columbus Flight Service Station 122.1 RCO
Columbus Flight Service Station 112.6 RCO
Denver Center 127.95 Remote Communications Air-Ground

ASOS	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM	DENVER Center (R)
121.02	122.6	CTAF 123.0	127.95

CAUTION: Use CTAF to broadcast position and intentions.
Restricted line-of-sight between Rwys 12 and 23 due to rising terrain.
Restricted line-of-sight between Rwys 5 and 30 due to buildings on the ramp.
Air carrier operations over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with airport manager.

During times when the sun is at low angles, i.e. early morning and late evening, hold position markings on east-west taxiways can be difficult to see due to glare.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5 ❶ 23	❸ MIRL ❸ VASI-L				150′
	❸ MIRL ❸ PAPI-L (angle 3.0°)				
12 ❷ 30	❸ HIRL MALSR PAPI-L (angle 3.0°)		7164′		150′
	❸ HIRL ❸ MALSR		7305′		

❶ Weight bearing capacity: Single wheel 36,000 lbs; double wheel 58,000 lbs; double tandem 106,000 lbs.
❷ Weight bearing capacity: Single wheel 75,000 lbs; double wheel 110,000 lbs; double tandem 190,000 lbs.
❸ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

OBSTACLE DP: Rwy 23, climbing right turn to 5500′ via heading 300° before proceeding on course.

Rwy 30, climb runway heading to 5500′ before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 30	LOC Rwy 30	ILS Rwy 12	VOR Rwy 23 VOR DME Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 30	LOC DME Rwy 12 RNAV (GPS) Rwy 12
A	600-2	800-2	700-2	800-2	800-2
B					
C					
D	700-2		700-2¼		800-2¼

AMEND 4

CHANGES: Usable lengths, alternate minimums.

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KBFF/BFF
WESTERN NEBRASKA REGL/HEILIG

JEPPESEN 29 APR 11 Eff 5 May (11-1)

SCOTTSBLUFF, NEBR
ILS or LOC DME Rwy 12

ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

BRIEFING STRIP™

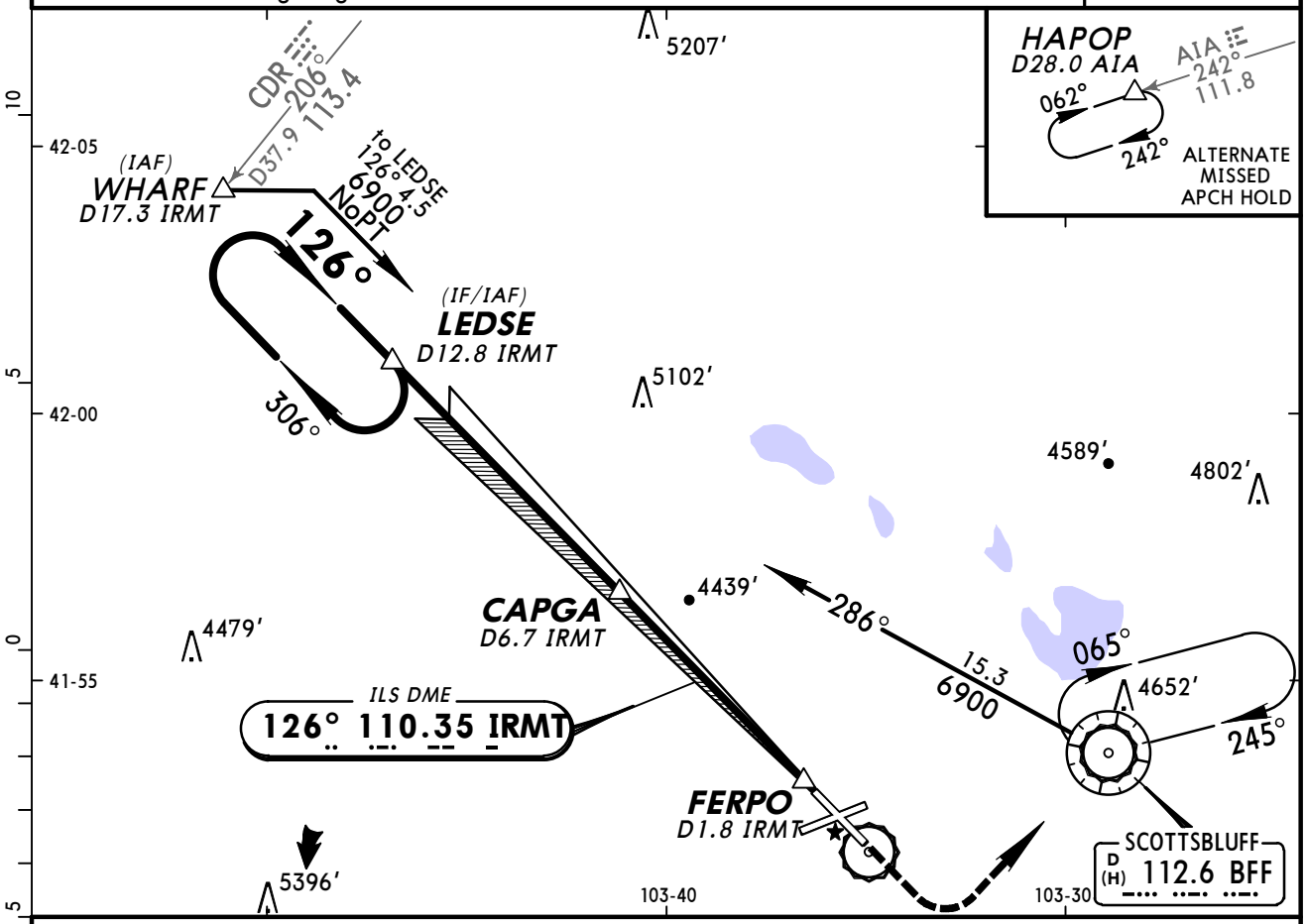
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 3967′
IRMT 110.35	126°	CAPGA 5700′ (1737′)	4163′ (200′)	TDZE 3963′

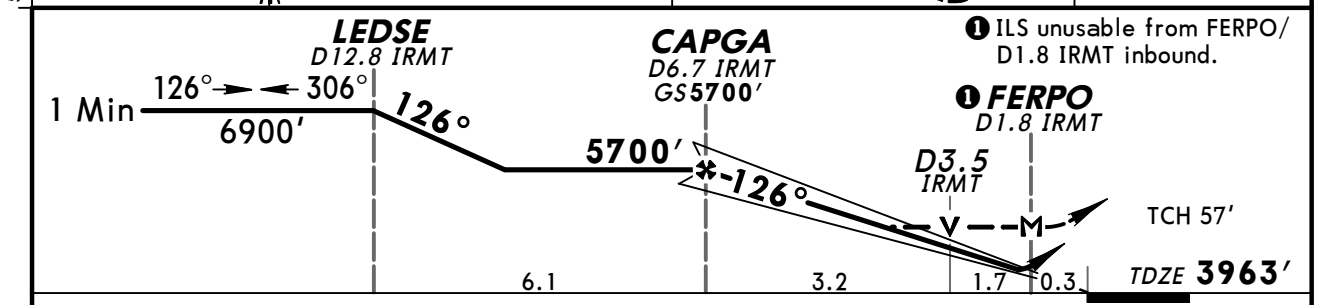
MISSED APCH: Climb to 4500′ then climbing LEFT turn to 6900′ direct BFF VOR and hold. Continue climb-in-hold to 6900′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use local altimeter setting; if not received, use Alliance altimeter setting. 3. VDP not authorized when using Alliance altimeter setting. 4. Pilot controlled lighting 123.0.

MSA BFF VOR: 6400′ (090°–180°), 6800′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at FERPO						

MALSR PAPI | 4500′ | 6900′ LT | D | BFF 112.6

TERPS AMEND 0A 10 MAR 2011

STRAIGHT-IN LANDING RWY 12

	❶ ILS DA(H) 4163′ (200′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 4640′ (677′) With Local Altimeter Setting:	RAIL out	ALS out	MDA(H) 4740′ (777′) With Alliance Altimeter Setting:	RAIL out	ALS out
A	1/2	❷ 3/4	1/2	3/4	1	1/2	3/4	1
B						3/4	1 1/4	
C			1 1/2	2		1 3/4	2 1/4	
D			1 3/4	2 1/4		2	2 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Alliance Altimeter Setting MDA(H)
90	4640′ (673′)-1	4740′ (773′)-1
120		4740′ (773′)-1 1/4
140	4640′ (673′)-2	4740′ (773′)-2 1/4
165	4640′ (673′)-2 1/4	4740′ (773′)-2 1/2

❶ DA(H) 4254′ (291′) with Alliance altimeter setting. ❷ Vis 1 with Alliance altimeter setting.

CHANGES: None.

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KBFF/BFF
WESTERN NEBRASKA REGL/HEILIG

JEPPESEN 29 APR 11 Eff 5 May (11-2)

SCOTTSBLUFF, NEBR
ILS or LOC Rwy 30

ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

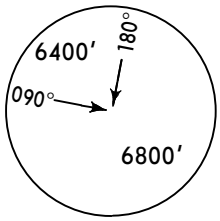
LOC IBFF	Final Apch Crs	GS CREVE	ILS DA(H) (CONDITIONAL)	Apt Elev 3967′
109.3	306°	5737′ (1793′)	4144′ (200′)	Rwy 30 3944′

BRIEFING STRIP ™

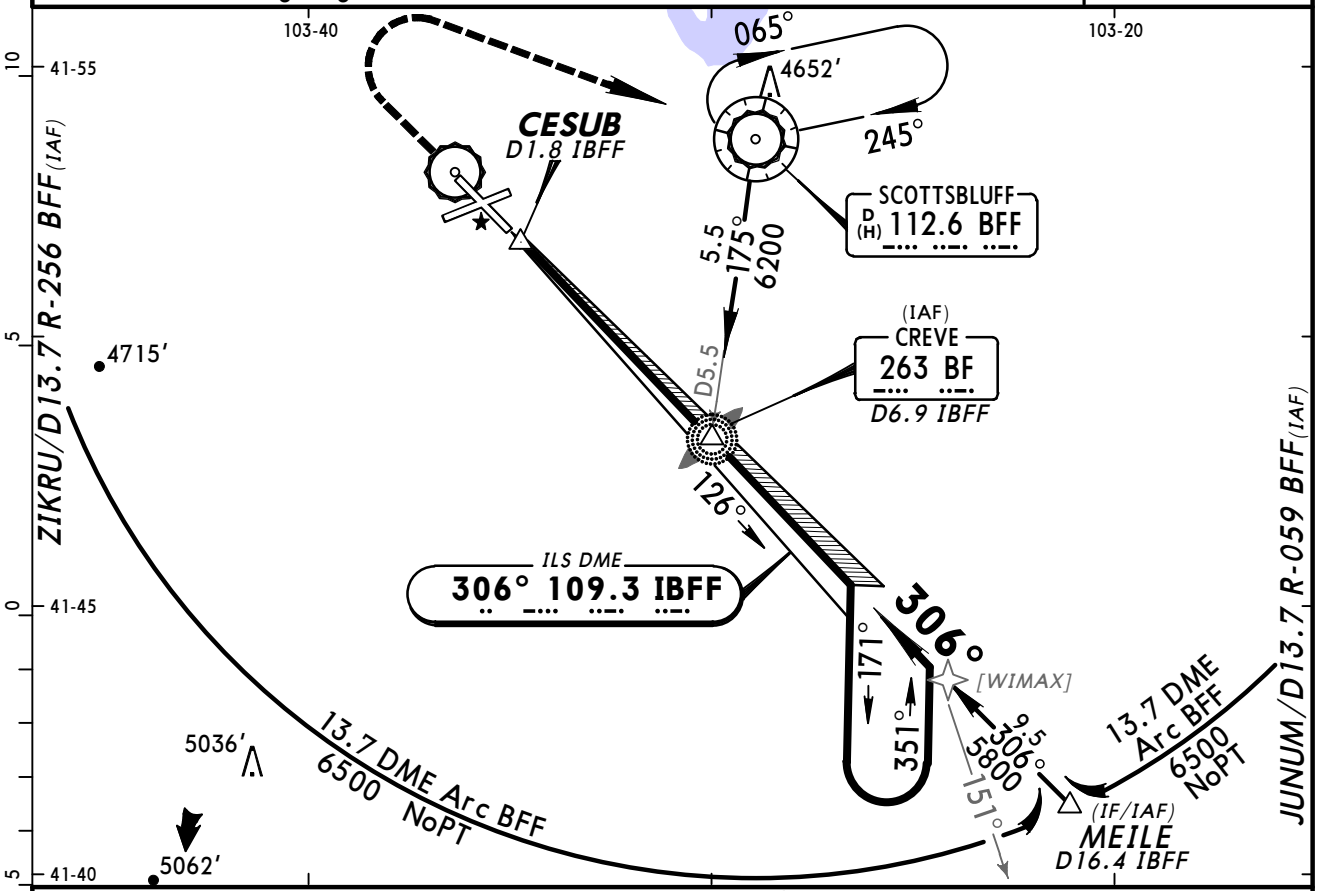
MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 6200′ direct BFF VOR and hold, or as directed by ATC.

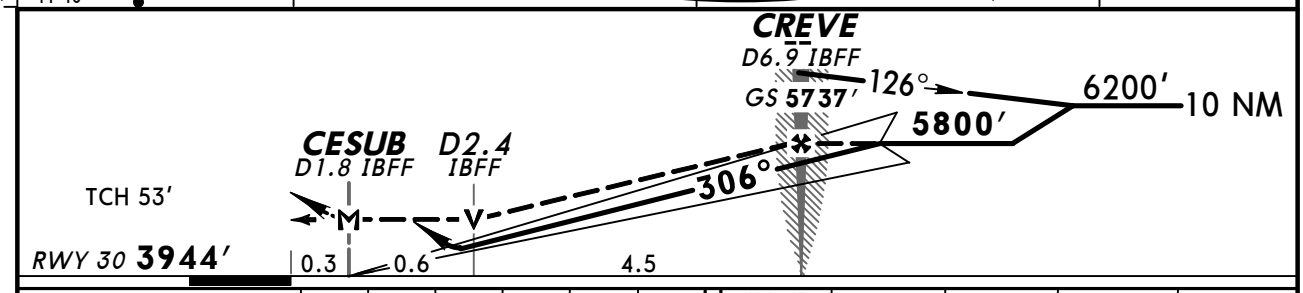
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alliance altimeter setting.
2. Pilot controlled lighting 123.0.



MSA BF LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at CESUB/D1.8 IBFF or CREVE to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR | 5800′ | 6200′ RT | D | BFF 112.6

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	ILS DA(H) 4144′ (200′) FULL	ILS DA(H) 4144′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 4300′ (356′)	LOC (GS out) MDA(H) 4300′ (356′) RAIL out	LOC (GS out) MDA(H) 4300′ (356′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			5/8	3/4	1
D					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	4500′ (533′)-1
120	
140	4500′ (533′)-1½
165	4600′ (633′)-2

With Alliance Altimeter Setting

	ILS DA(H) 4235′ (291′) FULL	ILS DA(H) 4235′ (291′) RAIL or ALS out	LOC (GS out) MDA(H) 4400′ (456′)	LOC (GS out) MDA(H) 4400′ (456′) RAIL out	LOC (GS out) MDA(H) 4400′ (456′) ALS out
A	1/2	7/8	1/2	3/4	1
B					
C			7/8	1	1⅜
D					

With Alliance Altimeter Setting

Max Kts	MDA(H)
90	4600′ (633′)-1
120	
140	4600′ (633′)-1¾
165	4700′ (733′)-2¼

TERPS AMEND 10 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP™

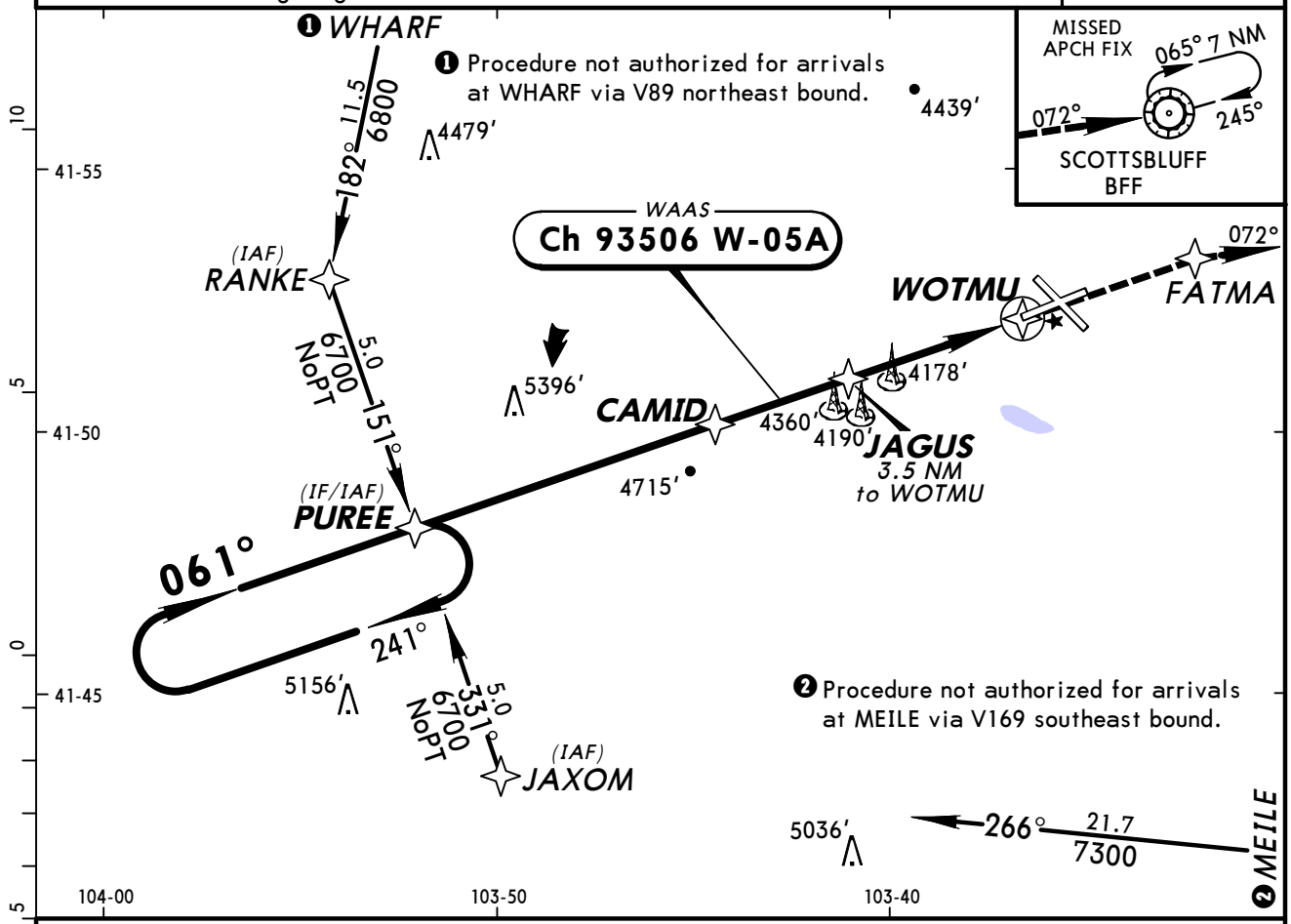
ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

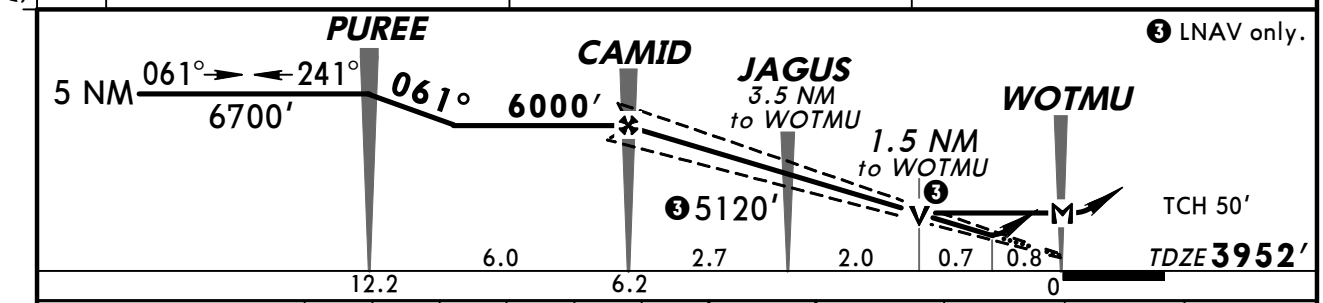
WAAS	Final Apch Crs	Minimum Alt CAMID	LPV DA(H)	Apt Elev 3967′
Ch 93506 W-05A	061°	6000′ (2048′)	4252′ (300′)	TDZE 3952′

MISSED APCH: Climb to 6900′ direct FATMA and via 072° track to BFF VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, procedure not authorized.
2. DME/DME RNP-0.3 not authorized. 3. Final course offset 3.0°.
4. Pilot controlled lighting 123.0.

MSA WOTMU 6800′





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at WOTMU						

VASI-L 6900′ FATMA

STRAIGHT-IN LANDING RWY 5			CIRCLE-TO-LAND	
	LPV DA(H) 4252′(300′)	LNAV MDA(H) 4480′(528′)	Max Kts	MDA(H)
A	1	1	90	4500′(533′)-1
B			120	
C		1½	140	4500′(533′)-1½
D		1¾	165	4600′(633′)-2

AMEND 0 TERPS

CHANGES: None.

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ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

BRIEFING STRIP™

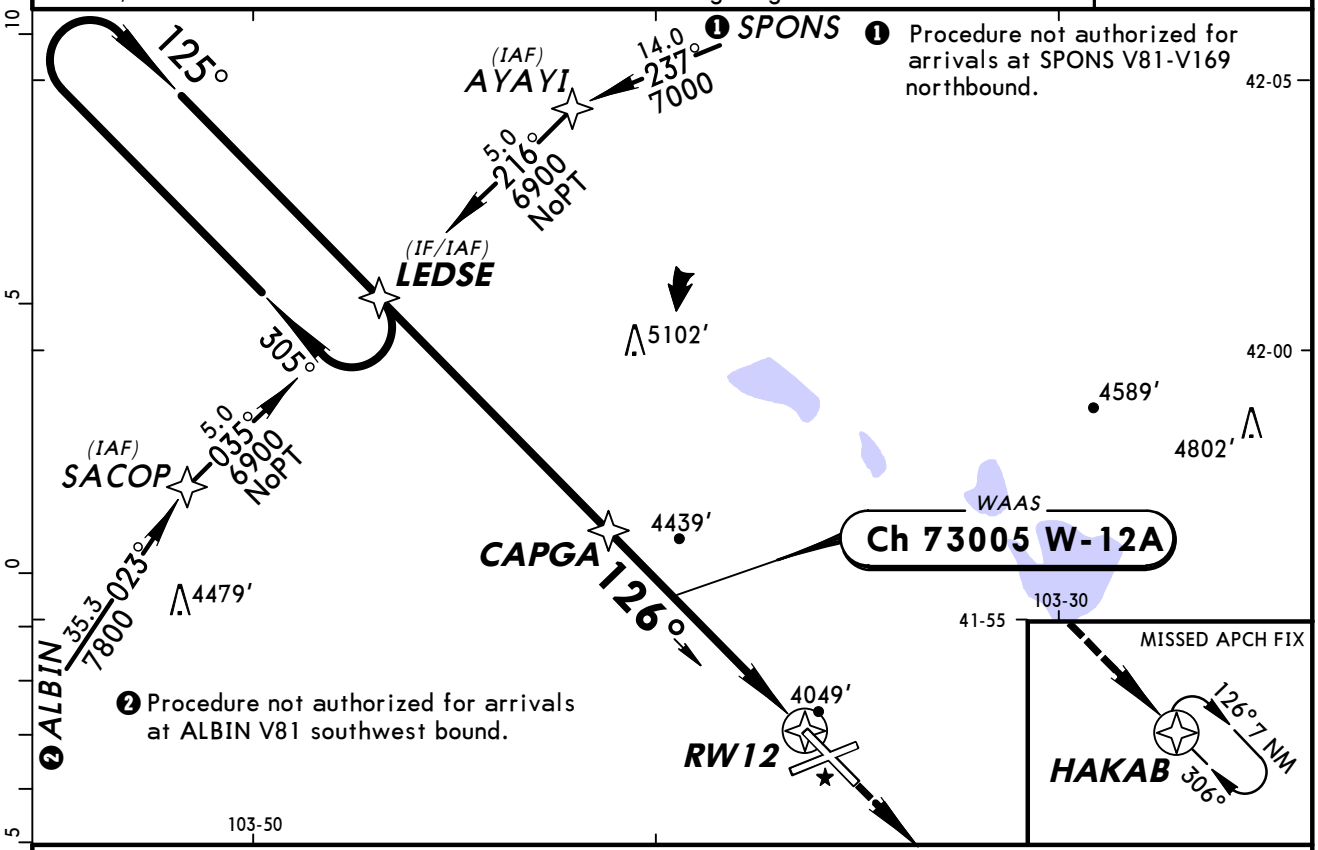
WAAS	Final Apch Crs	Minimum Alt CAPGA	LPV DA(H) (CONDITIONAL)	Apt Elev 3967′
Ch 73005 W-12A	126°	5700′ (1737′)	4213′ (250′)	TDZE 3963′

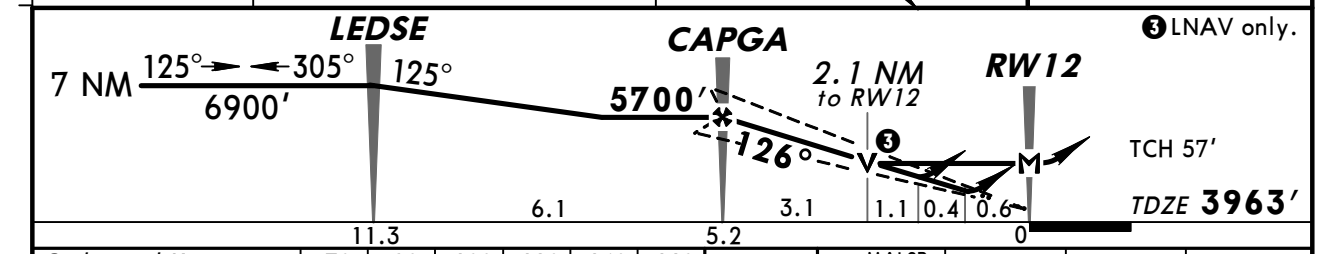
MISSED APCH: Climb to 6700′ direct HAKAB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alliance altimeter setting.
2. VDP not authorized when using Alliance altimeter setting. 3. Baro-VNAV not authorized when using Alliance altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F).
5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 123.0.

6800′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

MALSR
PAPI
6700′
HAKAB

STRAIGHT-IN LANDING RWY 12
With Local Altimeter Setting

	LPV DA(H) 4213′(250′) RAILout	LPV DA(H) 4213′(250′) ALS out	LNAV/VNAV DA(H) 4340′(377′) RAILout	LNAV/VNAV DA(H) 4340′(377′) ALS out	LNAV MDA(H) 4700′(737′) RAILout	LNAV MDA(H) 4700′(737′) ALS out
A	1/2	3/4	3/4	1 1/4	1/2	3/4	1
B						
C					1 1/2	2
D					1 3/4	2 1/4

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	4700′(733′)-1
120	
140	4700′(733′)-2
165	4700′(733′)-2 1/4

With Alliance Altimeter Setting

	DA(H) 4304′(341′) RAILout	DA(H) 4304′(341′) ALS out	DA(H) 4431′(468′) RAILout	DA(H) 4431′(468′) ALS out	MDA(H) 4800′(837′) RAILout	MDA(H) 4800′(837′) ALS out
A	3/4	1 1/4	1	1 1/2	3/4	1
B					3/4	1 1/4
C					2	2 1/2
D					2 1/4	2 3/4

With Alliance Altimeter Setting

Max Kts	MDA(H)
90	4800′(833′)-1
120	4800′(833′)-1 1/4
140	4800′(833′)-2 1/2
165	4800′(833′)-2 3/4

AMEND 1
TERPS

CHANGES: Lighting.

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KBFF/BFF
WESTERN NEBRASKA REGL/HEILIG

JEPPESEN (12-3) 14 DEC 07 Eff 20 Dec

SCOTTSBLUFF, NEBR
RNAV (GPS) Rwy 23

ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 3967′
Ch 45606 W-23A	238°	AYANI 5800′ (1833′)	4256′ (289′)	TDZE 3967′

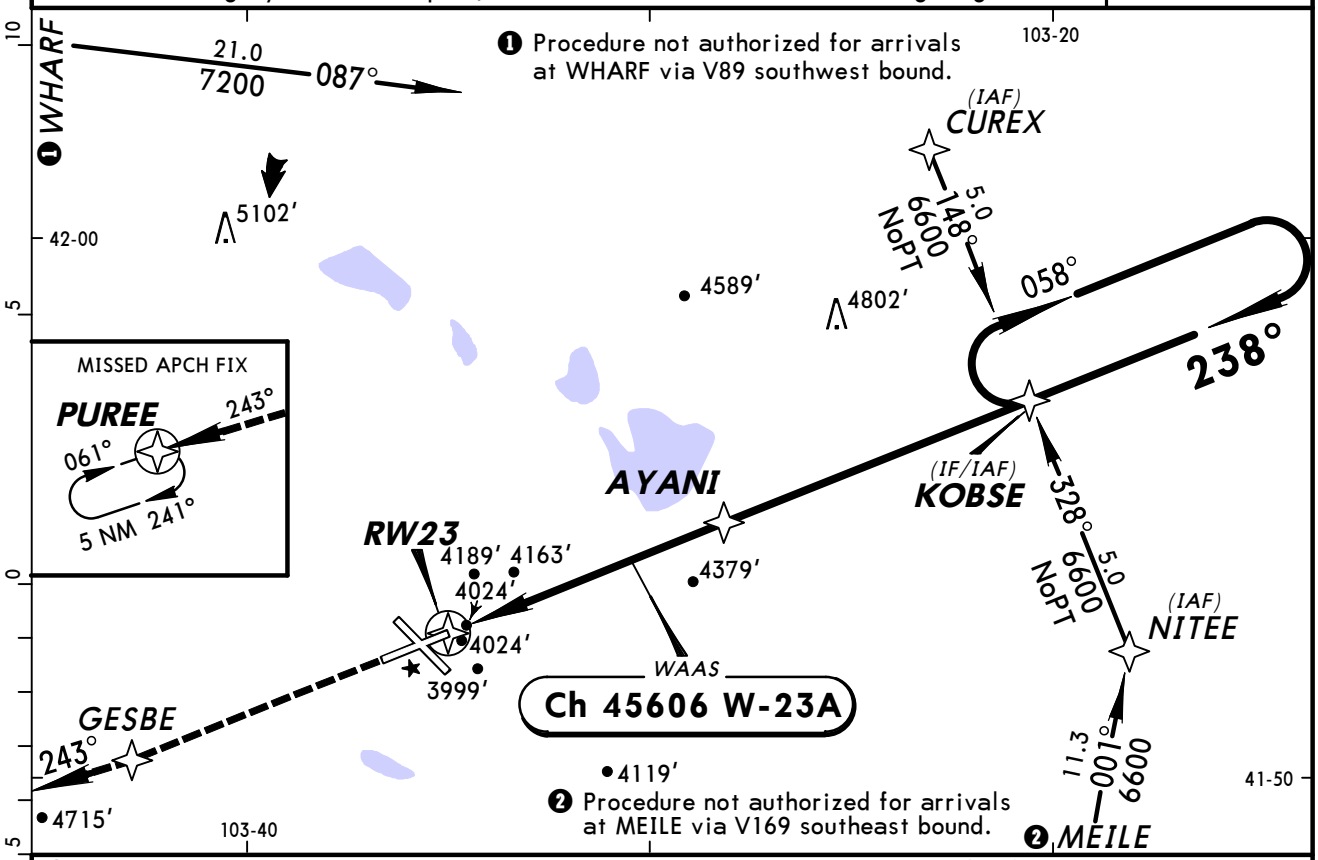
MISSED APCH: Climb to 6700′ direct GESBE and via 243° track to PUREE and hold.

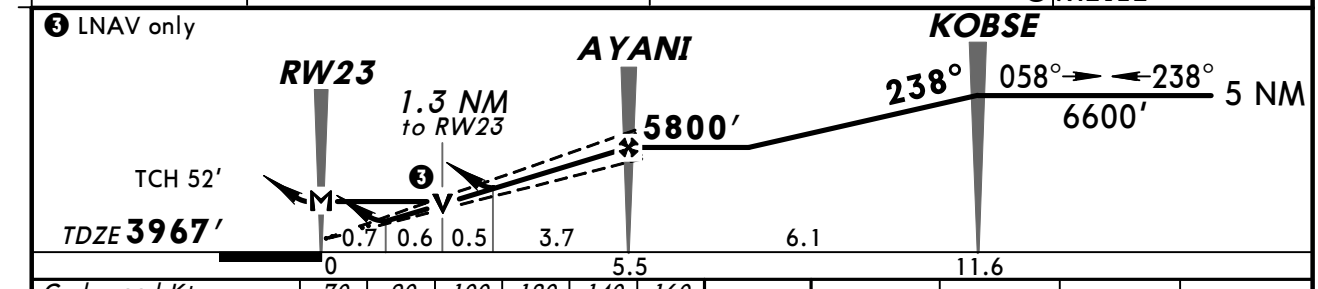
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alliance altimeter setting.
2. VDP not authorized when using Alliance altimeter setting. 3. Baro-VNAV not authorized when using Alliance altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F).
5. DME/DME RNP-0.3 not authorized. 6. Visibility reduction by helicopters not authorized.
7. LNAV/VNAV fly visual to the airport, 238° 1.8 miles, when using Alliance altimeter setting fly visual to airport, 238° 2.1 miles. 8. Pilot controlled lighting 123.0.

6800′

MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

PAPI-L | 6700′ | GESBE

STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting				CIRCLE-TO-LAND		
	1 LPV DA(H) 4256′(289′)	2 LNAV/VNAV DA(H) 4588′(621′)	3 LNAV MDA(H) 4420′(453′)	Max Kts	With Local Altimeter Setting MDA(H)	With Alliance Altimeter Setting MDA(H)
A	1	2	1	90	4500′(533′)-1	4600′(633′)-1
B				120		
C			1¼	140	4500′(533′)-1½	4600′(633′)-1¾
D			1½	165	4600′(633′)-2	4700′(733′)-2¼

AMEND 0

TERPS

1 DA(H) 4347′ (380′) VIS 1 1/4 with Alliance altimeter setting.
2 DA(H) 4679′ (712′) with Alliance altimeter setting.
3 MDA(H) 4520′ (553′) VIS CAT C:1 1/2, CAT D:1 3/4 with Alliance altimeter setting.

CHANGES: New procedure.

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ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt CIYAR	LPV DA(H) (CONDITIONAL)	Apt Elev 3967′
Ch 53306 W-30A	306°	5700′ (1749′)	4201′ (250′)	TDZE 3951′

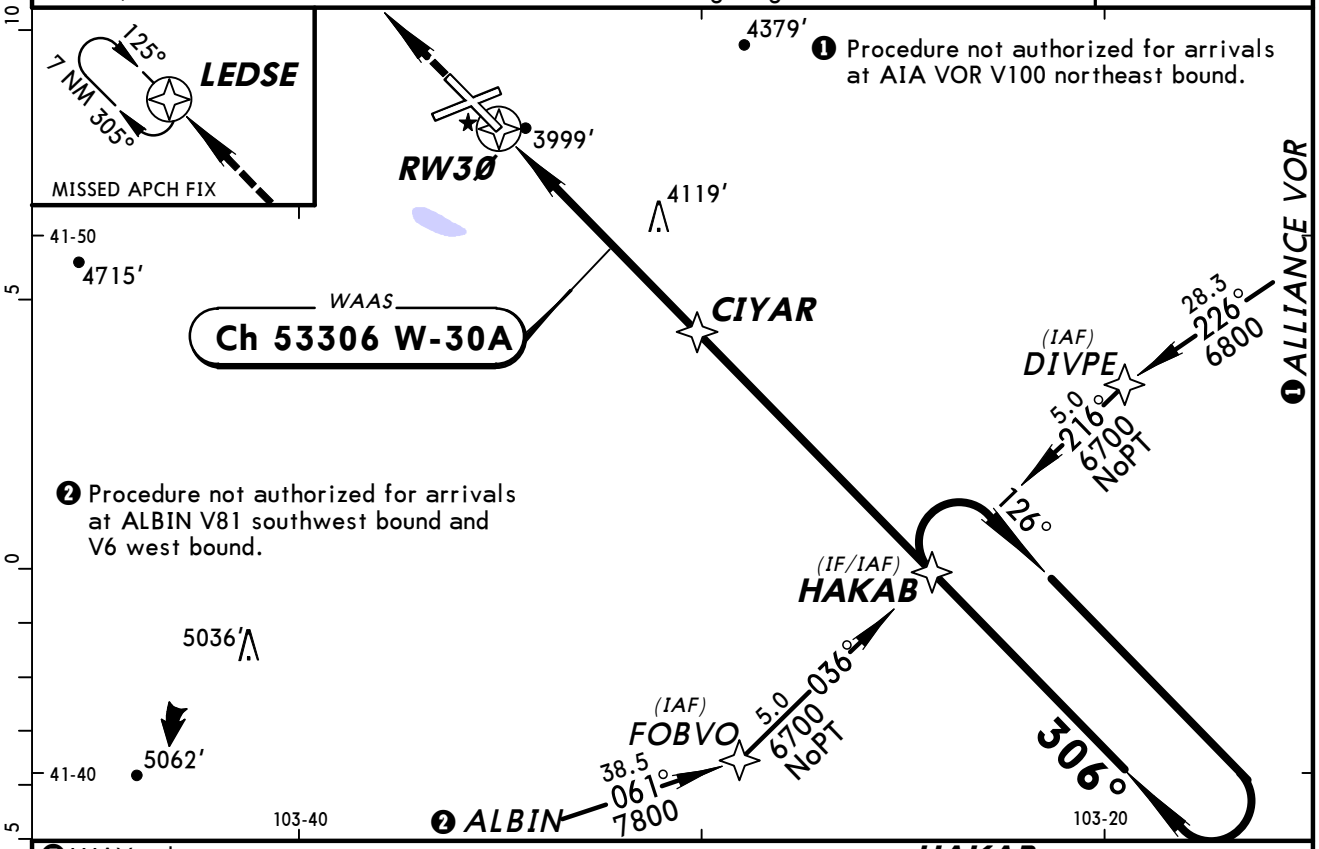
MISSED APCH: Climb to 6900′ direct LEDSE and hold.

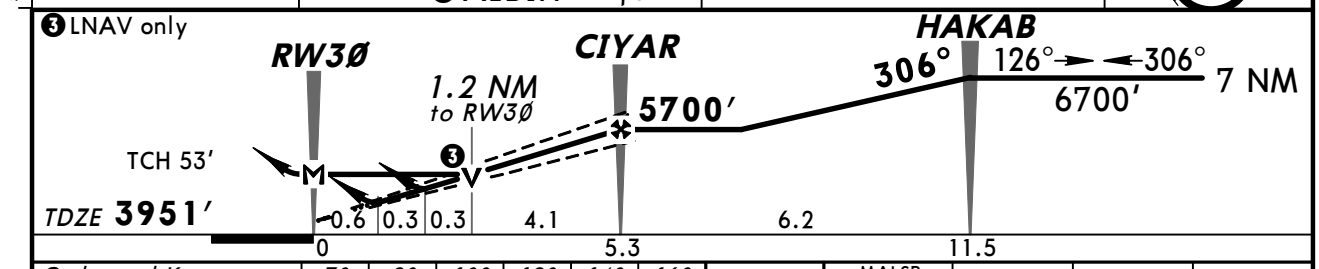
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alliance altimeter setting.
2. VDP not authorized when using Alliance altimeter setting. 3. Baro-VNAV not authorized when using Alliance altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F).
5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 123.0.

6800′
MSA RW3Ø

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

MALSR 6900′ LEDSE

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	LPV DA(H) 4201′(250′) RAILout	LPV DA(H) 4201′(250′) ALS out	LNAV/VNAV DA(H) 4300′(349′) RAILout	LNAV/VNAV DA(H) 4300′(349′) ALS out	LNAV MDA(H) 4380′(429′) RAILout	LNAV MDA(H) 4380′(429′) ALS out
A	1/2	3/4	3/4	1¼	1/2	3/4	1
B						
C					3/4	1¼
D					1	1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	4500′(533′)-1
120	
140	4500′(533′)-1½
165	4600′(633′)-2

With Alliance Altimeter Setting

	DA(H) 4292′(341′) RAILout	DA(H) 4292′(341′) ALS out	DA(H) 4391′(440′) RAILout	DA(H) 4391′(440′) ALS out	MDA(H) 4480′(529′) RAILout	MDA(H) 4480′(529′) ALS out
A	1/2	1¼	3/4	1¼	1/2	3/4	1
B						
C	3/4		1		1	1¼
D					1¼	1½

With Alliance Altimeter Setting

Max Kts	MDA(H)
90	4600′(633′)-1
120	
140	4600′(633′)-1¾
165	4700′(733′)-2¼

AMEND 1 TERPS

CHANGES: Procedure.

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KBFF/BFF
WESTERN NEBRASKA REGL/HEILIG

JEPPESEN 14 DEC 07 (13-1) Eff 20 Dec

SCOTTSBLUFF, NEBR
VOR DME Rwy 5

ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

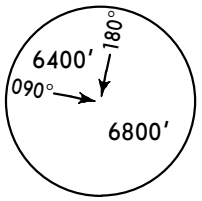
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3967′
BFF 112.6	063°	CUSHY 5900′ (1948′)	(CONDITIONAL) 4480′ (528′)	TDZE 3952′

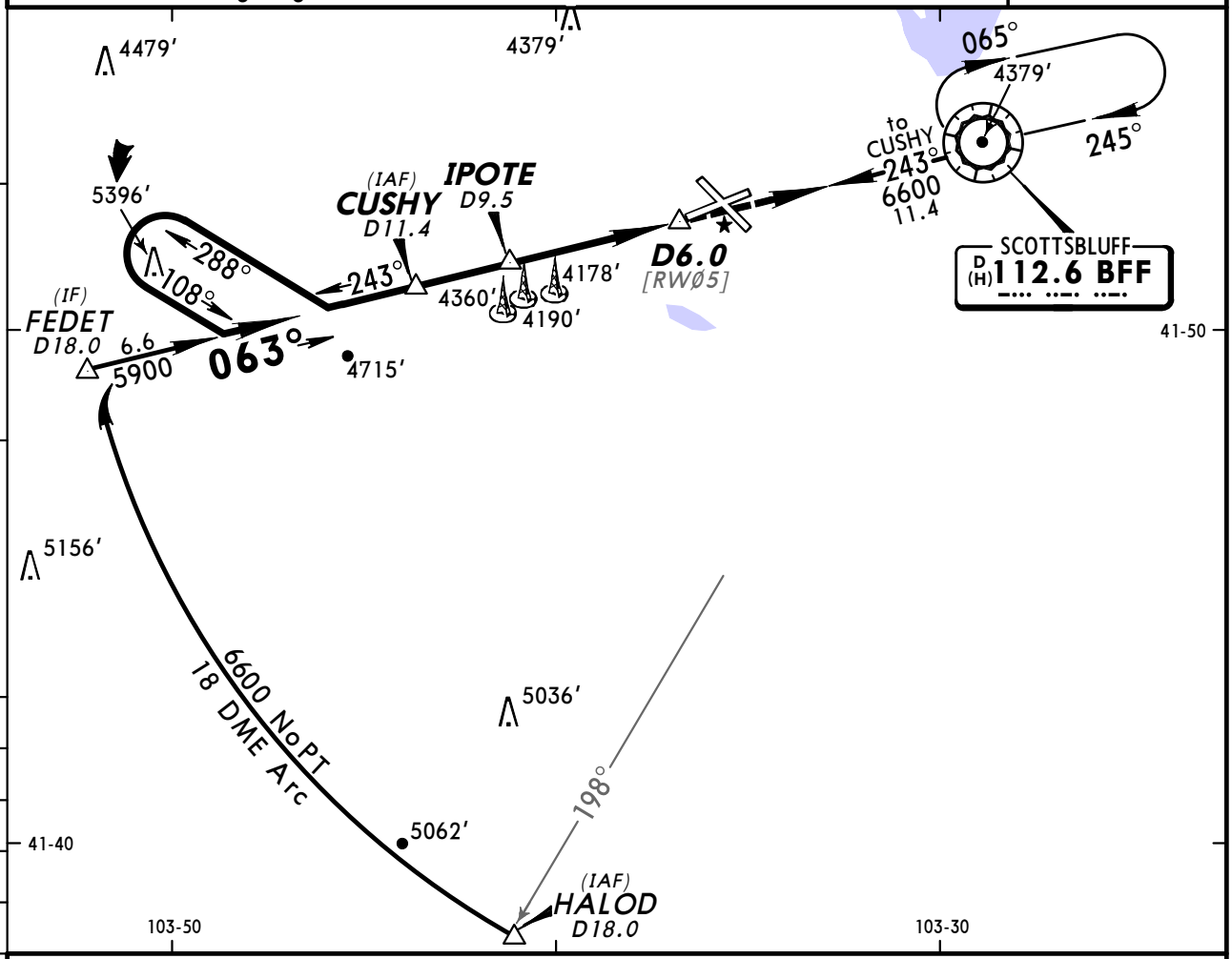
MISSED APCH: Climb to 6600′ direct BFF VOR and hold. Continue climb in hold to 6600′.

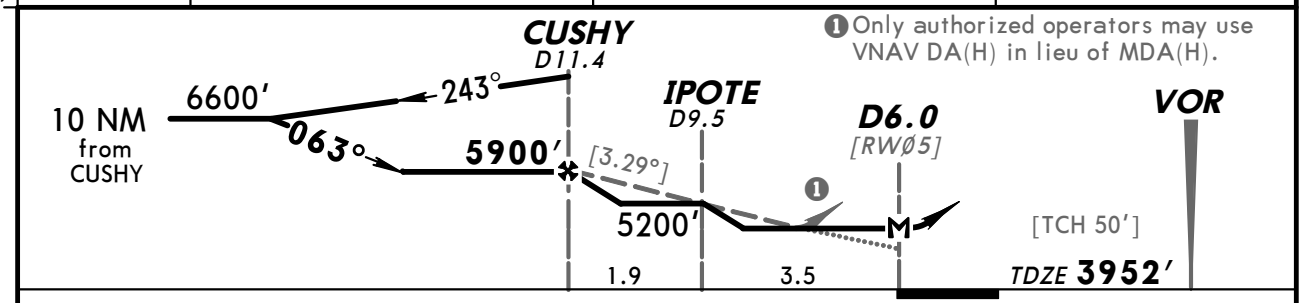
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.



MSA BFF VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.29°]	407	524	582	699	815	931
MAP at D6.0						

VASI-L 6600′ BFF 112.6

	STRAIGHT-IN LANDING RWY 5		CIRCLE-TO-LAND		
	MDA(H) 4480′(528′) With Local Altimeter Setting	MDA(H) 4580′(628′) With Alliance Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Alliance Altimeter Setting MDA(H)
A	1	1	90	4500′ (533′)-1	4600′ (633′)-1
B			120		
C	1½	1¾	140	4500′ (533′)-1½	4600′ (633′)-1¾
D	1¾	2	165	4600′ (633′)-2	4700′ (733′)-2¼

AMEND 5 TERPS

CHANGES: Procedure.

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KBFF/BFF
WESTERN NEBRASKA REGL/HEILIG

JEPPESEN 14 DEC 07 (13-2) Eff 20 Dec

SCOTTSBLUFF, NEBR
VOR Rwy 23

BRIEFING STRIP™

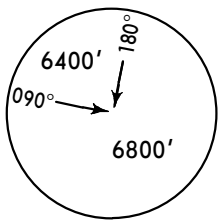
ASOS	DENVER Center (R)	COLUMBUS Radio	WESTERN NEBRASKA REGL/HEILIG UNICOM
121.02	127.95	122.6	CTAF 123.0

VOR BFF	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 3967′
112.6	245°	5500′ (1533′)	4500′ (533′)	TDZE 3967′

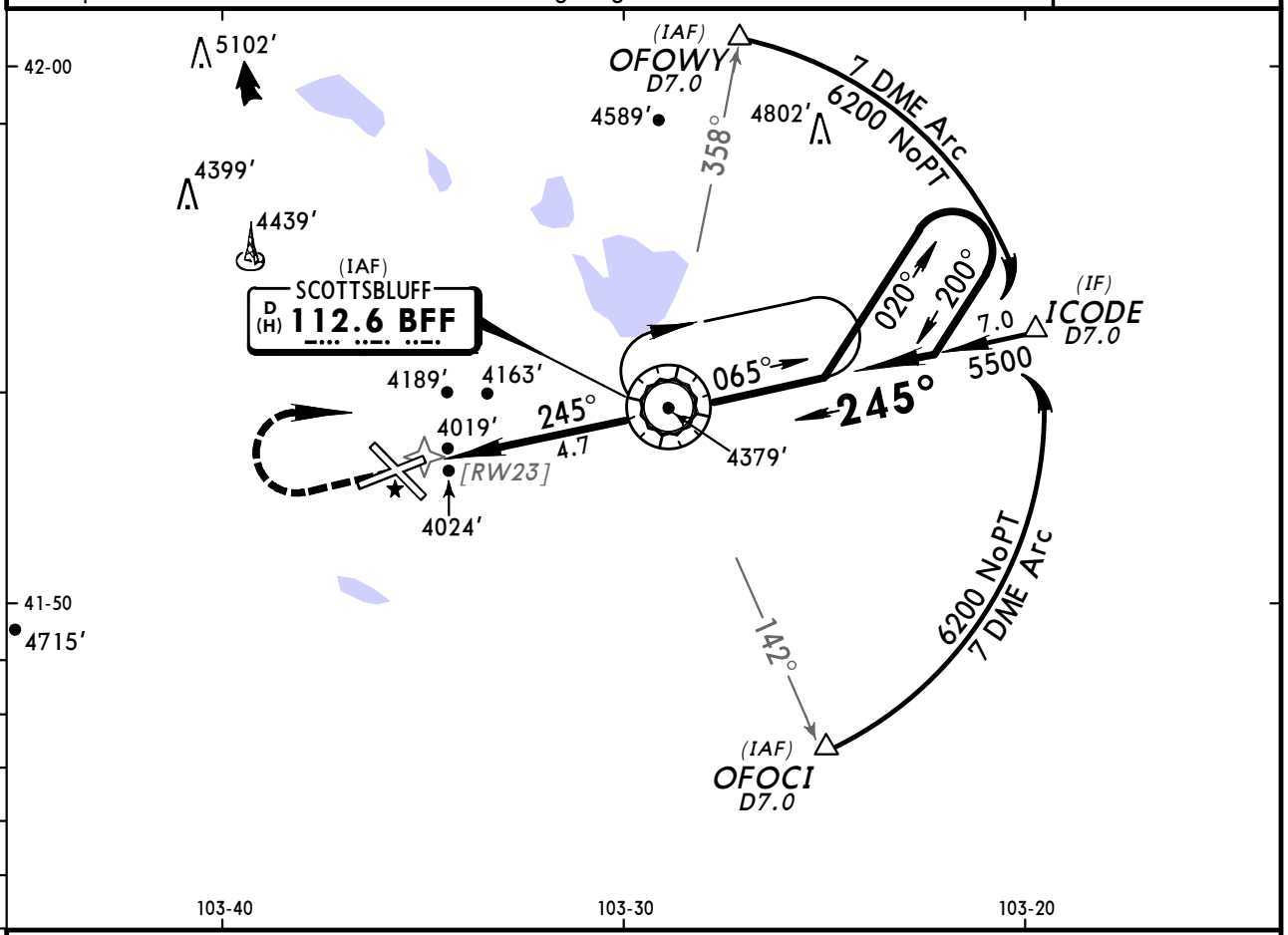
MISSED APCH: Climb to 5000′ then climbing RIGHT turn to 6500′ direct BFF VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

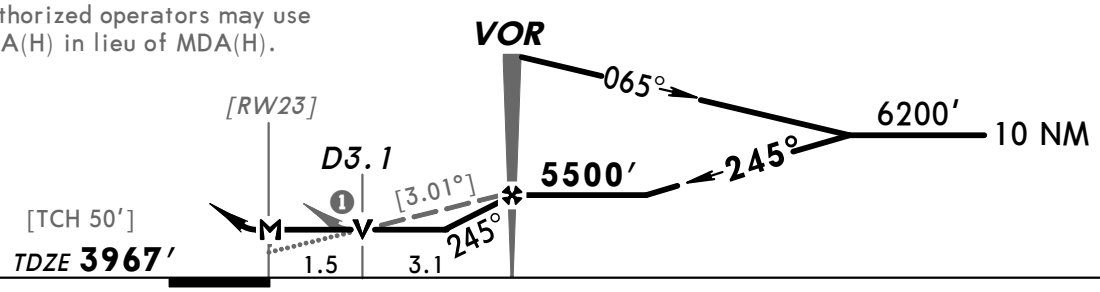
1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VDP not authorized when using Alliance altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.



MSA BFF VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
VOR to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

PAPI-L	5000′	6500′ RT	D	BFF 112.6

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
	MDA(H) 4500′(533′) With Local Altimeter Setting	MDA(H) 4600′(633′) With Alliance Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Alliance Altimeter Setting MDA(H)
A	1	1	90	4500′ (533′)-1	4600′ (633′)-1
B			120		
C	1½	1¾	140	4500′ (533′)-1½	4600′ (633′)-1¾
D	1¾	2	165	4600′ (633′)-2	4700′ (733′)-2¼

AMEND 12 TERPS

CHANGES: Procedure.

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General Information

Location: Kearney NE USA
IATA Code: EAR
Lat/Long: N40° 43.6' W099° 00.4'
Elevation: 2131 ft

Airport Use: Public
Magnetic Variation: 5.3°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1313 Z
Sunset: 0024 Z,

Runway Information

Runway: 13
Length x Width: 4498 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 2130 ft
Lighting: Edge, Pilot controlled

Runway: 18
Length x Width: 7094 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2131 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 4498 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 2128 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 7094 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2131 ft
Lighting: Edge, ALS, Pilot controlled

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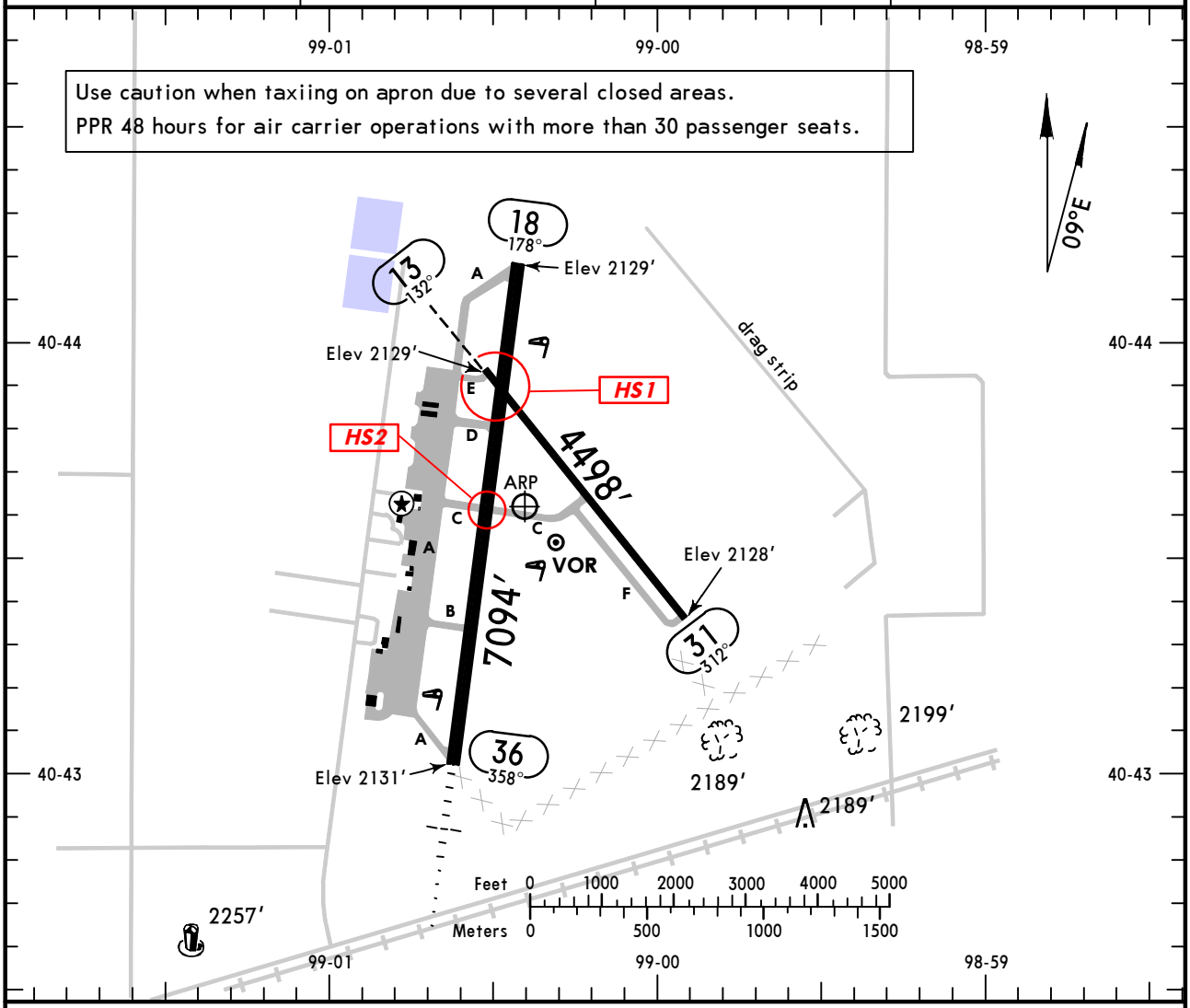
Communication Information

AWOS 123.875
Kearney Regional Unicom 123.0 CTAF PCL
Columbus Flight Service Station 122.55 RCO
Minneapolis Center 119.4 Remote Communications Air-Ground

AWOS-3	COLUMBUS Radio	KEARNEY REGL UNICOM	MINNEAPOLIS Center (R)
123.87	122.55	CTAF 123.0	119.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13 31	❶ MIRL ❶ PAPI-L (angle 3.0°)				75′
18	❷ HIRL REIL ❶ VASI-L				150′
36	❷ HIRL ❶ MALSR ❶ PAPI-L (angle 3.0°)		6245′		

❶ Activate on 123.0.
❷ Increase intensity on 123.0.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Angle and close proximity of Rwy intersection creates visibility blind spot for Rwy 13 departures with regard to Rwy 18 traffic. Slight terrain rise further blocks line of sight.

HS2 Twy C intersects Rwy 18/36 immediately after leaving the main ramp.

	TAKE-OFF				FOR FILING AS ALTERNATE			
	Rwys 18, 31, 36		Rwy 13					
	Adequate Vis Ref	STD	Cross departure end of runway at or above 20′ AGL/2149′ MSL. Adequate Vis Ref	STD		VOR Rwy 13 VOR Rwy 18 VOR Rwy 36	Authorized Only When Local Weather Available RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	Other
1 & 2 Eng	1/4	1	1/4	1	A B C D	800-2	800-2	NA
3 & 4 Eng		1/2		1/2				

AMEND 0

CHANGES: Notes, hot spots added.

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BRIEFING STRIP TM

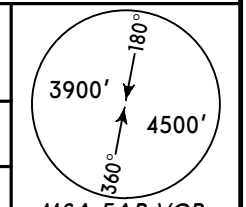
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

LOC IEAR	Final Apch Crs	GS ANOKE	ILS DA(H)	Apt Elev 2131′
110.9	358°	3949′ (1818′)	2331′ (200′)	TDZE 2131′

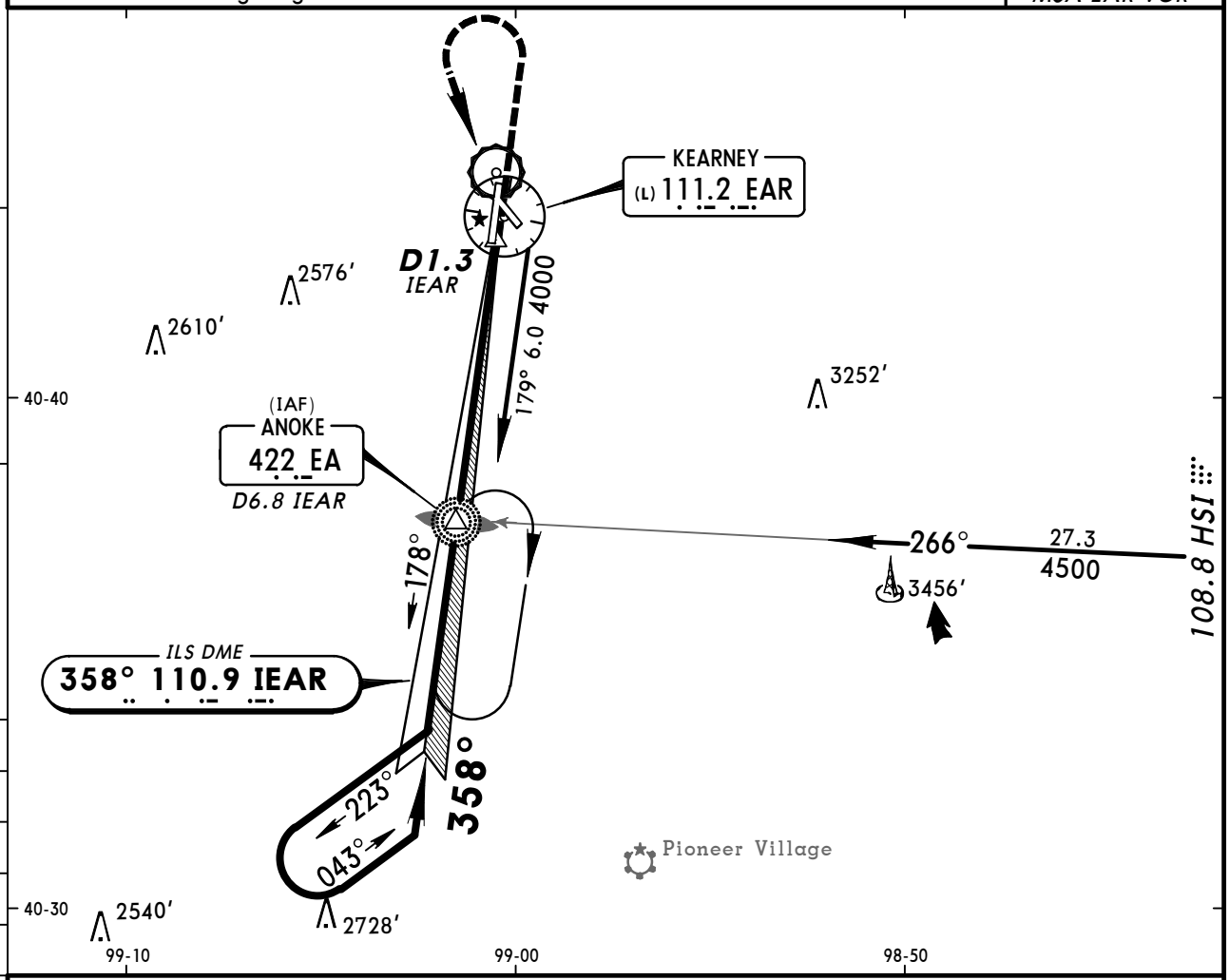
MISSED APCH: Climb to 4000′, then LEFT turn direct EAR VOR then outbound via EAR VOR R-179 to ANOKE LOM/INT/D6.8 IEAR and hold.

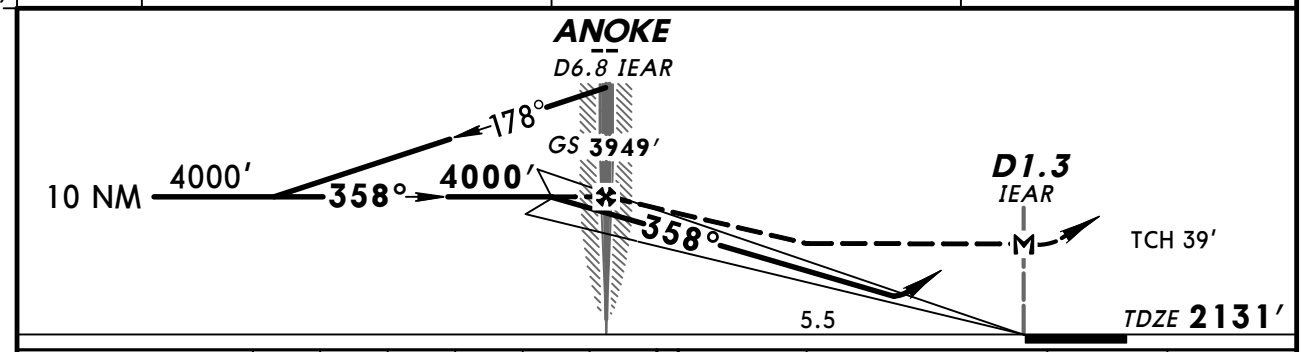
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.0.



MSA EAR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.3 IEAR or ANOKE to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR
PAPI
4000′ then LT
D
EAR 111.2

STRAIGHT-IN LANDING RWY36

	ILS DA(H) 2331′ (200′) FULL	ILS DA(H) 2331′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 2540′ (409′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2600′ (469′) -1
120	
140	2600′ (469′) -1 1/2
165	2700′ (569′) -2

AMEND 1 TERPS

CHANGES: None.

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AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

BRIEFING STRIP™

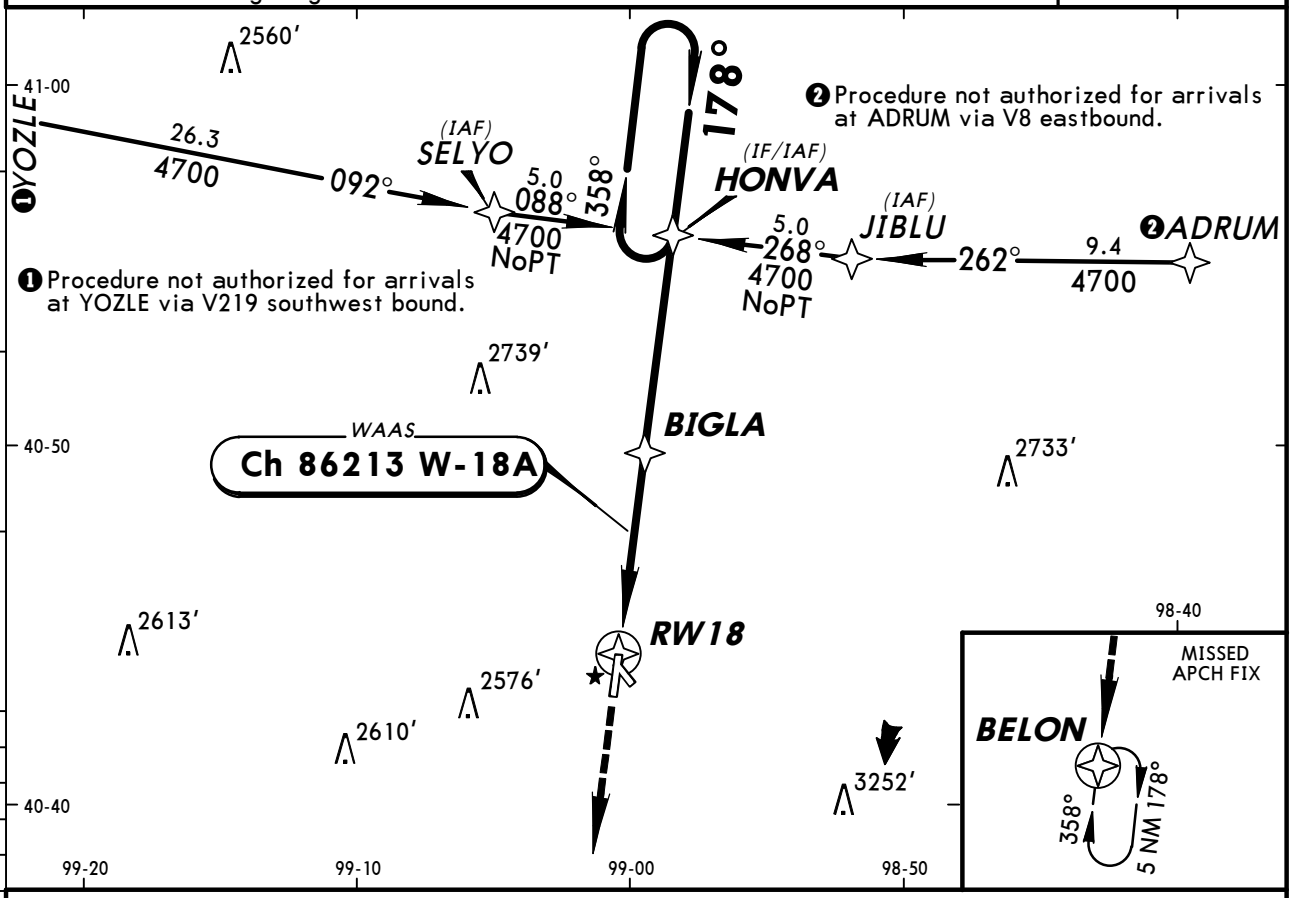
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2131′
Ch 86213 W-18A	178°	BIGLA 4000′(1869′)	2470′(339′)	TDZE 2131′

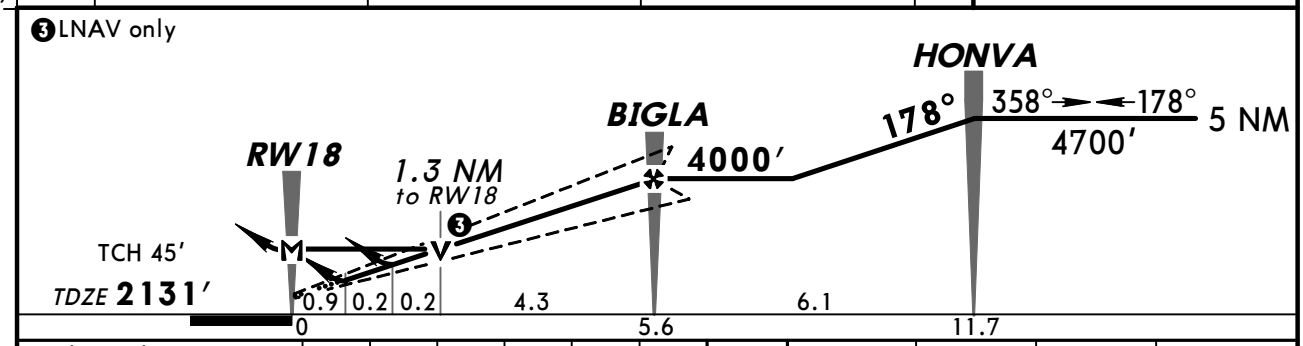
MISSED APCH: Climb to 4700′ direct BELON and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Brewster altimeter setting.
2. Baro-VNAV not authorized below -19°C (-2°F). 3. DME/DME RNP-0.3 not authorized.
4. Baro-VNAV and VDP not authorized when using Brewster altimeter setting.
5. Pilot controlled lighting 123.0.

4500′
MSA RW18





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW18							

REIL
VASI-L
4700′
BELON

STRAIGHT-IN LANDING RWY18
With Local Altimeter Setting

	❶ LPV DA(H) 2470′(339′)	❷ LNAV/VNAV DA(H) 2520′(389′)	❸ LNAV MDA(H) 2600′(469′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Brewster Altimeter Setting MDA(H)
90	2600′(469′)-1½	2680′(549′)-1½
120		
140		
165	2700′(569′)-2	2780′(649′)-2

AMENDO

TERPS

❶ DA(H) 2550′(419′) with Brewster altimeter setting.
❷ DA(H) 2600′(469′) with Brewster altimeter setting.
❸ MDA(H) 2680′(549′) with Brewster altimeter setting.

CHANGES: CTAF frequency.

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AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

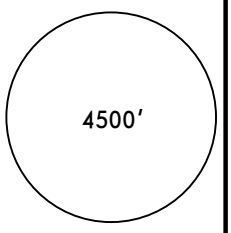
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2131′
Ch 90113 W-36A	358°	CORNO 4000′(1869′)	2390′(259′)	TDZE 2131′

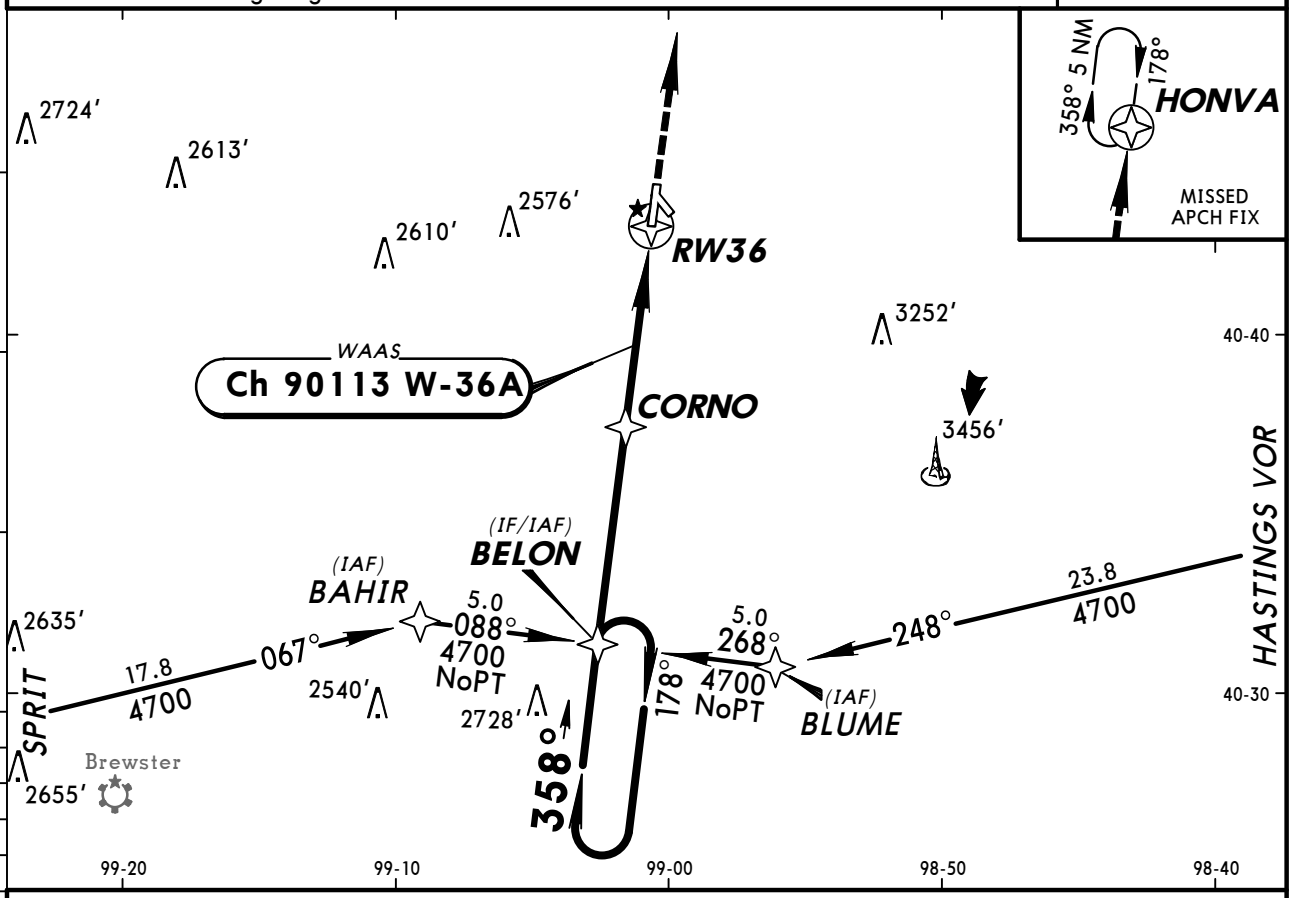
MISSED APCH: Climb to 4700′ direct HONVA and hold.

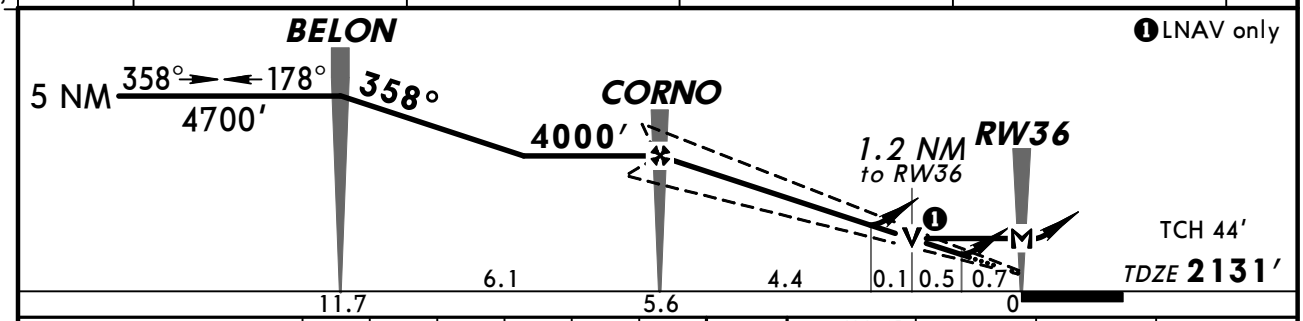
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Brewster altimeter setting.
2. Baro-VNAV not authorized below -19°C (-2°F). 3. DME/DME RNP-0.3 not authorized.
4. Baro-VNAV and VDP not authorized when using Brewster altimeter setting.
5. Pilot controlled lighting 123.0.



MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR PAPI 4700′ HONVA

STRAIGHT-IN LANDING RWY36
With Local Altimeter Setting

	1 LPV DA(H) 2390′(259′) FULL	1 LPV RAIL or ALS out	2 LNAV/VNAV DA(H) 2580′(449′) FULL	2 LNAV/VNAV RAIL or ALS out	3 LNAV MDA(H) 2540′(409′)	3 LNAV RAIL out	3 LNAV ALS out
A	½	1	1	1½	½	¾	1
B							
C					¾	1¼	
D					1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Brewster Altimeter Setting MDA(H)
90	2600′(469′)- 1½	2680′(549′)- 1½
120		
140		
165	2700′(569′)-2	2780′(649′)-2

1 DA(H) 2470′(339′) with Brewster altimeter setting.
2 DA(H) 2660′(529′) with Brewster altimeter setting.
3 MDA(H) 2620′(489′) with Brewster altimeter setting.

AMEND 1 TERPS

CHANGES: CTAF frequency.

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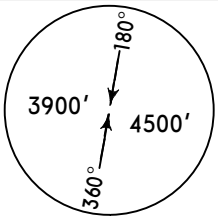
BRIEFING STRIP™

AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

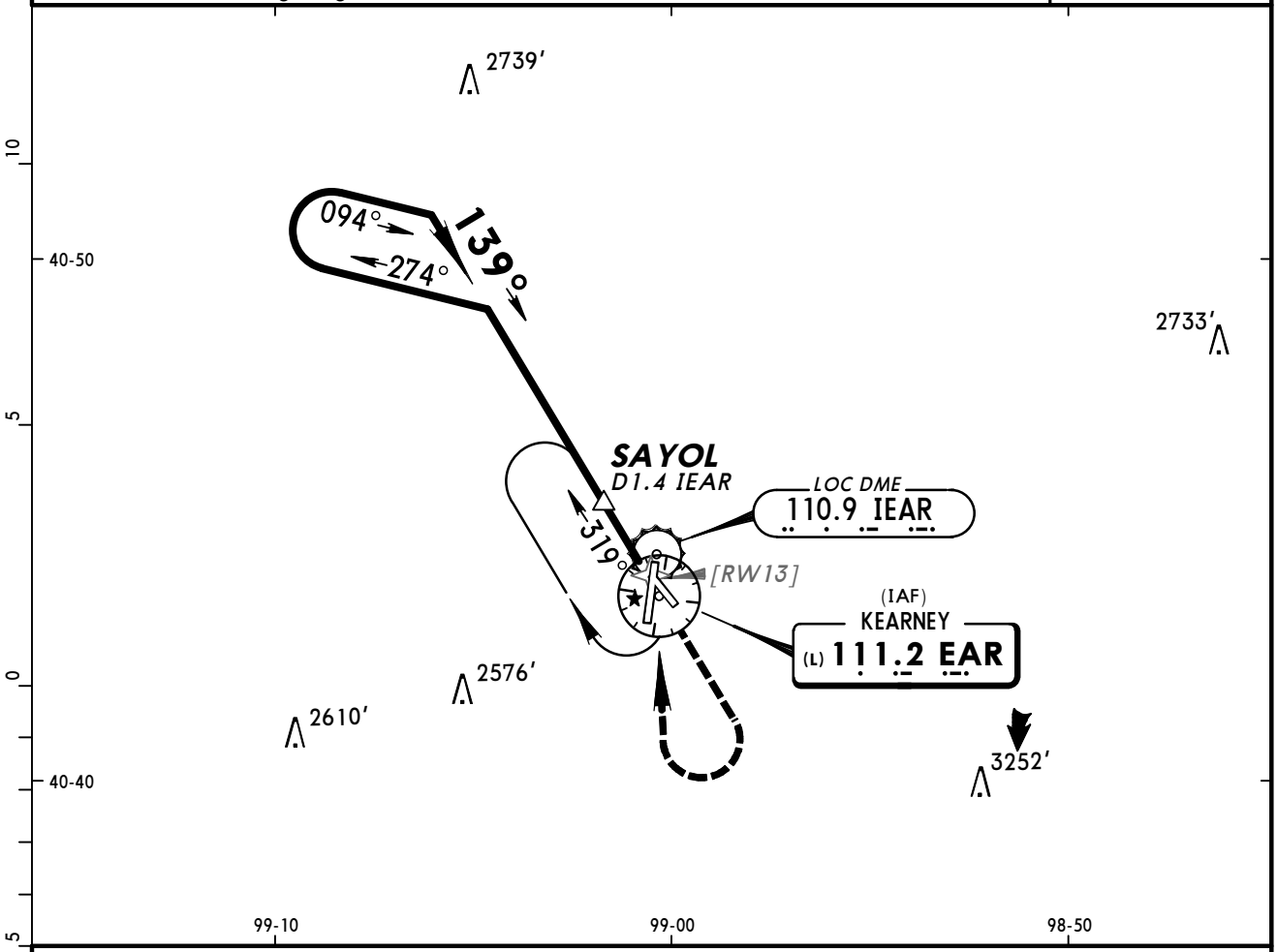
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 2131′
EAR 111.2	139°		2520′ (390′)	TDZE 2130′

MISSED APCH: Climb to 3000′ then climbing RIGHT turn to 3900′ direct EAR VOR and hold.

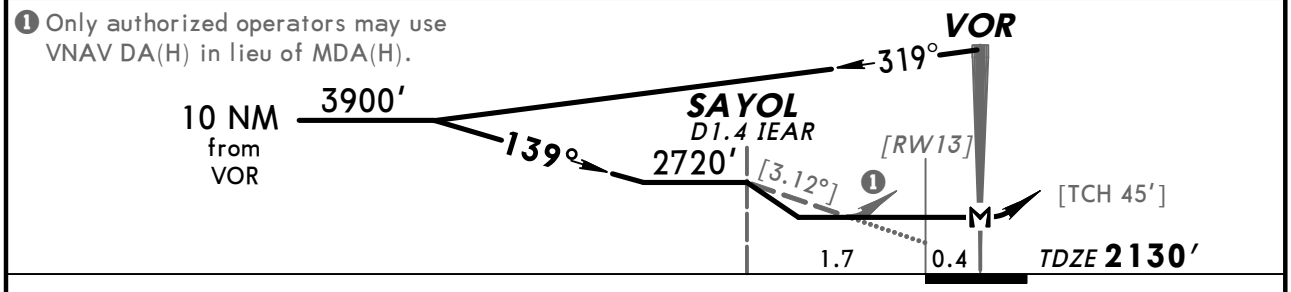
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.0.



MSA EAR VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.12°]	386	497	552	662	773	883
MAP at VOR						

PAPI-L	3000′	3900′ RT	D	EAR 111.2

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
MDA(H) 2520′ (390′) With Sayol		MDA(H) 2720′ (590′) Without Sayol		With Sayol	Without Sayol
			Max Kts	MDA(H)	MDA(H)
A	1	1	90	2600′(469′)-1	2720′(589′)-1
B			120		
C		1½	140	2600′(469′)-1½	2720′(589′)-1½
D	1¼	1¾	165	2700′(569′)-2	2720′(589′)-2

AMEND 2
TERPS

CHANGES: CTAF frequency.

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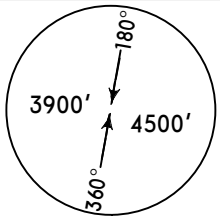
BRIEFING STRIP TM

AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

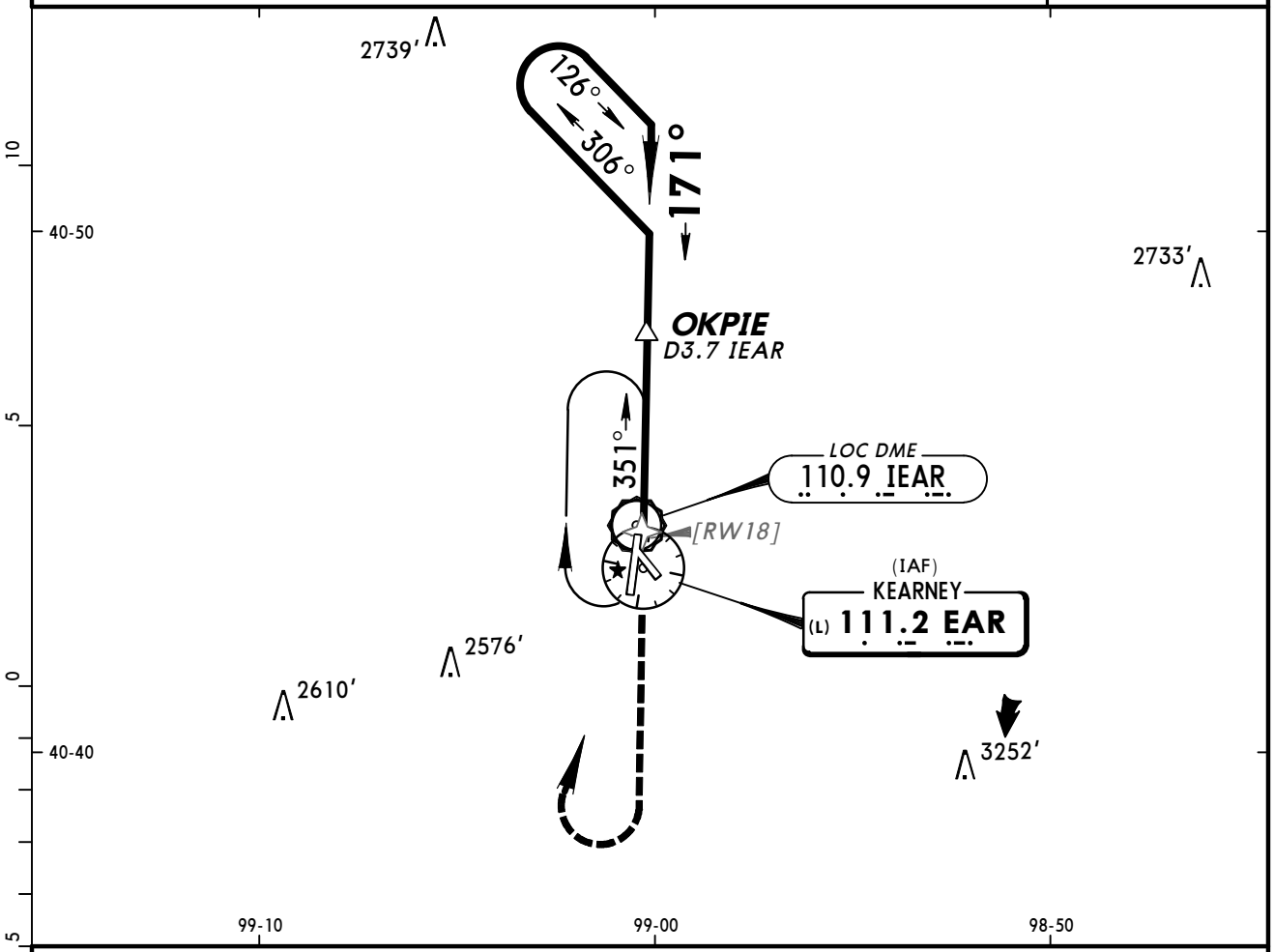
VOR EAR	Final Apch Crs	Minimum Alt OKPIE	MDA(H) (CONDITIONAL)	Apt Elev 2131′
111.2	171°	2720′ (589′)	2580′ (449′)	TDZE 2131′

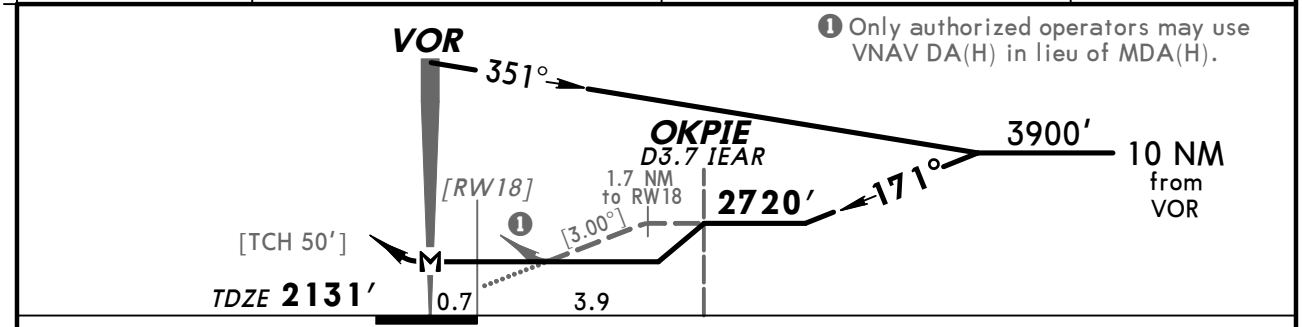
MISSED APCH: Climb to 3900′ then RIGHT turn direct EAR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.0.



MSA EAR VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL
VASI-L

3900′ then RT

EAR 111.2

	STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND		
	MDA(H) 2580′ (449′) With Okpie	MDA(H) 2720′ (589′) Without Okpie	Max Kts	With Okpie MDA(H)	Without Okpie MDA(H)
A	1	1	90	2600′ (469′)-1	2720′ (589′)-1
B			120		
C	1¼	1½	140	2600′ (469′)-1½	2720′ (589′)-1½
D	1½	1¾	165	2700′ (569′)-2	2720′ (589′)-2

AMEND 13
TERPS

CHANGES: CTAF frequency.

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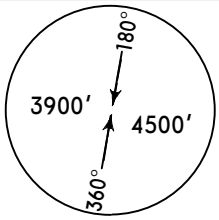
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

BRIEFING STRIP ™

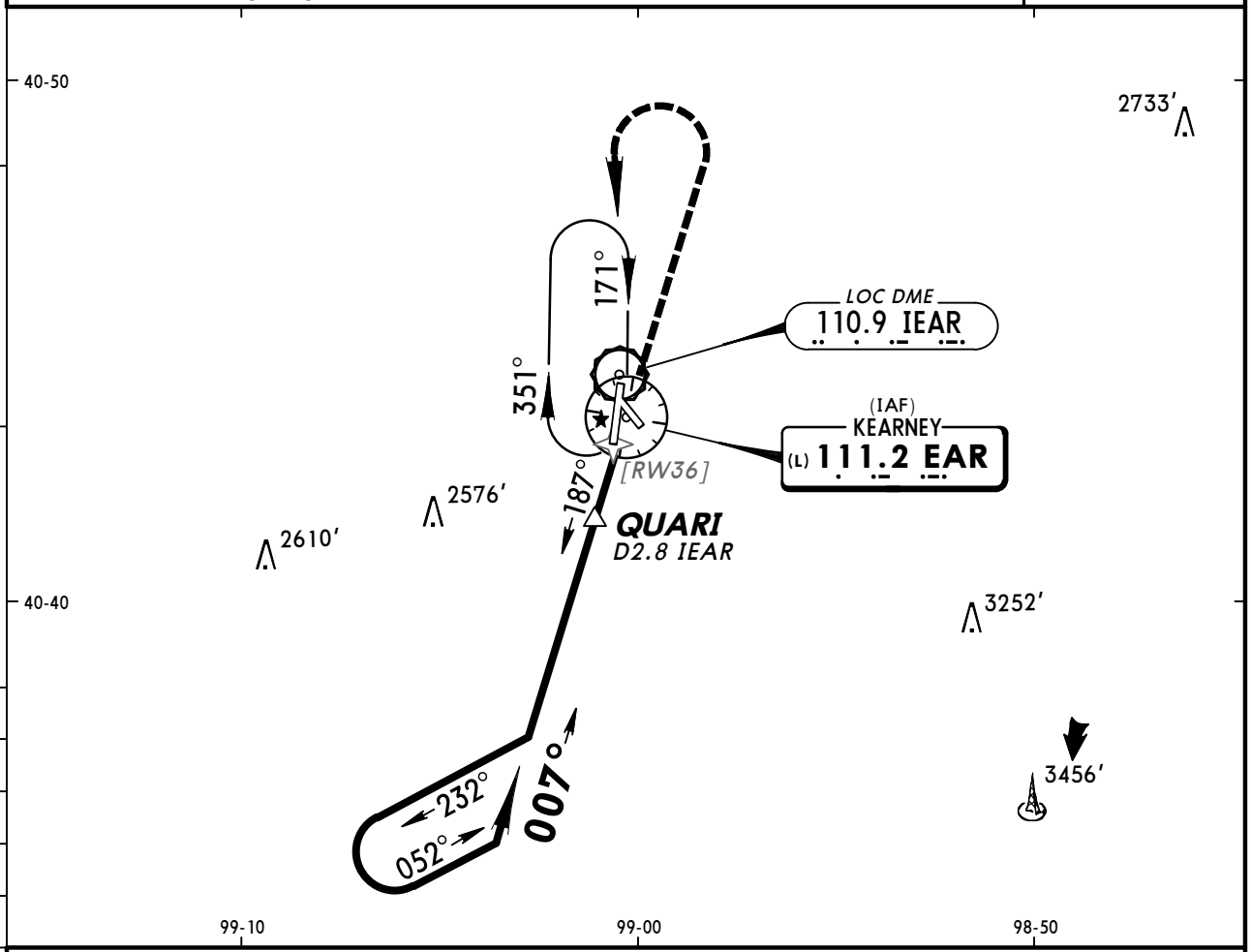
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2131′
EAR 111.2	007°	QUARI 2640′ (509′)	(CONDITIONAL) 2560′ (429′)	TDZE 2131′

MISSED APCH: Climb to 3800′ then LEFT turn direct EAR VOR and hold.

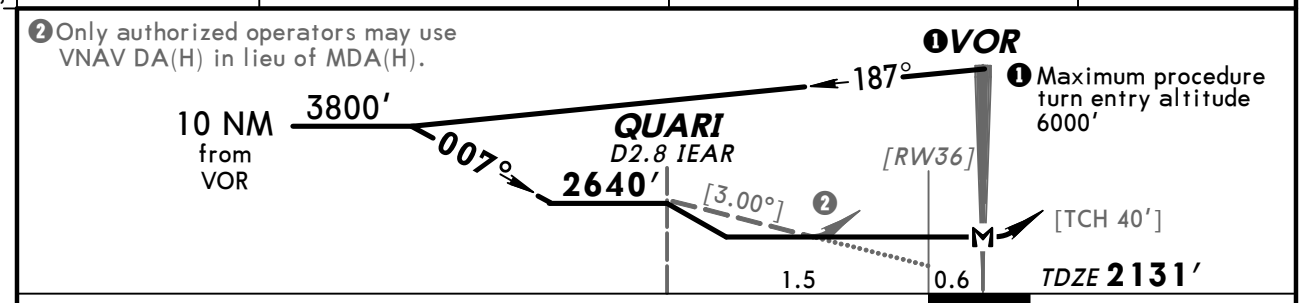
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.0.



MSA EAR VOR



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI
3800′ then LT
EAR 111.2

STRAIGHT-IN LANDING RWY 36							CIRCLE-TO-LAND		
	MDA(H) 2560′ (429′) With Quari			MDA(H) 2640′ (509′) Without Quari				With Quari	Without Quari
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	2600′(469′)-1	2640′(509′)-1
B							120		
C	3/4	1 1/4		1	1 1/2		140	2600′(469′)-1 1/2	2640′(509′)-1 1/2
D	1	1 1/2					165	2700′(569′)-2	2700′(569′)-2

AMEND 10 TERPS

CHANGES: CTAF frequency.

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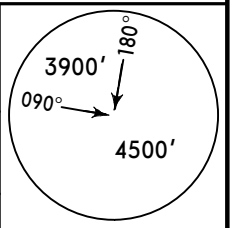
BRIEFING STRIP™

AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	KEARNEY REGL UNICOM
123.87	119.4	122.55	CTAF 123.0

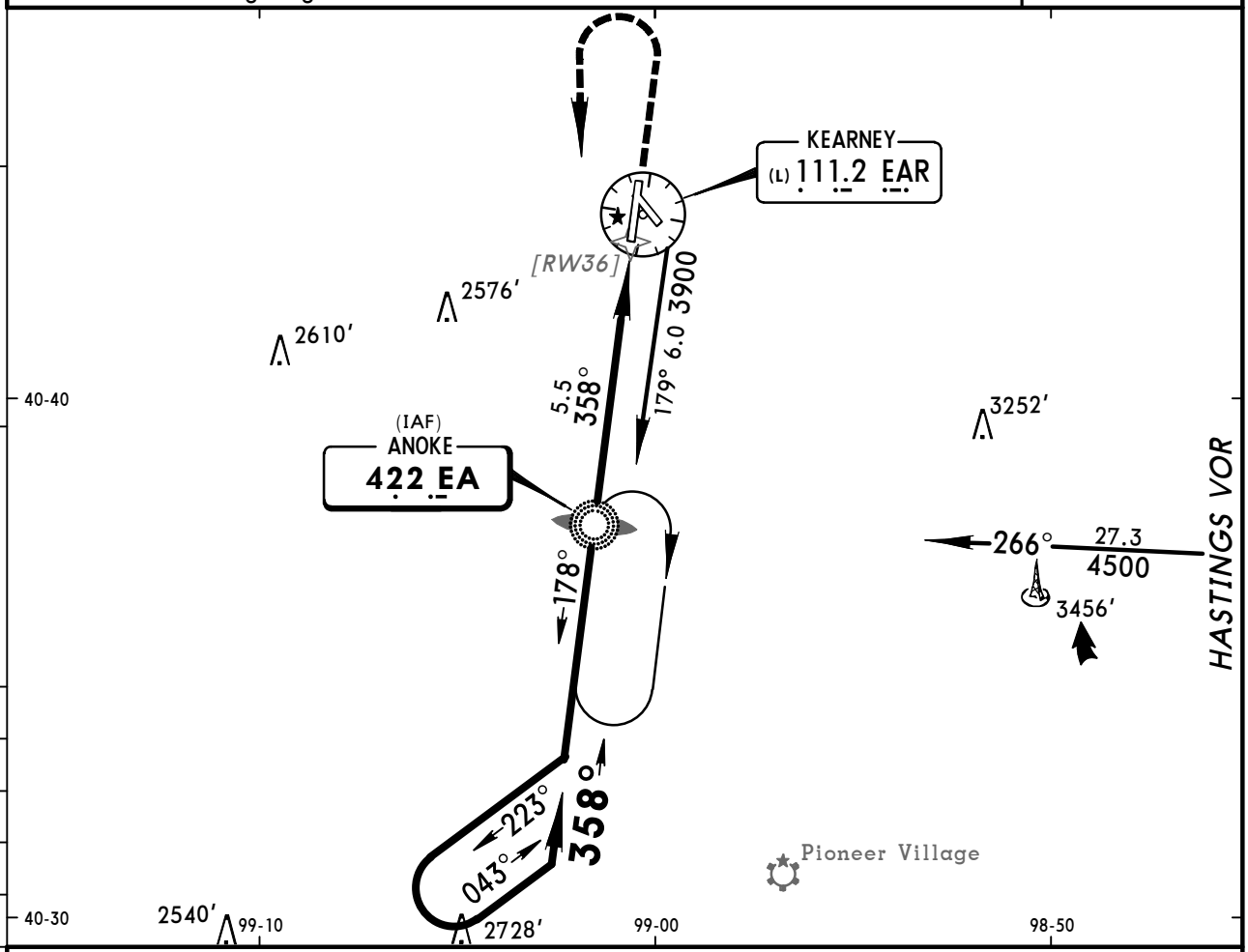
LOM EA	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 2131′
422	358°	3900′ (1769′)	2600′ (469′)	TDZE 2131′

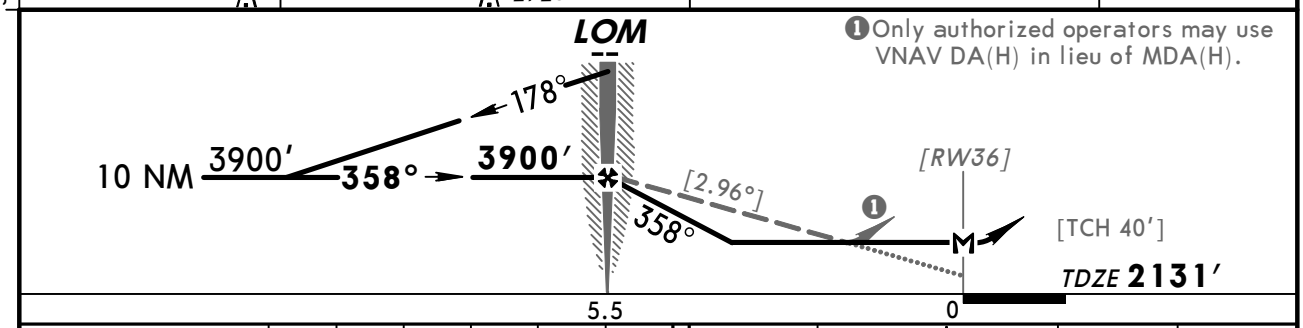
MISSED APCH: Climb to 3900′ then LEFT turn direct EA LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.0.



MSA EA LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
LOM to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 3900′ then LT | D | EA 422

STRAIGHT-IN LANDING RWY **36**

MDA(H) **2600′** (469′)

	RAIL out	ALS out
A	3/4	1
B		
C	3/4	1 1/4
D	1 1/4	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2600′ (469′)-1
120	
140	2600′ (469′)-1 1/2
165	2700′ (569′)-2

AMEND 5 TERPS

CHANGES: CTAF frequency.

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General Information

Location: Grand Island NE USA
IATA Code: GRI
Lat/Long: N40° 58.1' W098° 18.6'
Elevation: 1847 ft

Airport Use: Public
Magnetic Variation: 4.8°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1311 Z
Sunset: 0021 Z,

Runway Information

Runway: 13
Length x Width: 6608 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1842 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 7002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1844 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 6608 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1844 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 7002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1847 ft
Lighting: Edge, ALS, Pilot controlled

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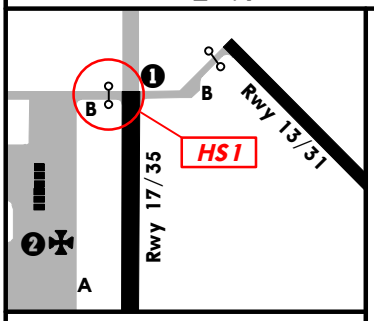
Communication Information

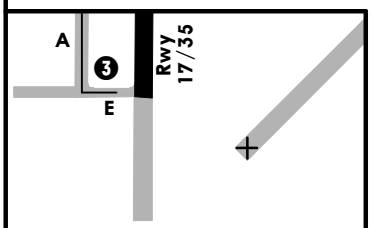
ATIS 127.4
ASOS 127.4
Grand Island Tower 118.2 CTAF PCL
Grand Island Ground Control 121.9
Minneapolis Clearance Delivery 126.05
Grand Island Clearance Delivery 121.9
Central Nebraska Regl Unicom 122.95
Grand Island Operations 123.075
Columbus Flight Service Station 122.45 RCO
Minneapolis Center 119.4 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*GRAND ISLAND Clearance	MINNEAPOLIS Clearance
127.4	121.9	126.05 when Twr inop.
*Ground	*Tower	MINNEAPOLIS Center (R)
121.9	CTAF 118.2	119.4

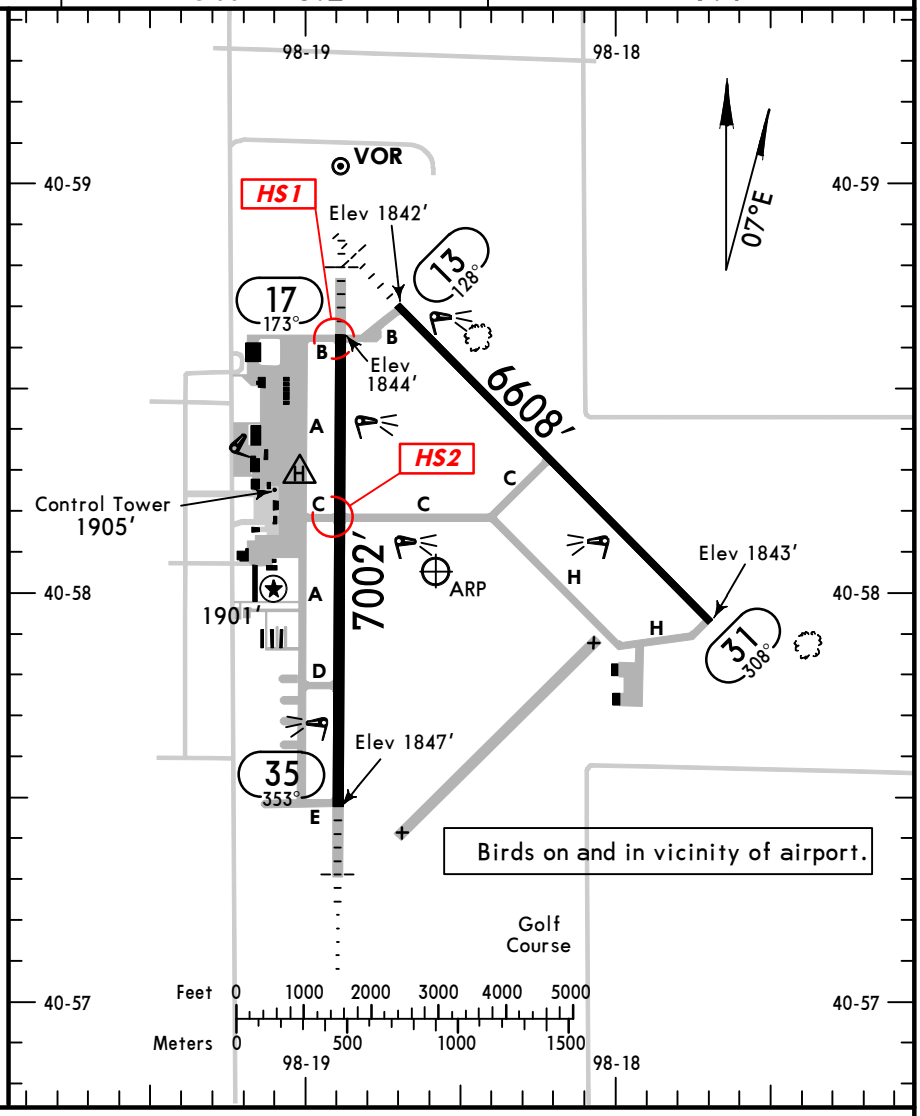


❶ When taxiing to approach end of Rwy 13 or 17 via Twy B, comply with the rwy hold marking and elevated rwy guard lights at approach end Rwy 17 when directed by ATC.

❷ The Maltese cross painted on Twy A is a funnel point for inbound/outbound Air National Guard helicopters. Use caution when taxiing on A in this area.



❸ When taxiing to the approach end of Rwy 35, follow the highlighted yellow centerline and surface painted sign directing pilots to Rwy 35.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13	❹ MIRL ❹ MALS ❹ PAPI-L (angle 3.0°)				100′
31	❹ MIRL ❹ REIL ❹ PAPI-L (angle 3.0°)				
17	❹ HIRL ❹ MALS ❹ PAPI-L (angle 3.0°)				150′
35	❹ HIRL ❹ MALSR ❹ PAPI-L (angle 2.6°) RVR		5801′		

❹ Activate on 118.2 when Twr inop.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 When taxiing to the approach end of Rwy 13, use caution as Twy B crosses the approach end of Rwy 17. Rwy 17 Holding Position markings are accompanied by runway guard lights on both sides of the runway.

HS2 Twy C crosses Rwy 17 immediately after leaving ramp area. Intersection of Rwy 17/35 and Twy C has runway guard lights on both sides of the runway.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng	RVR 16 or 1/4	RVR 24 or 1/2

	FOR FILING AS ALTERNATE: DME required: ILS Rwy 35	DME required: LOC Rwy 35	LOC DME (BC) Rwy 17, VOR Rwy 13, VOR Rwy 17, VOR DME Rwy 35	Authorized Only When Local Weather Available: VOR DME Rwy 31, RNAV (GPS) Rwy 13, RNAV (GPS) Rwy 17, RNAV (GPS) Rwy 31, RNAV (GPS) Rwy 35
A, B, C, D	600-2	800-2	800-2	800-2

AMEND 0

CHANGES: Twy and hangars added onto Twy H.

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KGRI/GRI
CENTRAL NEBRASKA REGL

JEPPESEN

11 JUN 10 (11-1)

GRAND ISLAND, NEBR
LOC DME (BACK CRS) Rwy 17

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

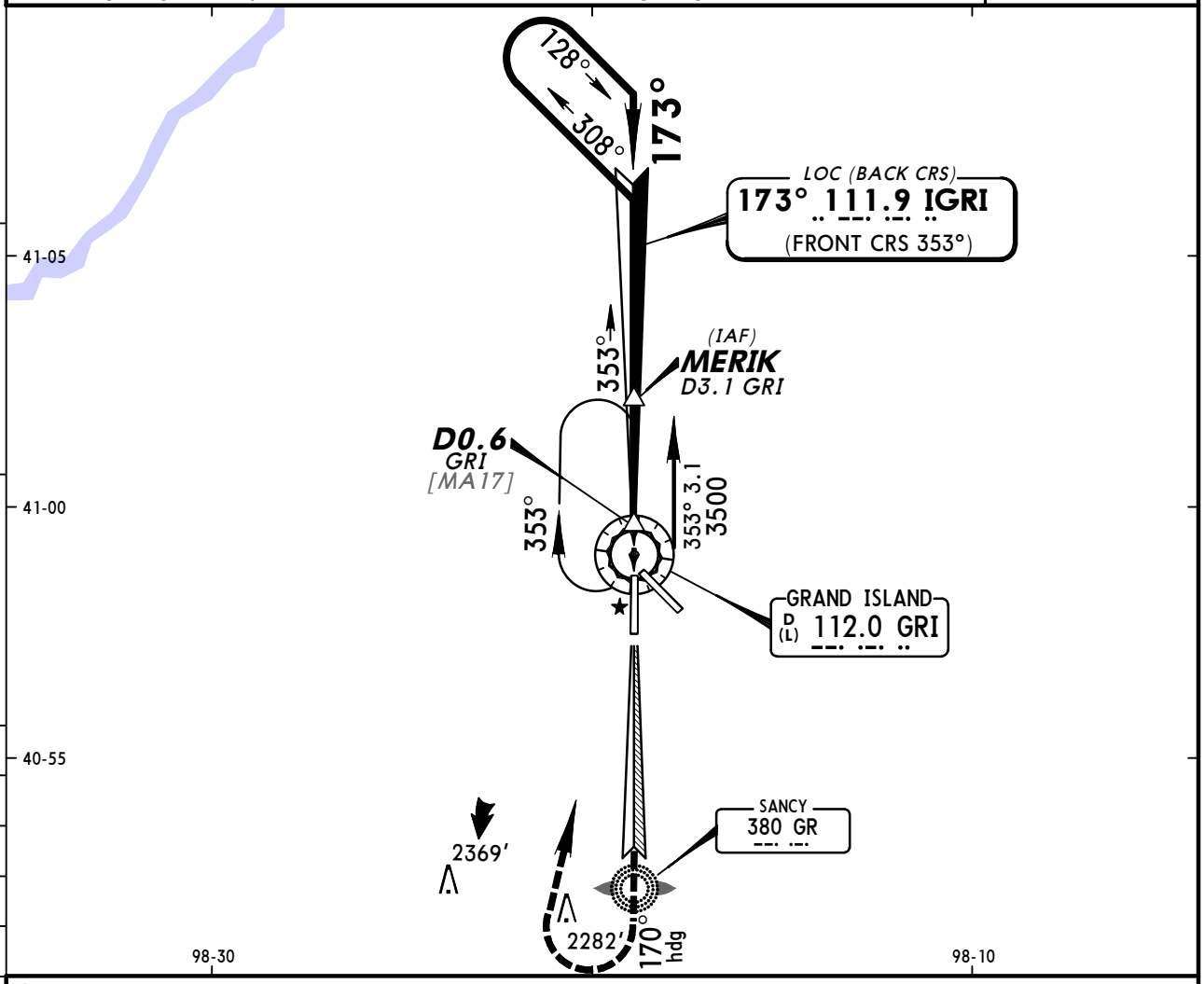
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1847′
IGRI 111.9	173° (Front Crs 353°)	MERIK 3000′ (1156′)	2160′ (316′)	TDZE 1844′

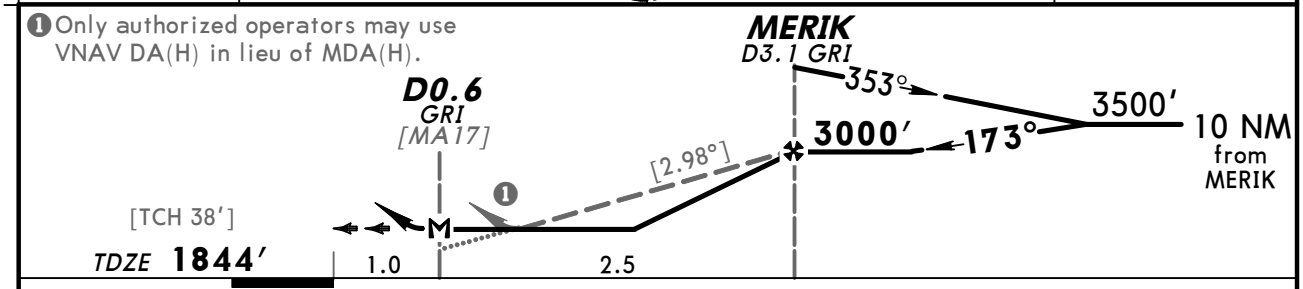
MISSED APCH: Climb to 3700′ heading 170° then RIGHT turn direct GRI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous reception of IGRI LOC and GRI DME required.
2. Disregard glide slope indications. 3. Pilot controlled lighting 118.2.

4100′
MSA GRI VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at D0.6 GRI						

MALS / PAPI | 3700′ | 170° hdg | RT | D | GRI 112.0

STRAIGHT-IN LANDING RWY 17

MDA(H) 2160′ (316′)

TERPS		ALS out
A	3/4	1
B		
C		
D	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2300′ (453′) - 1
120	
140	2300′ (453′) - 1½
165	2400′ (553′) - 2

AMEND 9C

CHANGES: None.

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GRAND ISLAND, NEBR
ILS or LOC Rwy 35

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

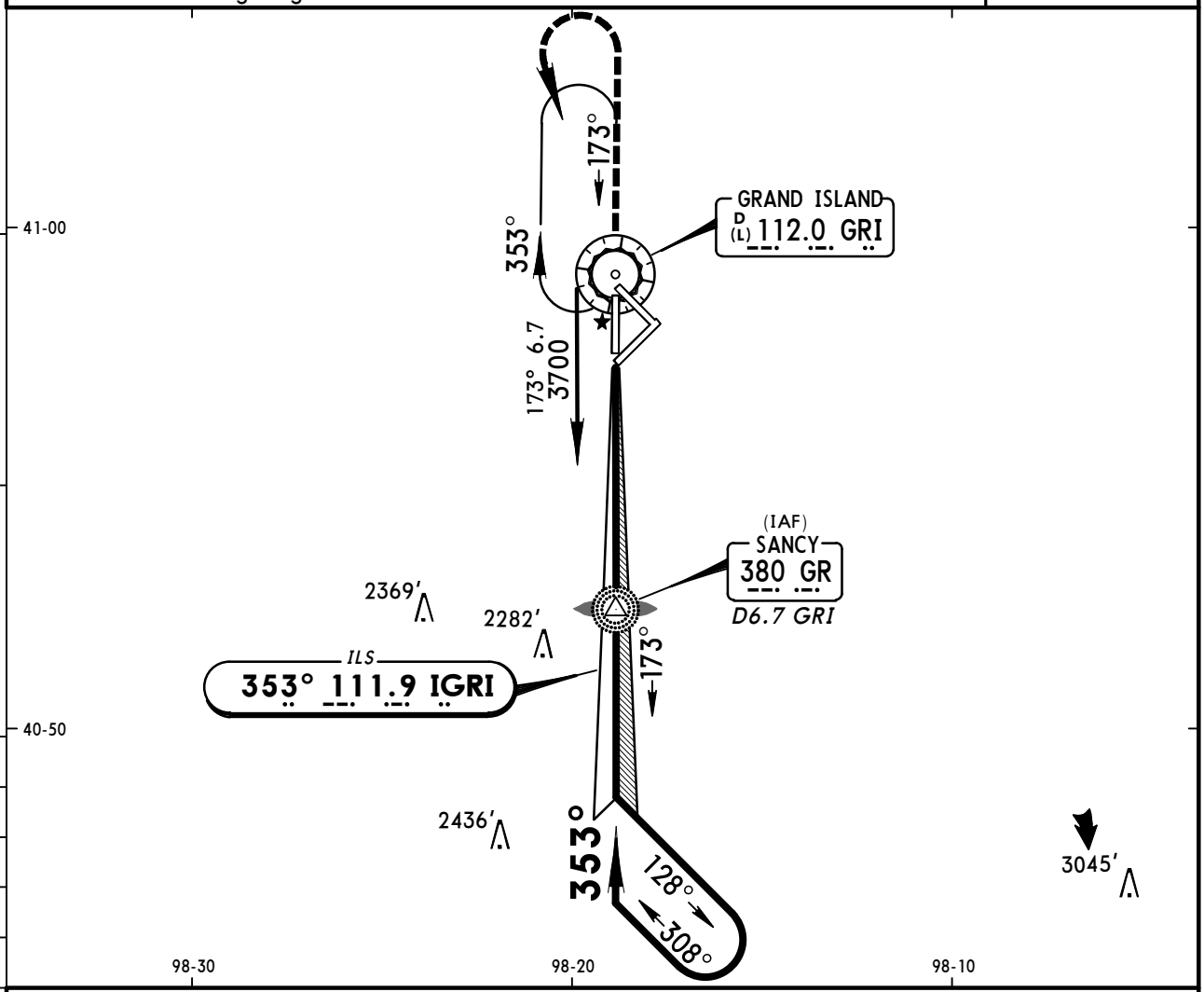
LOC IGRI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1847′
111.9	353°	3333′ (1486′)	2047′ (200′)	TDZE 1847′

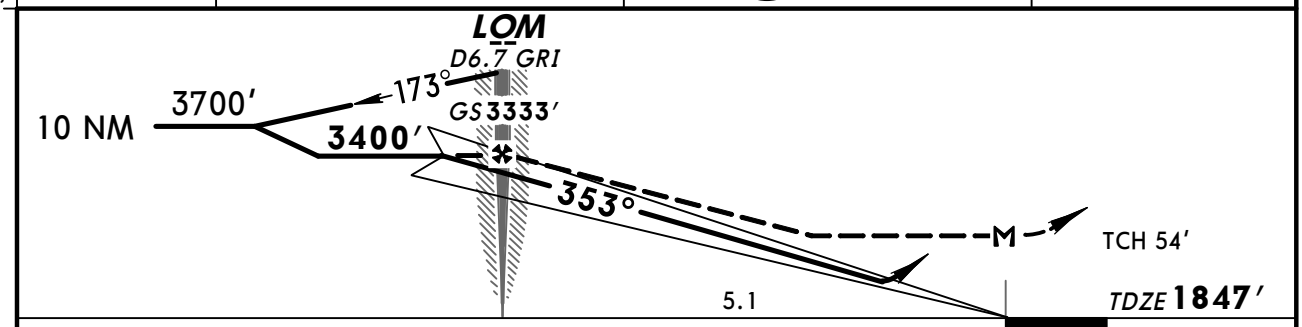
4300′ MSA GR LOM

MISSED APCH: Climb to 3700′ then LEFT turn direct GRI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.2.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.60°	328	422	468	562	656	749
LOM to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI 3700′ LT D GRI 112.0

TERPS AMEND 9C

STRAIGHT-IN LANDING RWY35

	ILS [1] DA(H) 2047′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 2200′ (353′)	LOC RAIL out	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	2300′ (453′)-1
B						120	2300′ (453′)-1 1/2
C						140	2300′ (453′)-1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4		165	2400′ (553′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure title, minimums.

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KGRI/GRI
CENTRAL NEBRASKA REGL

JEPPESEN 16 DEC 05 (12-1) Eff 22 Dec

GRAND ISLAND, NEBR
RNAV (GPS) Rwy 13

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

BRIEFING STRIP ™

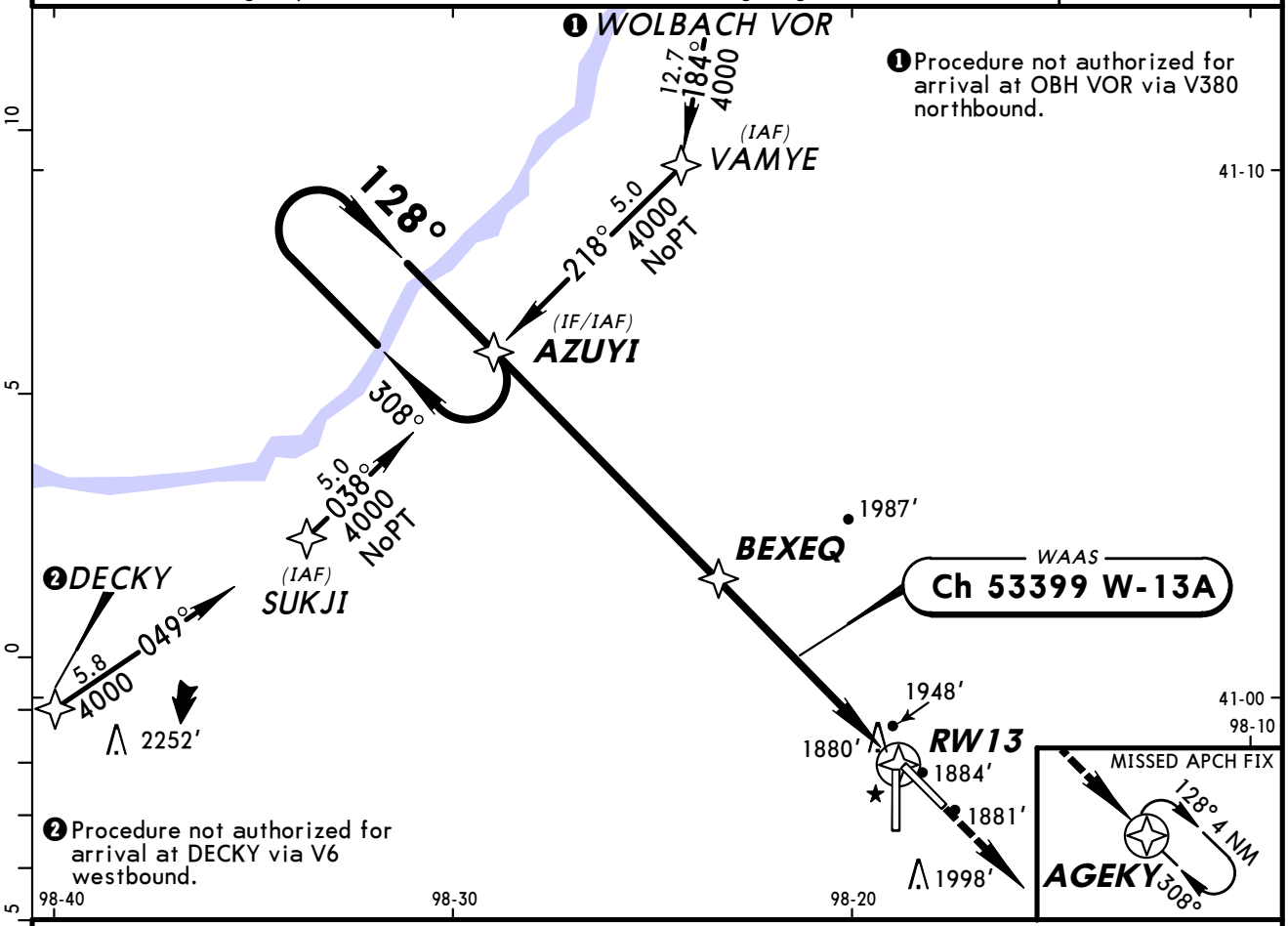
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1847′
Ch 53399 W-13A	128°	BEXEQ 3500′ (1658′)	2092′ (250′)	TDZE 1842′

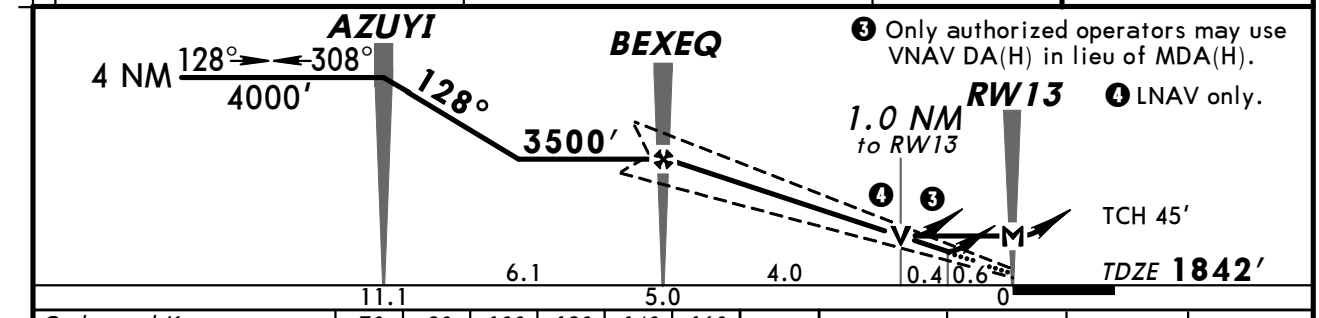
MISSED APCH: Climb to 4100′ direct AGEKY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Aurora altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. BARO-VNAV not authorized below -18°C (0°F).
4. BARO-VNAV and VDP not authorized when using Aurora altimeter setting.
5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.2.

4100′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALS
PAPI
4100′
AGEKY

STRAIGHT-IN LANDING RWY 13
With Local Altimeter Setting

	1 LPV DA(H) 2092′ (250′) ALS out	2 LNAV/VNAV DA(H) 2247′ (405′) ALS out	3 LNAV MDA(H) 2200′ (358′) ALS out	
A	3/4	1½	3/4	1
B				
C				
D			1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Aurora Altimeter Setting MDA(H)
90	2300′ - 1½ (453′)	2360′ - 1½ (513′)
120		
140		
165	2400′ - 2 (553′)	2460′ - 2 (613′)

AMEND 1

TERPS
1 DA(H) 2152′ (310′) with Aurora altimeter setting.
2 DA(H) 2307′ (465′) with Aurora altimeter setting.
3 MDA(H) 2260′ (418′) with Aurora altimeter setting.

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

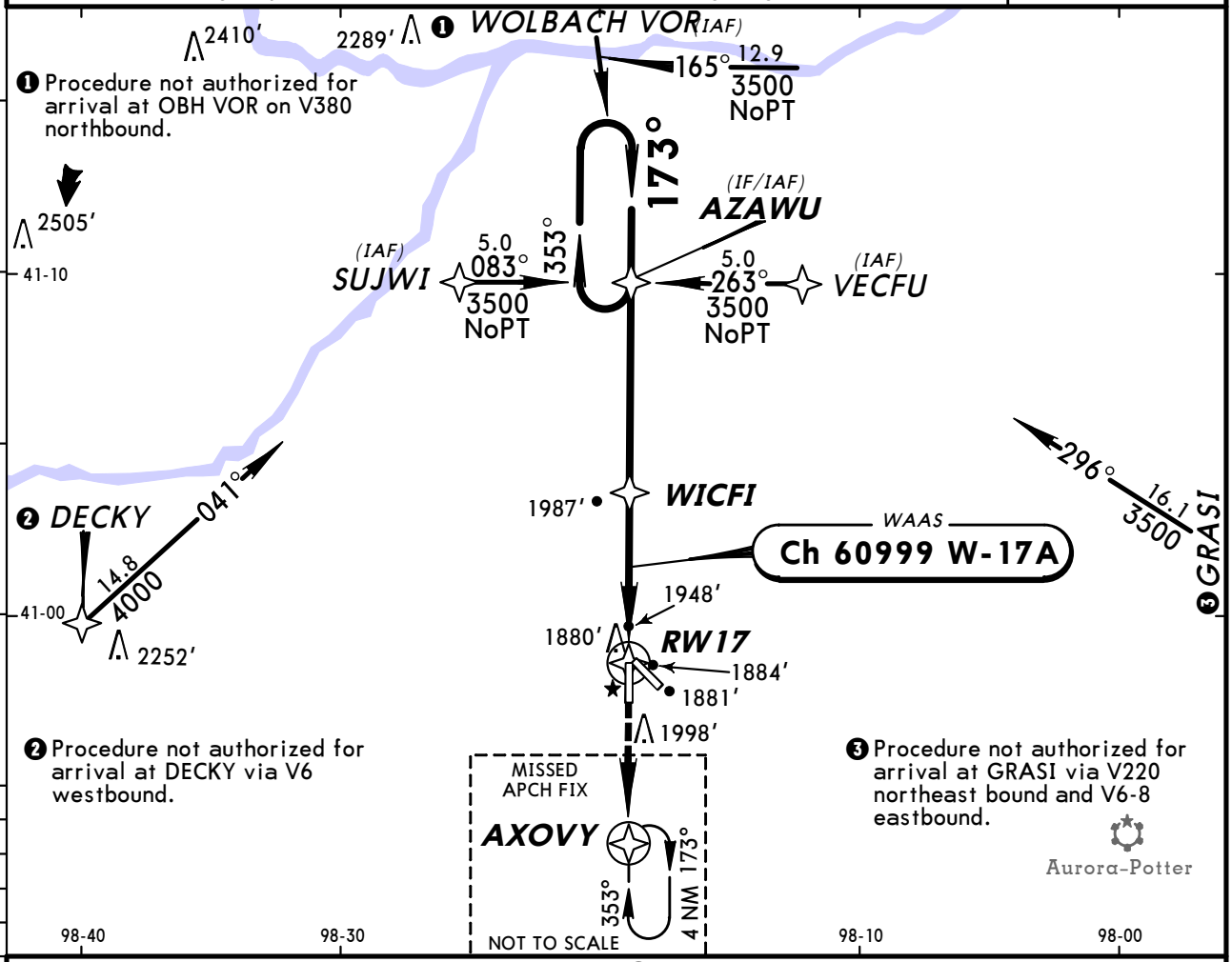
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1847′
Ch 60999 W-17A	173°	WICFI 3500′ (1656′)	2094′ (250′)	TDZE 1844′

MISSED APCH: Climb to 3800′ direct AXOVY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Aurora altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. BARO-VNAV not authorized below -18°C (0°F).
4. BARO-VNAV and VDP not authorized when using Aurora altimeter setting.
5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.2.

4100′
MSA RW17



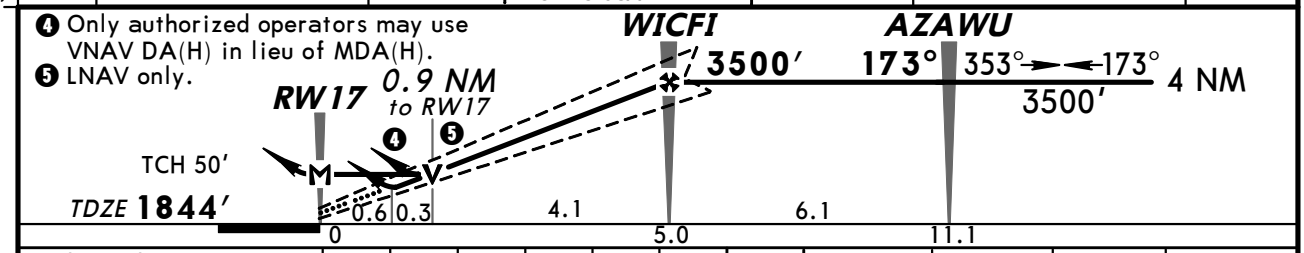
❶ Procedure not authorized for arrival at OBH VOR on V380 northbound.

❷ Procedure not authorized for arrival at DECKY via V6 westbound.

❸ Procedure not authorized for arrival at GRASI via V220 northeast bound and V6-8 eastbound.

Aurora-Potter

❹ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).
❺ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW17							

MALS
PAPI
3800′
AXOVY

STRAIGHT-IN LANDING RWY 17
With Local Altimeter Setting

	1 LPV DA(H) 2094′ (250′) ALS out	2 LNAV/VNAV DA(H) 2138′ (294′) ALS out		3 LNAV MDA(H) 2160′ (316′) ALS out	
A	3/4	3/4	1	3/4	1
B					
C					
D		1		1	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Aurora Altimeter Setting MDA(H)
90	2300′ (453′) -1	2360′ (513′) -1
120		
140	2300′ (453′) -1½	2360′ (513′) -1½
165	2400′ (553′) -2	2460′ (613′) -2

AMEND 1

TERPS

1 DA(H) 2154′ (310′) with Aurora altimeter setting.
2 DA(H) 2198′ (354′) with Aurora altimeter setting.
3 MDA(H) 2220′ (376′) with Aurora altimeter setting.

CHANGES: Procedure.

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GRAND ISLAND, NEBR
RNAV (GPS) Rwy 31

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

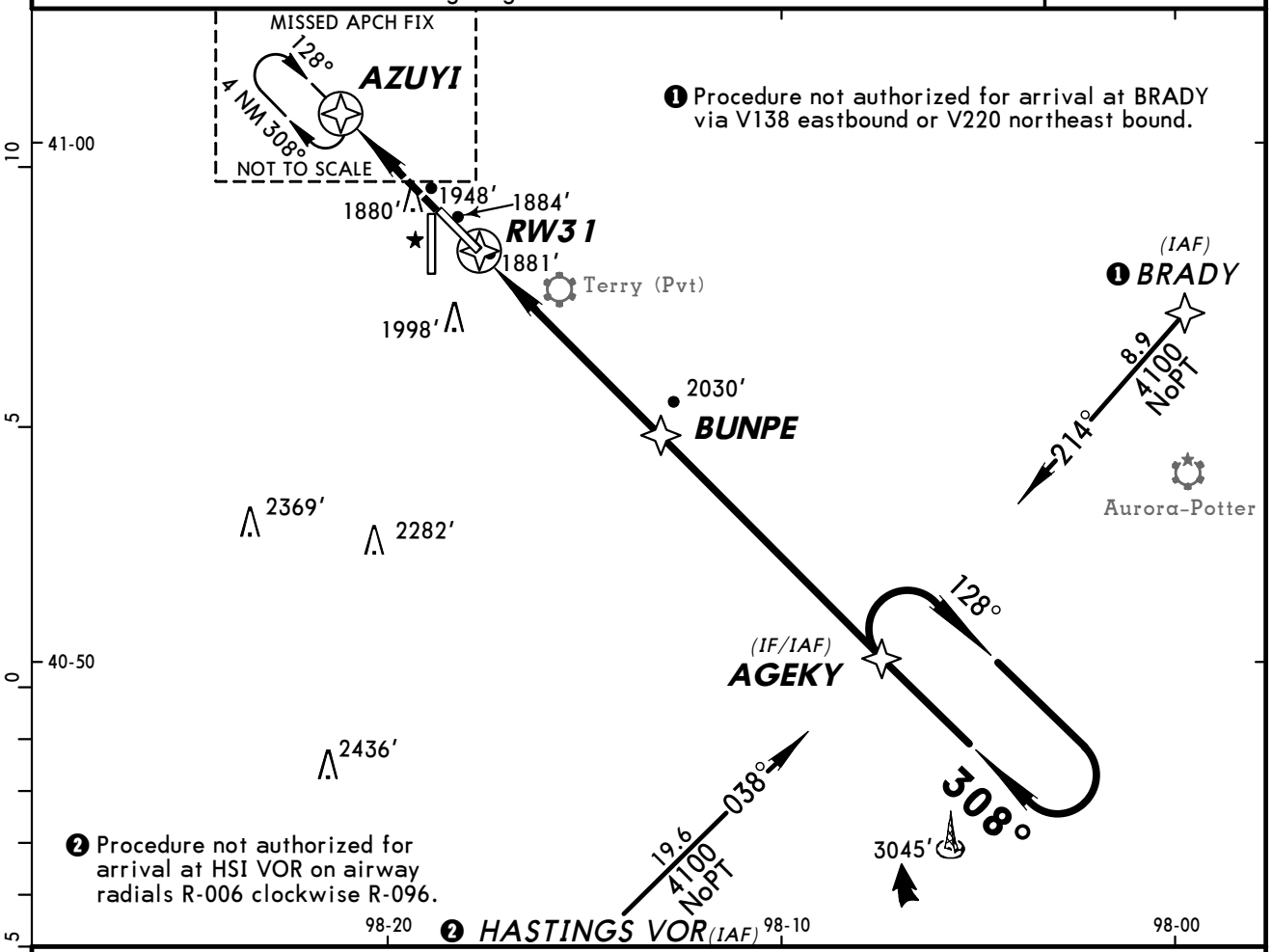
RNAV	Final Apch Crs	Minimum Alt	LNAV (CONDITIONAL) MDA(H)	Apt Elev 1847′
	308°	BUNPE 3500′ (1656′)	2180′ (336′)	TDZE 1844′

MISSED APCH: Climb to 4000′ direct AZUYI and hold.

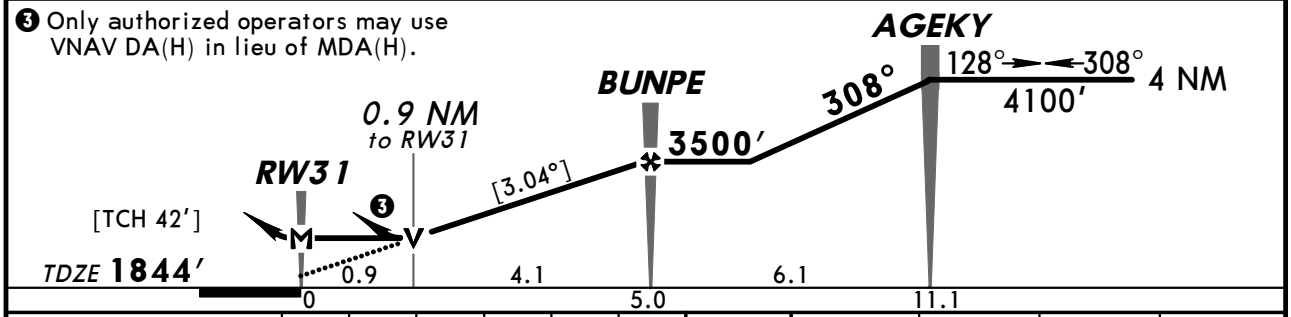
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Aurora altimeter setting.
2. VDP not authorized when using Aurora altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 118.2.

4100′
MSA RW31



❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW31						

REIL
PAPI-L
4000′
AZUYI

STRAIGHT-IN LANDING RWY 31 LNAV			CIRCLE-TO-LAND		
	MDA(H) 2180′ (336′) With Local Altimeter Setting	MDA(H) 2240′ (396′) With Aurora Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Aurora Altimeter Setting MDA(H)
A	1	1	90	2300′ (453′)-1	2360′ (513′)-1
B			120		
C			140	2300′ (453′)-1½	2360′ (513′)-1½
D			165	2400′ (553′)-2	2460′ (613′)-2

AMEND 1
TERPS

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

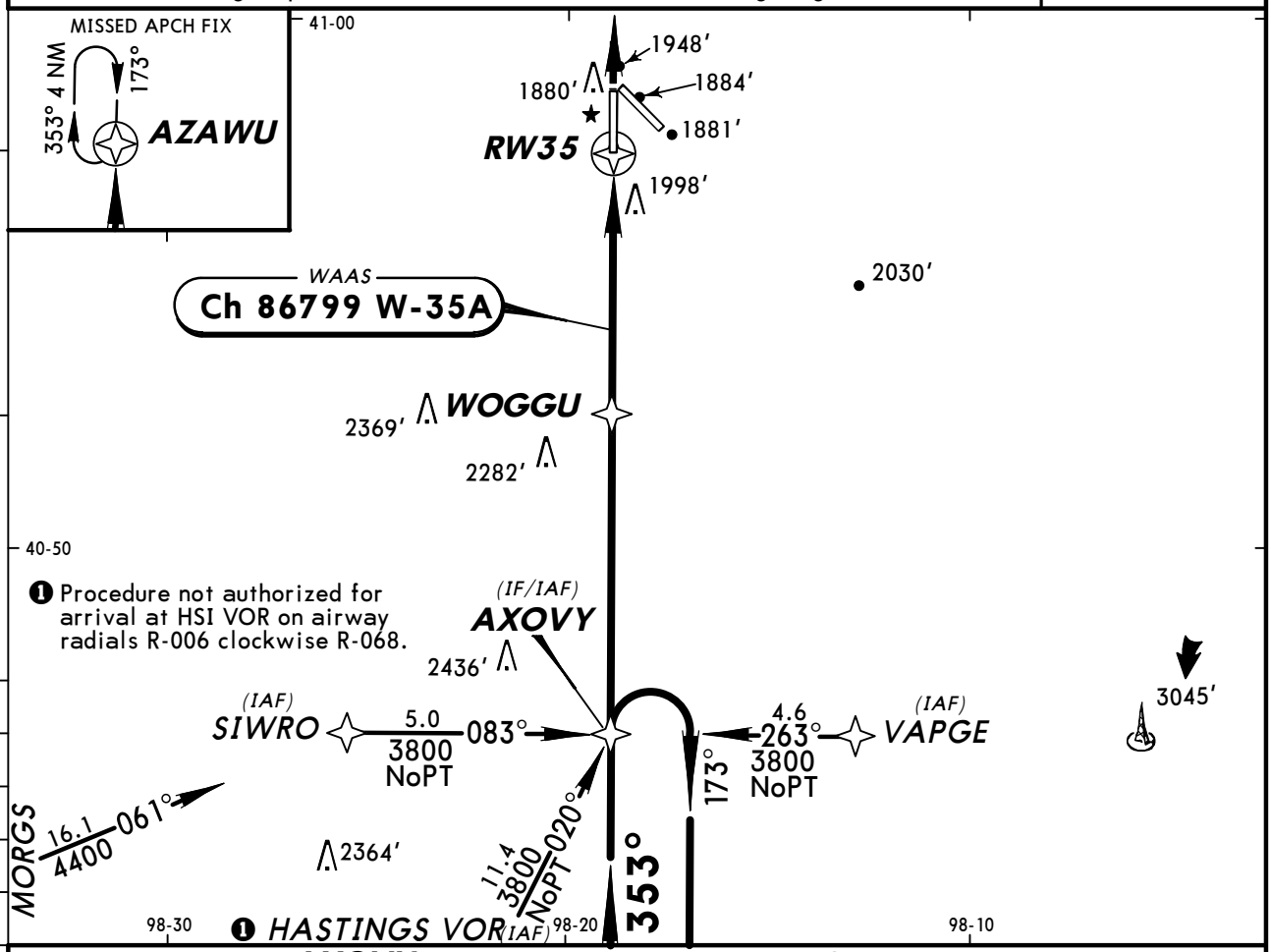
BRIEFING STRIP™

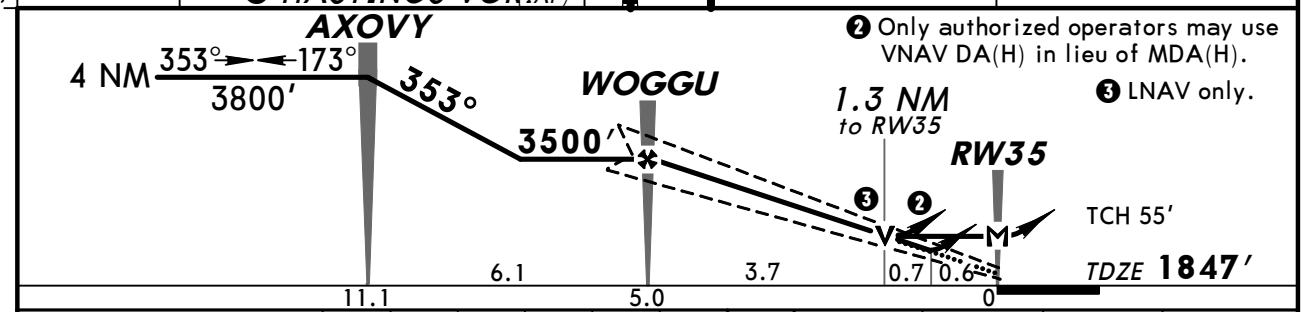
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1847′
Ch 86799 W-35A	353°	WOGGU 3500′ (1653′)	2097′ (250′)	TDZE 1847′

MISSED APCH: Climb to 3500′ direct AZAWU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Aurora altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. BARO-VNAV not authorized below -18°C (0°F).
4. BARO-VNAV and VDP not authorized when using Aurora altimeter setting.
5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.2.

4100′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR
PAPI
3500′
D
AZAWU

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	1 LPV DA(H) 2097′ (250′)		2 LNAV/VNAV DA(H) 2283′ (436′)		3 LNAV MDA(H) 2260′ (413′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Aurora Altimeter Setting MDA(H)
90	2300′ - 1½ (453′)	2360′ - 1½ (513′)
120		
140		
165	2400′ -2 (553′)	2460′ -2 (613′)

AMEND 1

TERPS
1 DA(H) 2157′ (310′) with Aurora altimeter setting.
2 DA(H) 2343′ (496′) with Aurora altimeter setting.
3 MDA(H) 2320′ (473′) with Aurora altimeter setting.

CHANGES: Procedure.

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BRIEFING STRIP ™

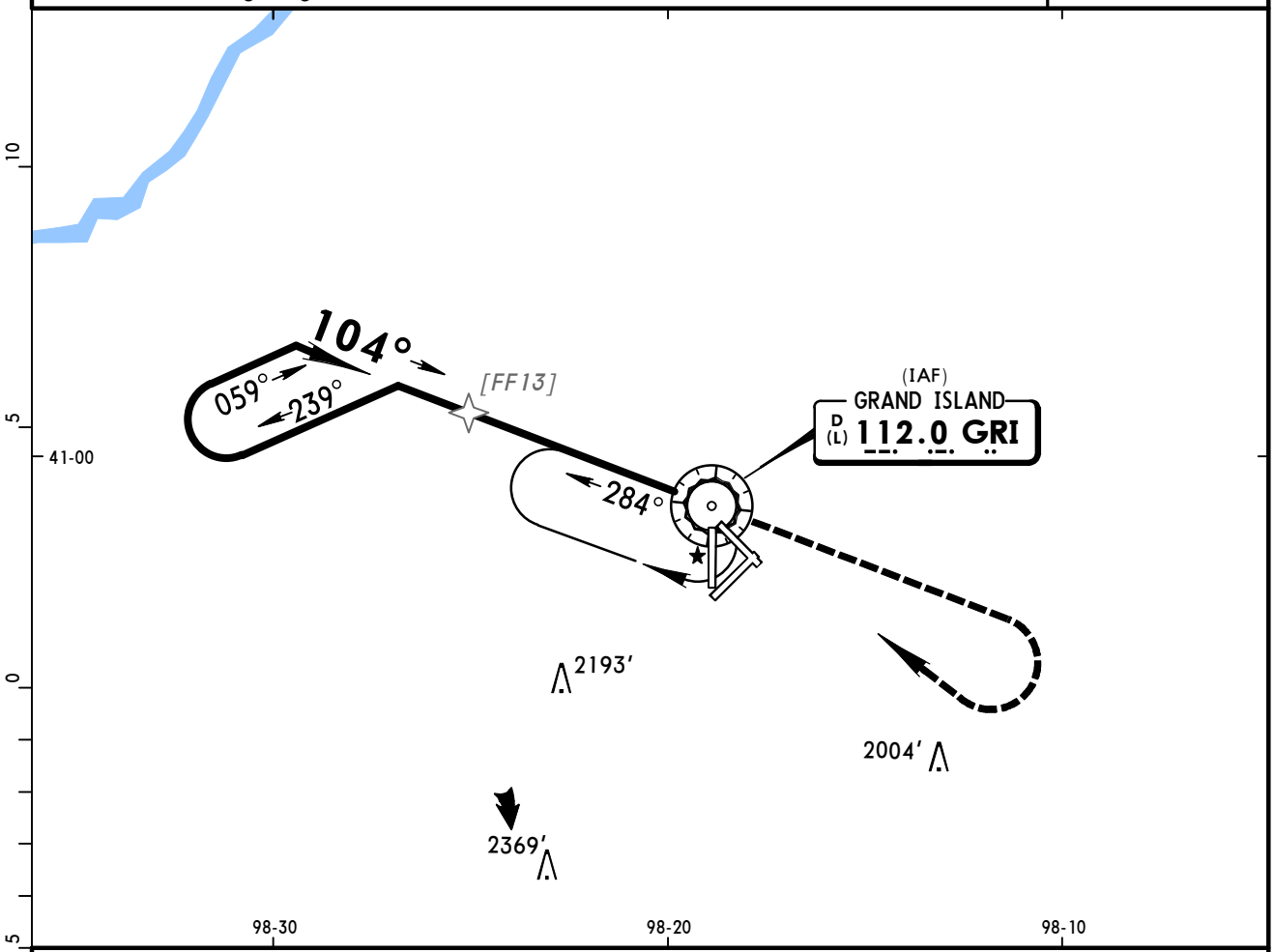
*ATIS (ASOS O/T)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

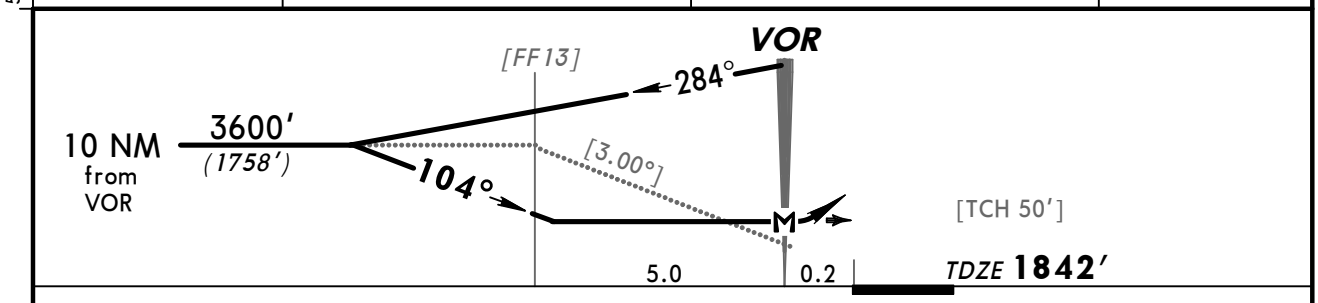
VOR	Final Apch Crs		MDA(H)	Apt Elev 1847′
GRI 112.0	104°	No FAF	2300′ (458′)	TDZE 1842′

MISSED APCH: Climb to 3600′, then RIGHT turn direct GRI VOR and hold.

Pilot controlled lighting 118.2.

4100′
MSA GRI VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALS | 3600′ | RT | GRI 112.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 2300′(458′)

		ALS out
A	3/4	1
B		
C	1 1/4	
D	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2300′(453′)-1
120	
140	2300′(453′)-1 1/2
165	2400′(553′)-2

AMEND 19A

CHANGES: ASOS added, Rwy 13 lighting, VNAV.

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BRIEFING STRIP ™

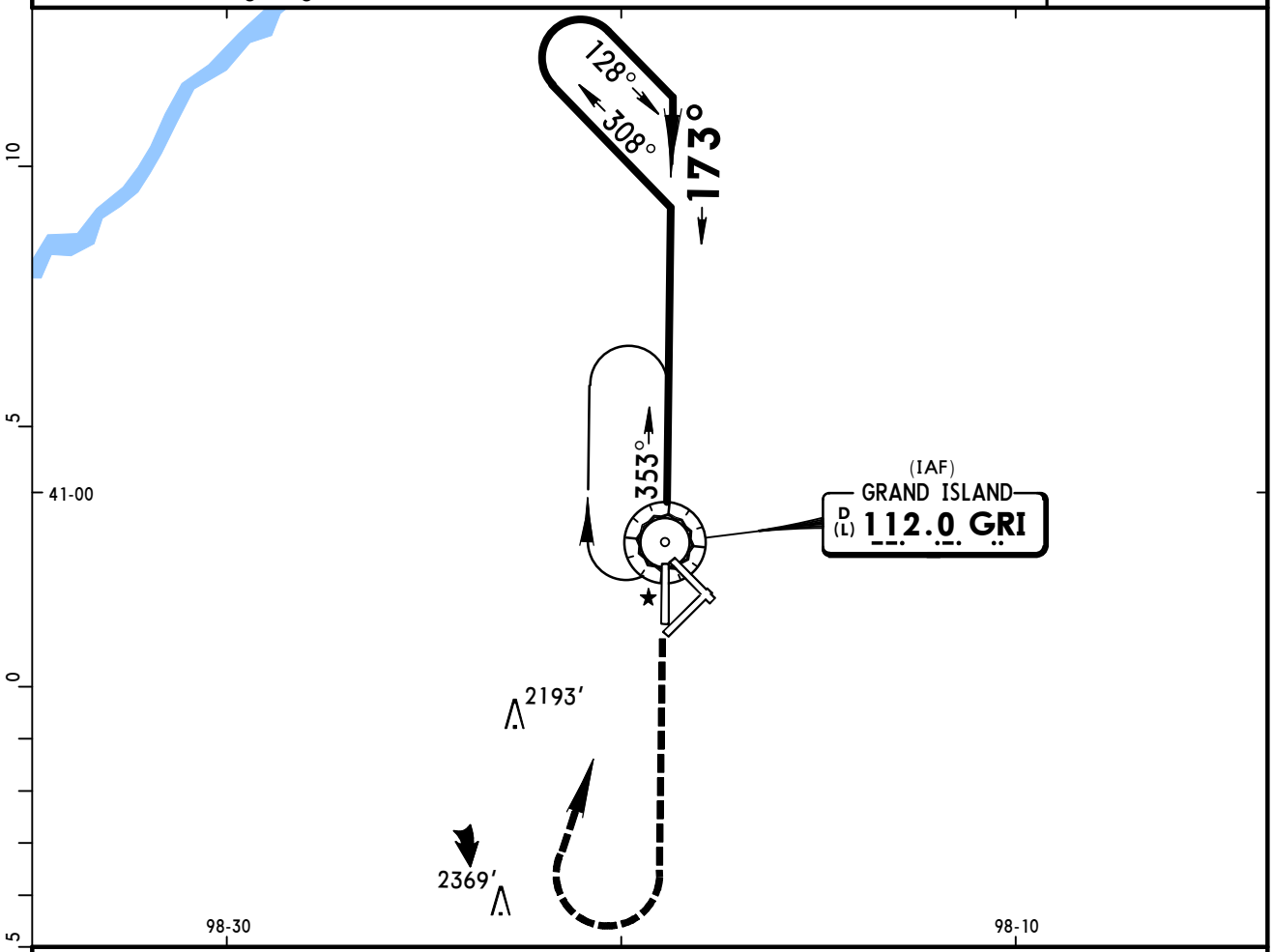
*ATIS (ASOS O/T)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

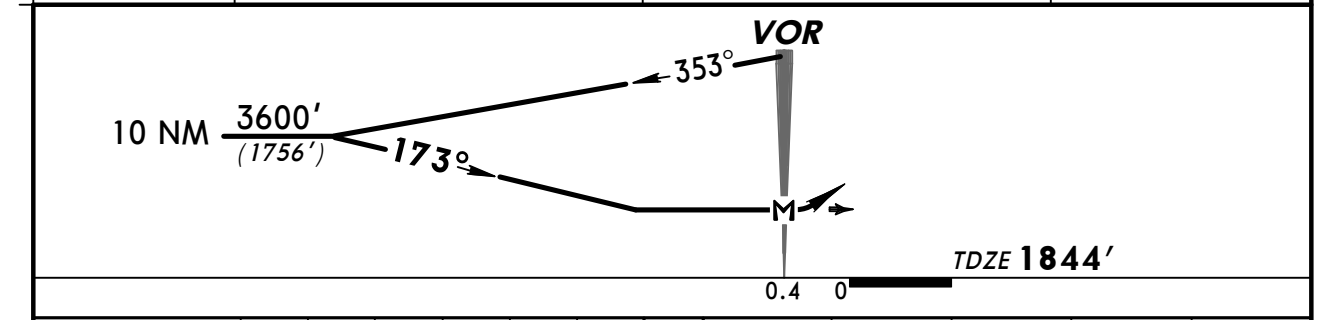
VOR GRI 112.0	Final Apch Crs 173°	No FAF	MDA(H) 2300′ (456′)	Apt Elev 1847′ TDZE 1844′

MISSED APCH: Climb to 3600′, then RIGHT turn direct GRI VOR and hold.

Pilot controlled lighting 118.2.

4100′
MSA GRI VOR





MAP at VOR								MALS PAPI	3600′	RT	GRI 112.0

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND	
MDA(H) 2300′ (456′)				
		ALS out	Max Kts.	MDA(H)
A	3/4	1	90	2300′ (453′)-1
B			120	
C	1 1/4		140	2300′ (453′)-1 1/2
D	1 1/2		165	2400′ (553′)-2

AMEND 24

CHANGES: ASOS added.

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GRAND ISLAND, NEBR
VOR DME Rwy 31

BRIEFING STRIP™

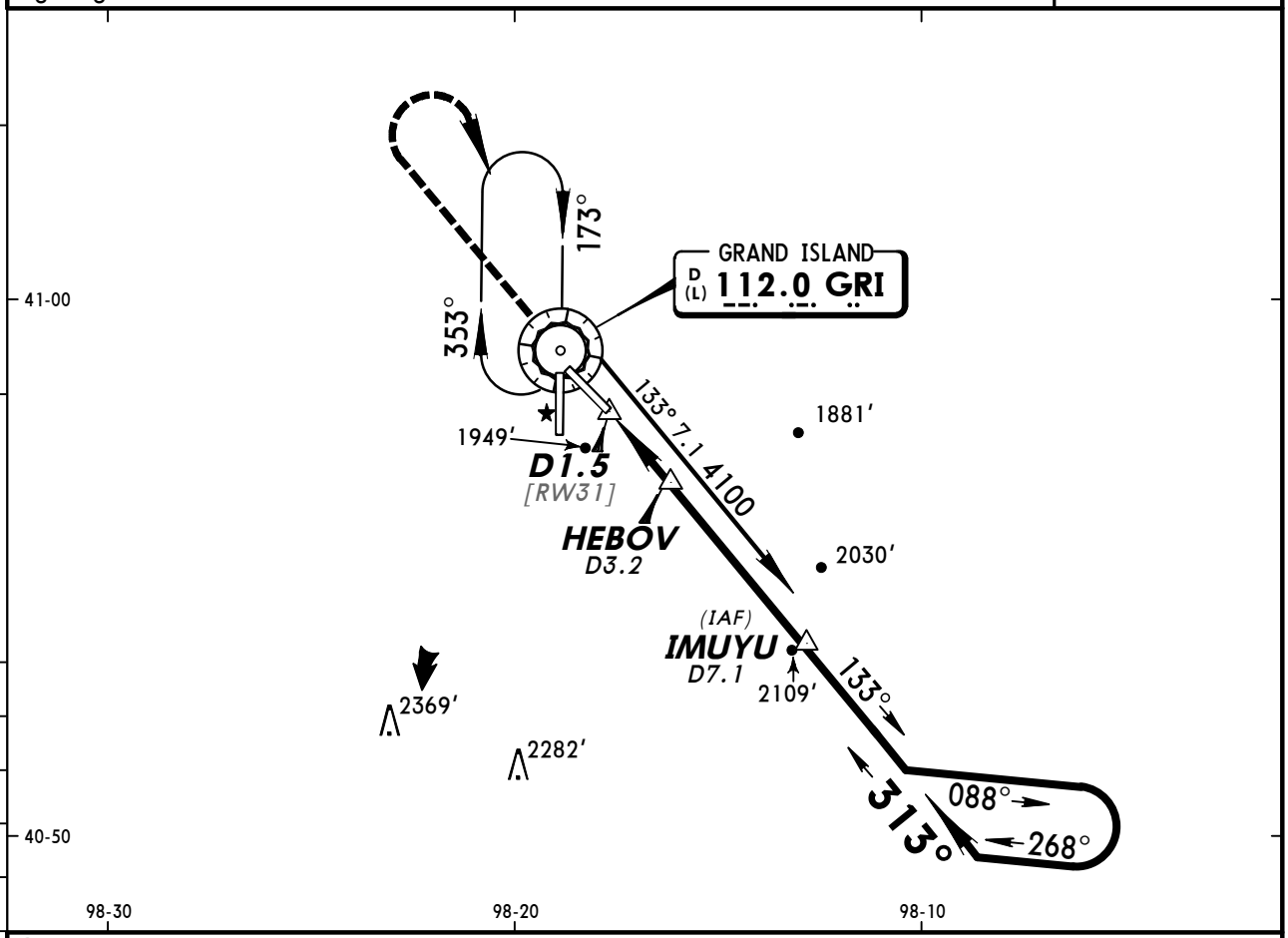
ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1847′
GRI 112.0	313°	IMUYU 3700′ (1856′)	2200′ (356′)	TDZE 1844′

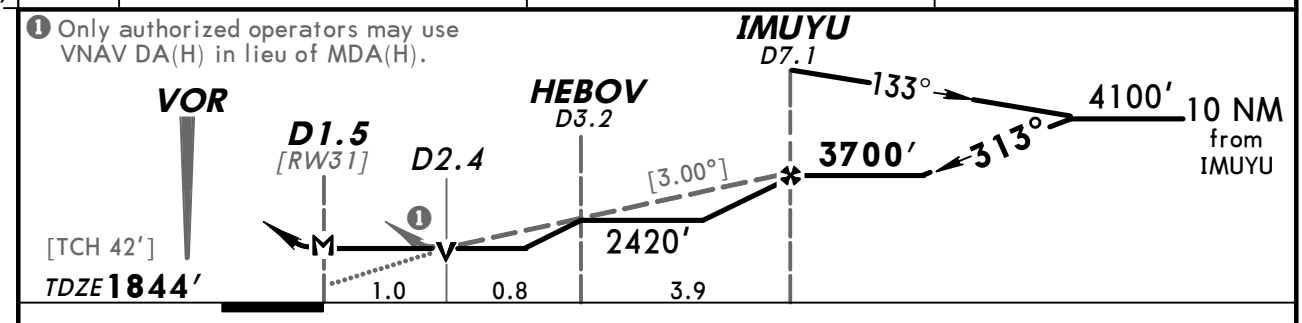
MISSED APCH: Climb to 2900′ then climbing RIGHT turn to 3700′ direct GRI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Aurora altimeter setting.
2. VDP not authorized when using Aurora altimeter setting. 3. Pilot controlled lighting 118.2.

4100′
MSA GRI VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5						

REIL
PAPI-L

2900′ ↑ | 3700′ RT | D | GRI 112.0

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
	MDA(H) 2200′ (356′) With Local Altimeter Setting	MDA(H) 2260′ (416′) With Aurora Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Aurora Altimeter Setting MDA(H)
A	1	1	90	2300′ (453′) - 1	2360′ (513′) - 1
B			120		
C			140	2300′ (453′) - 1½	2360′ (513′) - 1½
D	1¼	1¼	165	2400′ (553′) - 2	2460′ (613′) - 2

AMEND 8 TERPS

CHANGES: Procedure.

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GRAND ISLAND, NEBR
VOR DME Rwy 35

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*GRAND ISLAND Tower	*Ground
127.4	119.4	CTAF 118.2	121.9

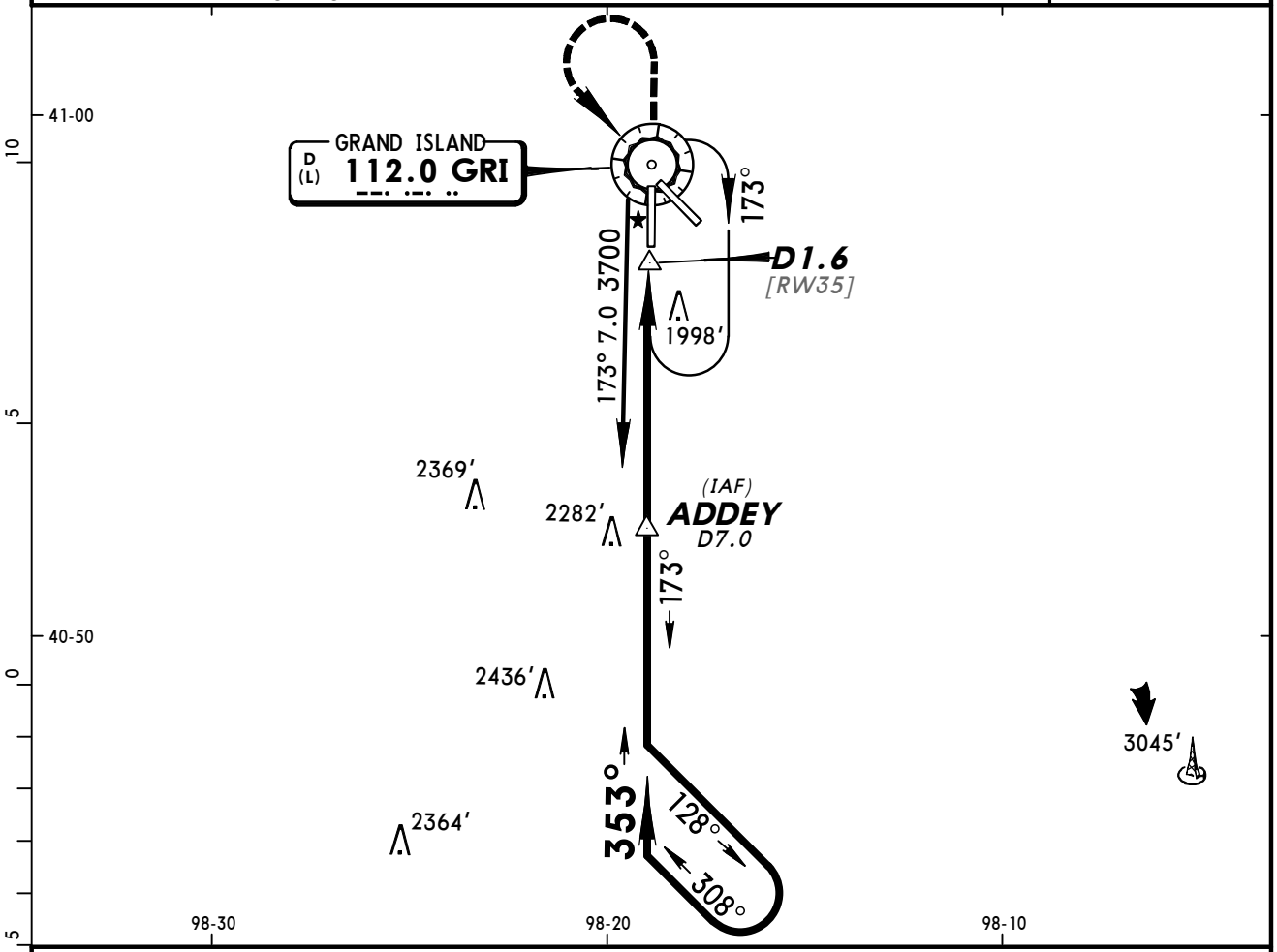
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1847′
GRI 112.0	353°	ADDEY 3600′ (1753′)	2260′ (413′)	TDZE 1847′

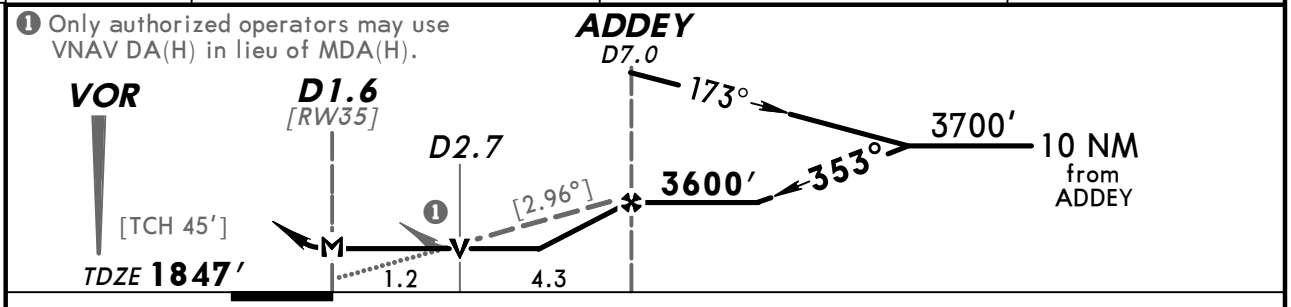
MISSED APCH: Climb to 2900′, then climbing LEFT turn to 3600′ direct GRI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.2.

4100′
MSA GRI VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
MAP at D1.6						

MALSR
PAPI

2900′	3600′ LT	D	GRI 112.0

TERPS AMEND 15

STRAIGHT-IN LANDING RWY 35
MDA(H) 2260′ (413′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C	3/4	1 1/4	
D	1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2300′ (453′)-1
120	
140	2300′ (453′)-1 1/2
165	2400′ (553′)-2

CHANGES: Communications.

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General Information

Location: North Platte NE USA
IATA Code: LBF
Lat/Long: N41° 07.6' W100° 41.0'
Elevation: 2777 ft

Airport Use: Public
Magnetic Variation: 6.4°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1321 Z
Sunset: 0031 Z,

Runway Information

Runway: 12
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2777 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 4436 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2776 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2771 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 4436 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2776 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 302 ft

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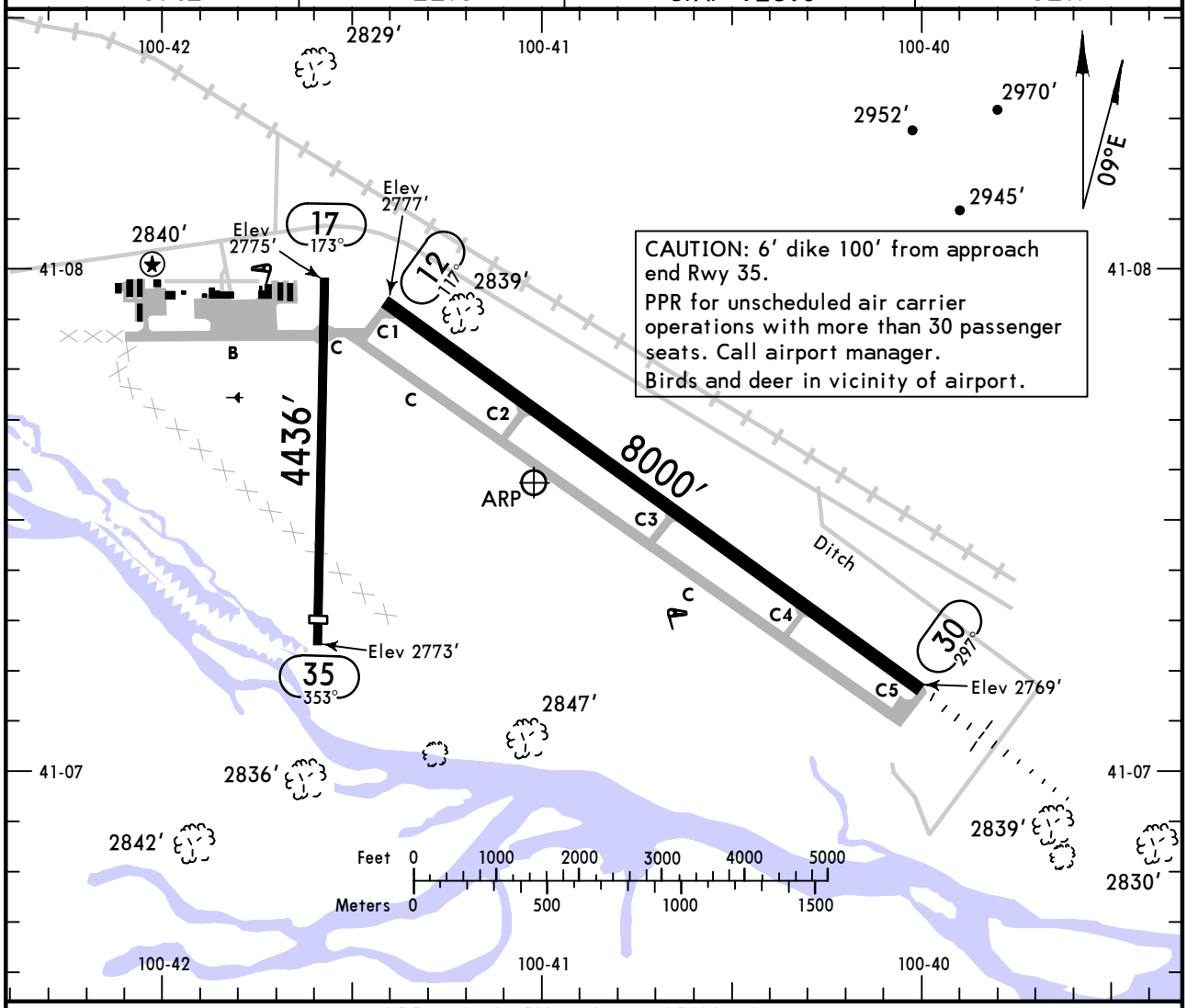
Communication Information

ASOS 118.425
North Platte Regl-Bird Unicom 123.0 CTAF PCL
Denver Center Clearance Delivery 132.7
Columbus Flight Service Station 122.5 RCO
Denver Center 132.7 Remote Communications Air-Ground

ASOS	COLUMBUS Radio	NORTH PLATTE REGL-BIRD UNICOM	DENVER Center (R)
118.42	122.5	CTAF 123.0	132.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	❶ HIRL ❶ VASI-L grooved				150′
30	❶ HIRL ❶ MALSR PAPI-L (angle 3.0°) grooved		7000′		
17	❶ MIRL	❷ 4135′			100′
35	❶ MIRL ❶ REIL ❶ VASI-L				

❶ Activate on 123.0.
❷ Rwy 17, last 301′ unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	ILS Rwy 30	LOC Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 35	VOR Rwy 35
A	600-2	800-2	800-2
B	700-2		
C			800-2 1/4
D			800-2 1/2

OBSTACLE DP: Rwy 30, climb runway heading to 4000′ before turning right.
Rwy 35, climb runway heading to 4000′ before turning left.

AMEND 4

CHANGES: Twy A closed.

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ASOS	DENVER Center (R)	COLUMBUS Radio	NORTH PLATTE REGL-BIRD UNICOM
118.42	132.7	122.5	CTAF 123.0

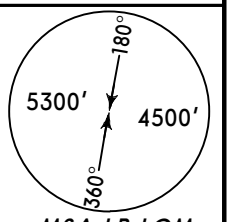
BRIEFING STRIP ™

LOC ILBF	Final Apch Crs	GS PANBE	ILS DA(H)	Apt Elev 2777′
111.5	297°	4522′ (1751′)	2971′ (200′)	TDZE 2771′

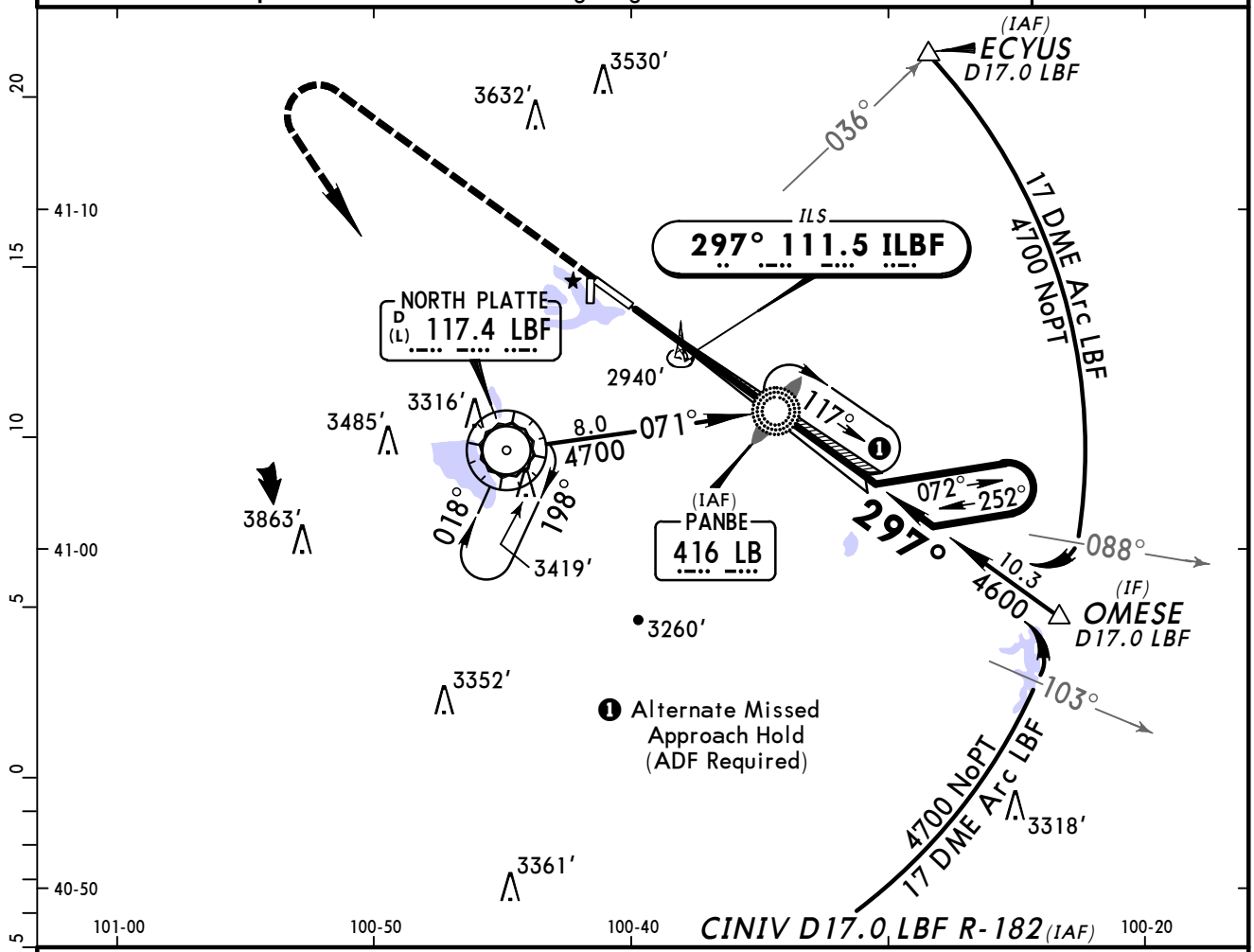
MISSED APCH: Climb to 4900′ then LEFT turn direct LBF VOR and hold.

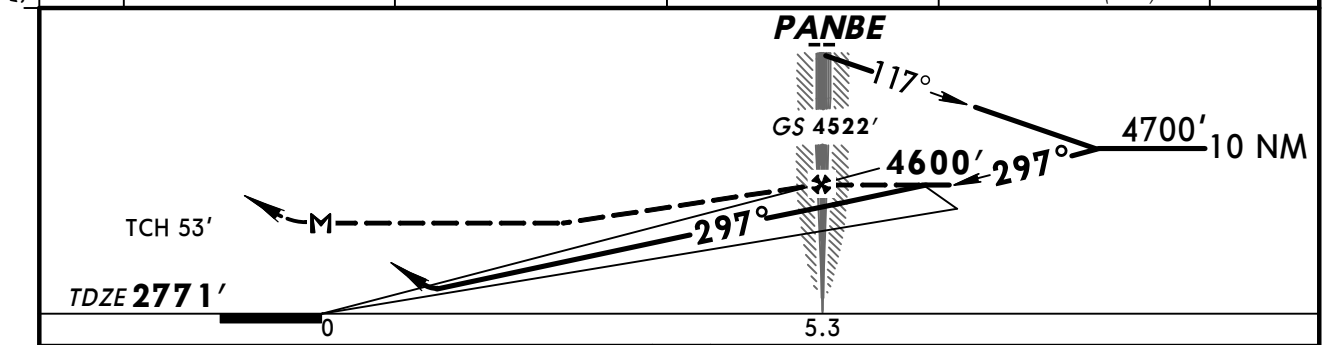
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Pilot controlled lighting 123.0.



MSA LB LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
PANBE to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR PAPI 4900′ LT D LBF 117.4

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 2971′ (200′) FULL	ILS DA(H) 2971′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 3200′ (429′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3360′ (583′)-1
120	3380′ (603′)-1
140	3400′ (623′)-1 3/4
165	3400′ (623′)-2

TERPS AMEND 6 8 APR 2010

CHANGES: None.

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BRIEFING STRIP™

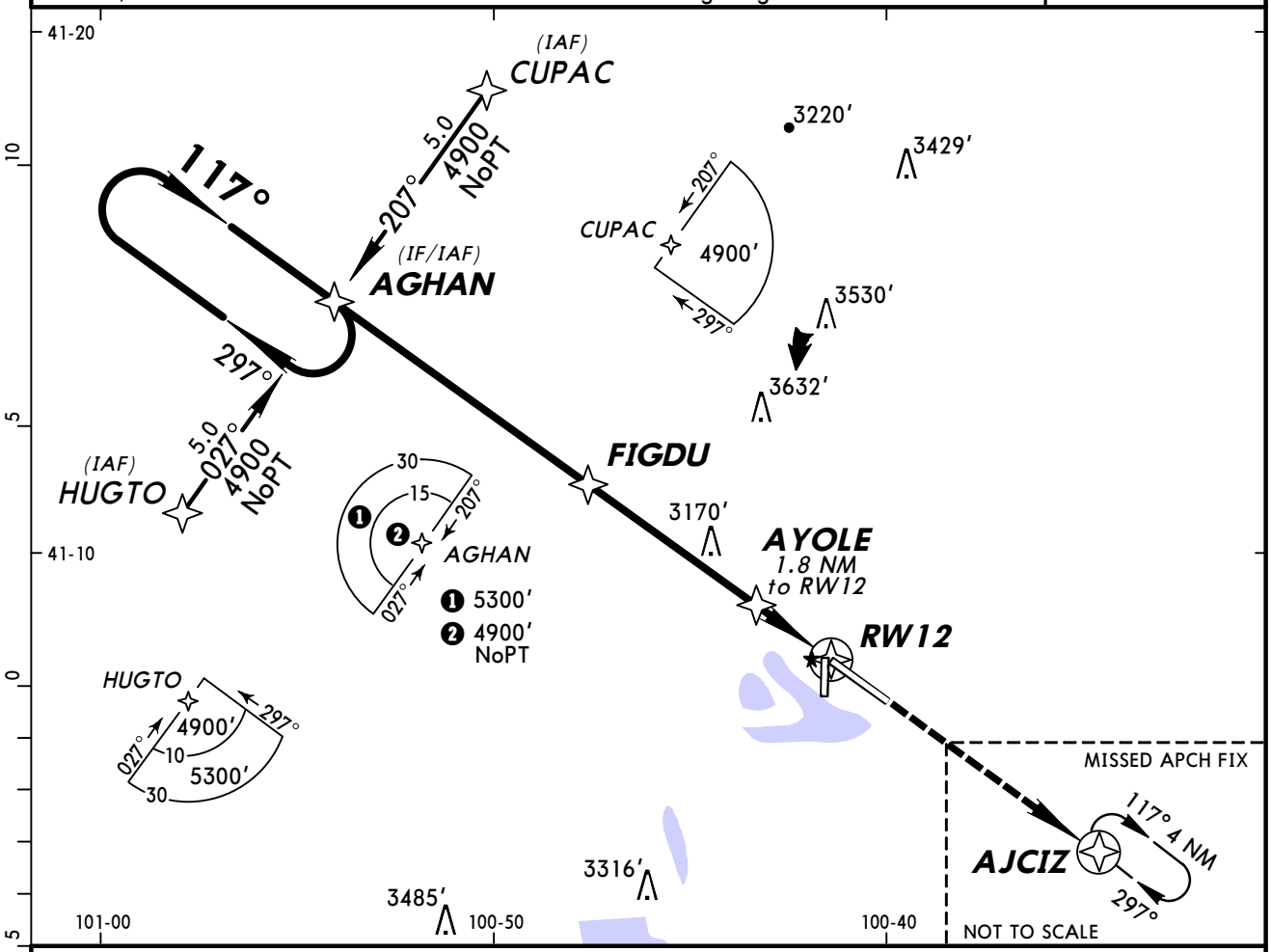
ASOS	DENVER Center (R)	COLUMBUS Radio	NORTH PLATTE REGL-BIRD UNICOM
118.42	132.7	122.5	CTAF 123.0

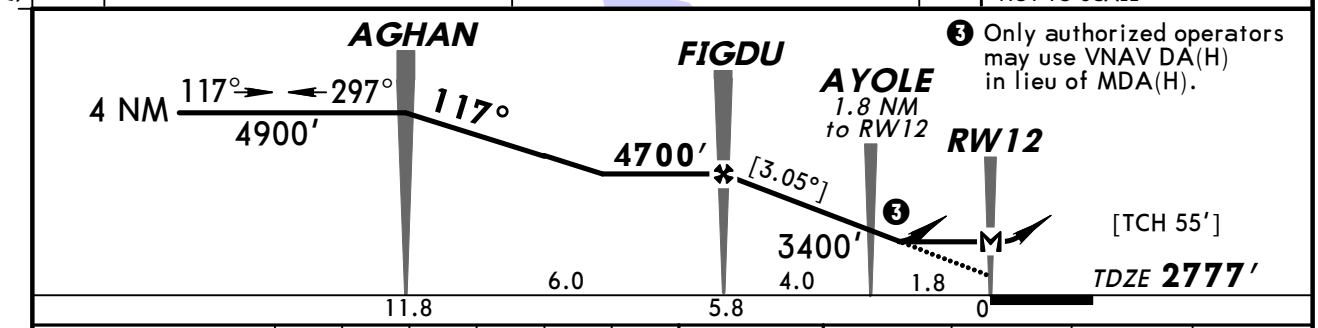
RNAV	Final Apch Crs	Minimum Alt FIGDU	LNAV MDA(H)	Apt Elev 2777′ / TDZE 2777′	TAA 30 NM IAF
	117°	4700′ (1923′)	3280′ (503′)		

MISSED APCH: Climb to 4700′ direct AJCIZ and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 123.0.





❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW12						

VASI-L 4700′ D AJCIZ

STRAIGHT-IN LANDING RWY 12 LNAV MDA(H) 3280′ (503′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	3360′ (583′)-1
B		120	3380′ (603′)-1
C	1½	140	3400′ (623′)-1¾
D		165	3400′ (623′)-2

AMEND 0

TERPS

CHANGES: Airport elevation.

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BRIEFING STRIP ™

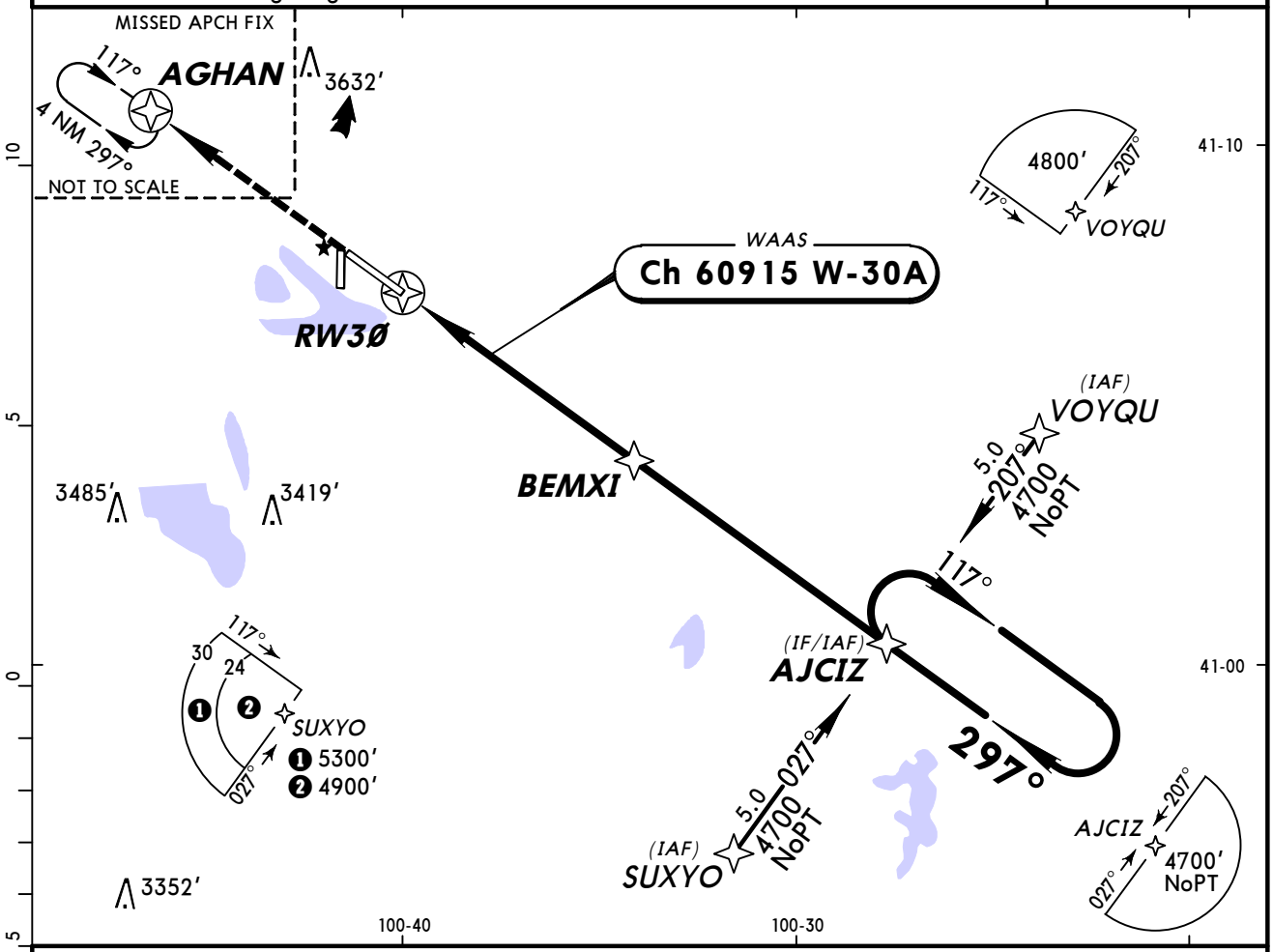
ASOS	DENVER Center (R)	COLUMBUS Radio	NORTH PLATTE REGL-BIRD UNICOM
118.42	132.7	122.5	CTAF 123.0

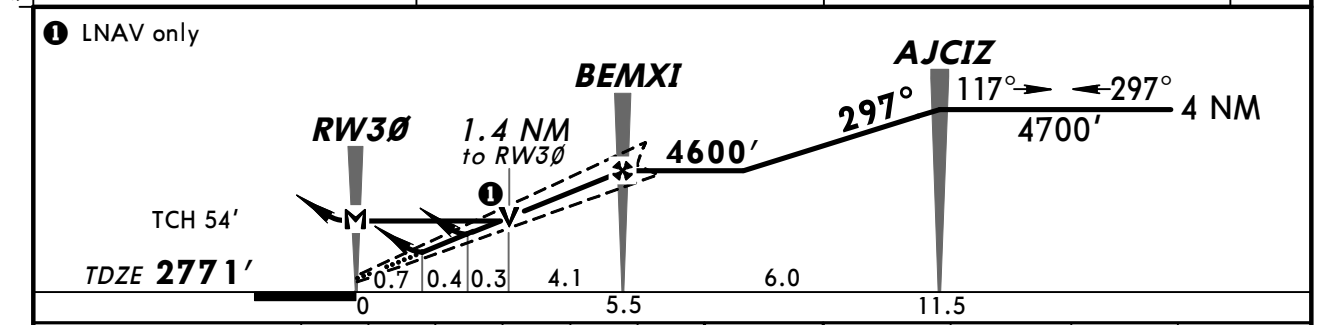
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2777′
Ch 60915 W-30A	297°	BEMXI 4600′ (1829′)	3053′ (282′)	TDZE 2771′

MISSED APCH: Climb to 4900′ direct AGHAN and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -20°C (-4°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 123.0.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

MALSR
PAPI
4900′
D
AGHAN

STRAIGHT-IN LANDING RWY 30

	LPV DA(H) 3053′ (282′)		LNAV/VNAV DA(H) 3180′ (409′)		LNAV MDA(H) 3280′ (509′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1	1½	½	¾	1
B							
C					1	1½	
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3360′ (583′)-1
120	3380′ (603′)-1
140	3400′ (623′)-1¾
165	3400′ (623′)-2

TERPS AMEND 1A 1 JUL 2010

CHANGES: Airport elevation, LPV minimums, circling minimums.

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BRIEFING STRIP™

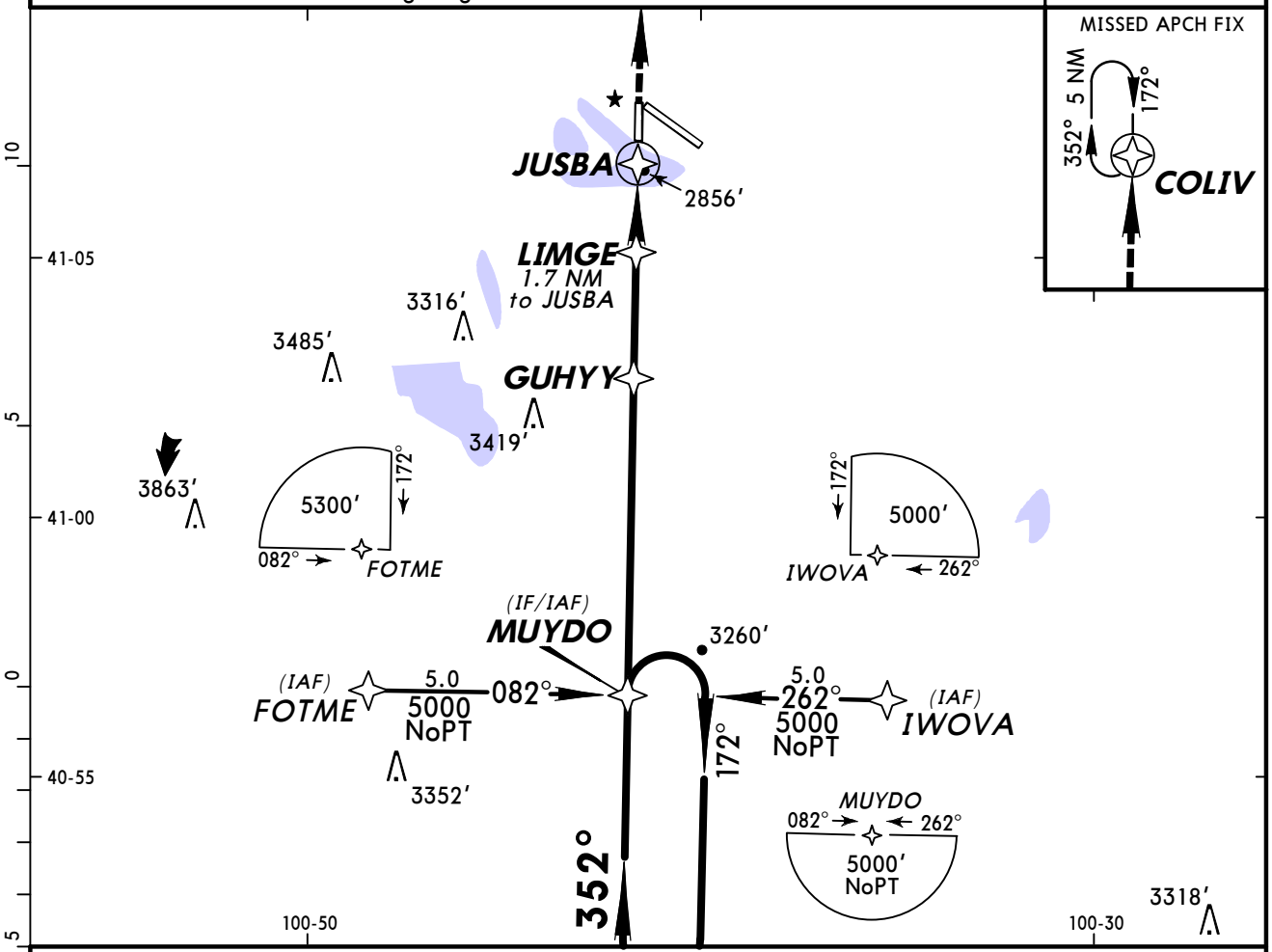
ASOS	DENVER Center (R)	COLUMBUS Radio	NORTH PLATTE REGL-BIRD UNICOM
118.42	132.7	122.5	CTAF 123.0

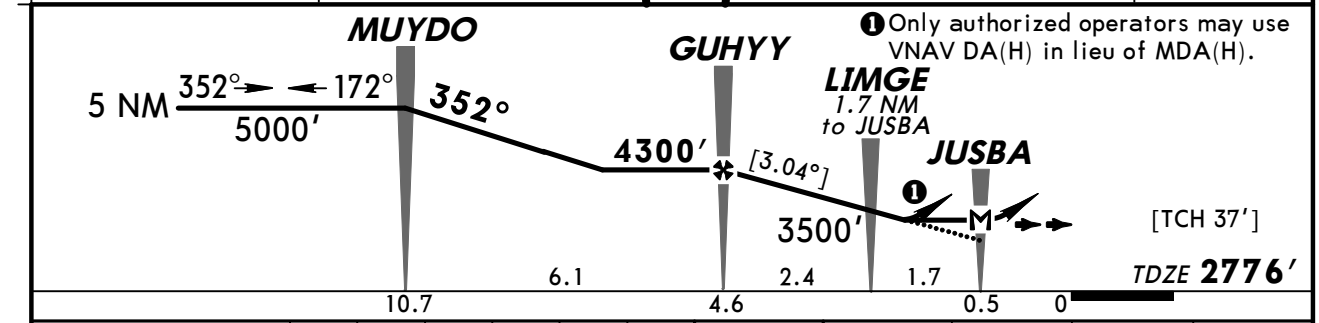
RNAV	Final Apch Crs	Minimum Alt GUHYY	LNAV MDA(H)	Apt Elev 2777′	TAA 30 NM IAF
	352°	4300′ (1524′)	3120′ (344′)	TDZE 2776′	

MISSED APCH: Climb to 5000′ direct COLIV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at JUSBA						

REIL
VASI-L

5000′

COLIV

STRAIGHT-IN LANDING RWY 35

LNAV

MDA(H) 3120′ (344′)

		Max Kts	MDA(H)
A	1	90	3360′ (583′)-1
B		120	3380′ (603′)-1
C		140	3400′ (623′)-1¾
D	1¼	165	3400′ (623′)-2

CIRCLE-TO-LAND

TERPS AMEND 0 8 APR 2010

CHANGES: None.

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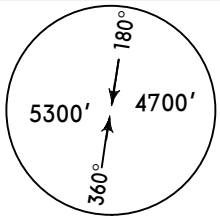
BRIEFING STRIP ™

ASOS	DENVER Center (R)	COLUMBUS Radio	NORTH PLATTE REGL-BIRD UNICOM
118.42	132.7	122.5	CTAF 123.0

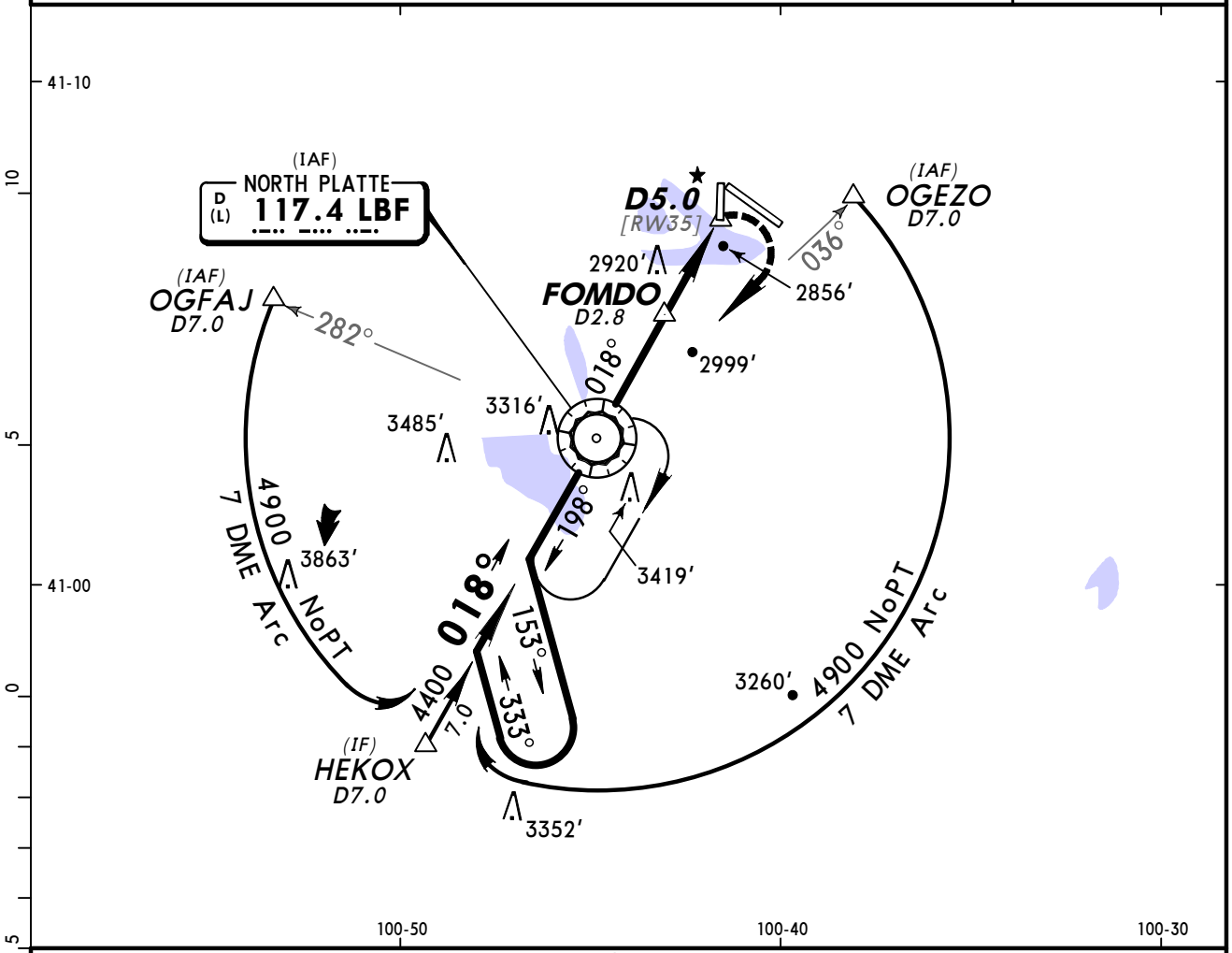
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 2777′
LBF 117.4	018°	4400′ (1624′)	3220′ (444′)	TDZE 2776′

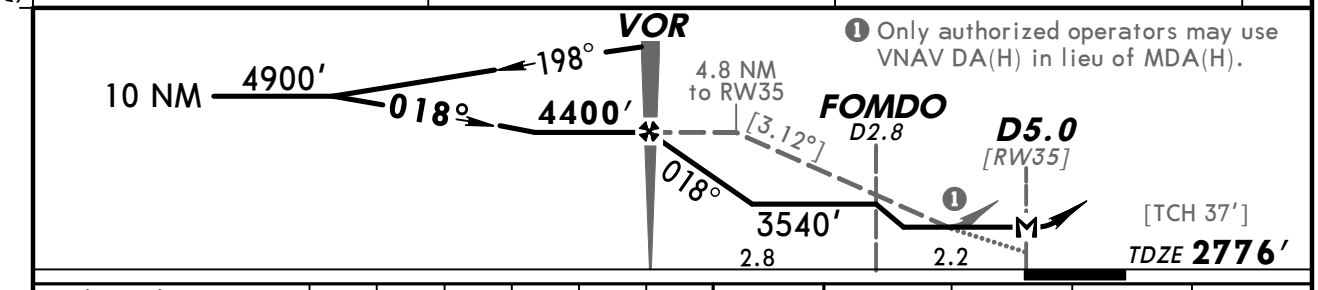
MISSED APCH: Climbing RIGHT turn to 4900′ direct LBF VOR and hold. Continue climb-in-hold to 4900′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 123.0.



MSA LBF VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.12°]	386	497	552	662	773	883
MAP at D5.0 or VOR to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
VASI-L

4900′ RT

D

LBF 117.4

STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND		
	MDA(H) 3220′(444′) With FOMDO	MDA(H) 3540′(764′) Without FOMDO	Max Kts.	With FOMDO MDA(H)	Without FOMDO MDA(H)
A	1	1	90	3360′(583′)-1	3540′(763′)-1
B		1¼	120	3380′(603′)-1	3540′(763′)-1¼
C	1¼	2¼	140	3400′(623′)-1¾	3540′(763′)-2¼
D	1½	2½	165	3400′(623′)-2	3540′(763′)-2½

TERPS AMEND 18A 29 JUL 2010

CHANGES: Minimums.

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General Information

Location: Lincoln NE USA
IATA Code: LNK
Lat/Long: N40° 51.1' W096° 45.5'
Elevation: 1219 ft

Airport Use: Public
Magnetic Variation: 3.7°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1305 Z
Sunset: 0015 Z,

Runway Information

Runway: 14
Length x Width: 8649 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1199 ft
Lighting: Edge, REIL
Displaced Threshold: 363 ft

Runway: 17
Length x Width: 5800 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1219 ft
Lighting: Edge, REIL

Runway: 18
Length x Width: 12901 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 1195 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 8649 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1192 ft
Lighting: Edge
Displaced Threshold: 470 ft

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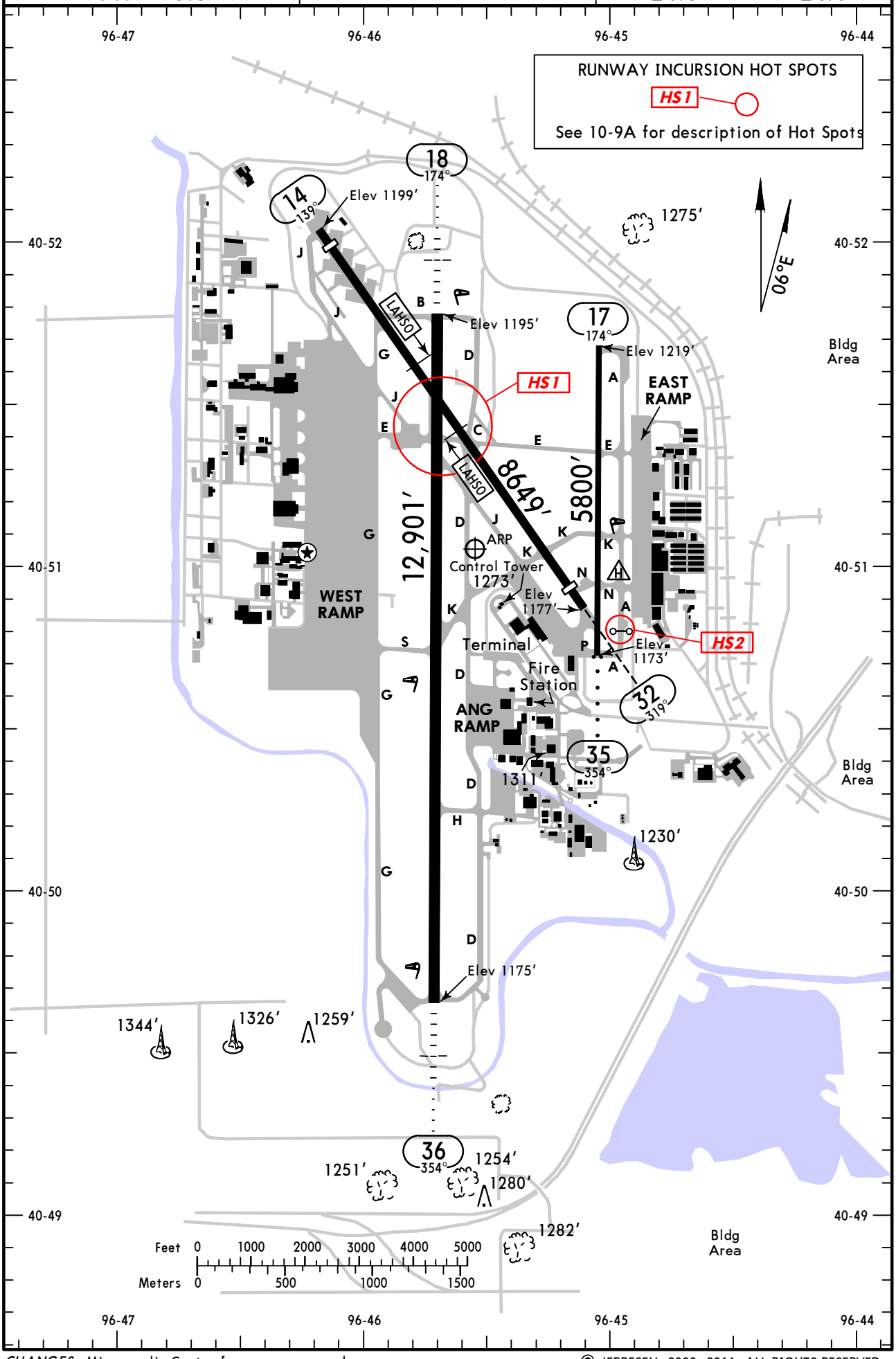
Runway: 35
Length x Width: 5800 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1196 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 12901 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 1175 ft
Lighting: Edge, ALS

Communication Information

ATIS 118.05
ASOS 118.05
Lincoln Tower 125.7 Secondary
Lincoln Tower 118.5 CTAF
Lincoln Ground Control 121.9
Lincoln Clearance Delivery 120.7
Omaha Approach Control 124.8 (360°-179°)
Omaha Approach Control 124.0 (180°-359°) Initial Contact
Omaha ARSA 124.8 (360°-179°)
Omaha ARSA 124.0 (180°-359°) Initial Contact
Omaha Departure Control 124.8 (360°-179°)
Omaha Departure Control 124.0 (180°-359°) Initial Contact
Lincoln Unicom 122.95
Columbus Flight Service Station 122.65 RCO

ATIS (ASOS when Twr inop)	*LINCOLN Clearance	*Ground
118.05	120.7	121.9
*Tower	UNICOM 122.95	*LINCOLN Departure (R) 360°-179° / 180°-359°
CTAF 118.5		124.8 / 124.0



CHANGES: Minneapolis Center frequency removed.

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GENERAL

Prior permission required to park on Air National Guard ramp.

Low-level wind shear alert system.

Birds in vicinity of airport.

Rwy 18 designated calm wind runway.

Rwys 18 & 35 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
14	❶ MIRL REIL VASI-L grooved	8286′		18/36 2750′		150′
32	❶ MIRL VASI-L grooved	❷ 7816′		18/36 3600′		

❶ Preset on low intensity when Twr inop.
❷ Last 363′ not available for landing distance computations.

17	HIRL REIL PAPI-L (angle 3.00°)	❸ 5400′				100′
35	HIRL ODALS PAPI-L (angle 3.00°)					

❸ Last 400′ not available for landing distance computations.

18	❹ HIRL MALSR ❺ PAPI-L grooved RVR		11,802′			200′
36			11,600′			

❹ Preset on medium intensity when Twr inop.
❺ Angle 3.00°.

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Runways 18/36, 14/32 and Taxiways D, E and J all intersect with each other in a small area. Angles of intersection can make sighting traffic difficult.

HS2 Runway 32 Approach Holding Position is located on Taxiway A, immediately past the A run up area.

TAKE-OFF

Rwys 18, 36				Rwys 14, 17, 32, 35		
Both RVRs are required and controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1

FOR FILING AS ALTERNATE

	ILS Rwy 18	Authorized Only When Local Weather Available Authorized Only When Tower Operating ILS Rwy 36	LOC Rwy 36	LOC Rwy 18	Authorized Only When Local Weather Available VOR Rwy 17 VOR Rwy 18 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	Other
A	600-2	600-2	800-2	800-2	800-2	NA
B						
C						
D	700-2	700-2				

AMEND 0A

CHANGES: None.

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BRIEFING STRIP ™

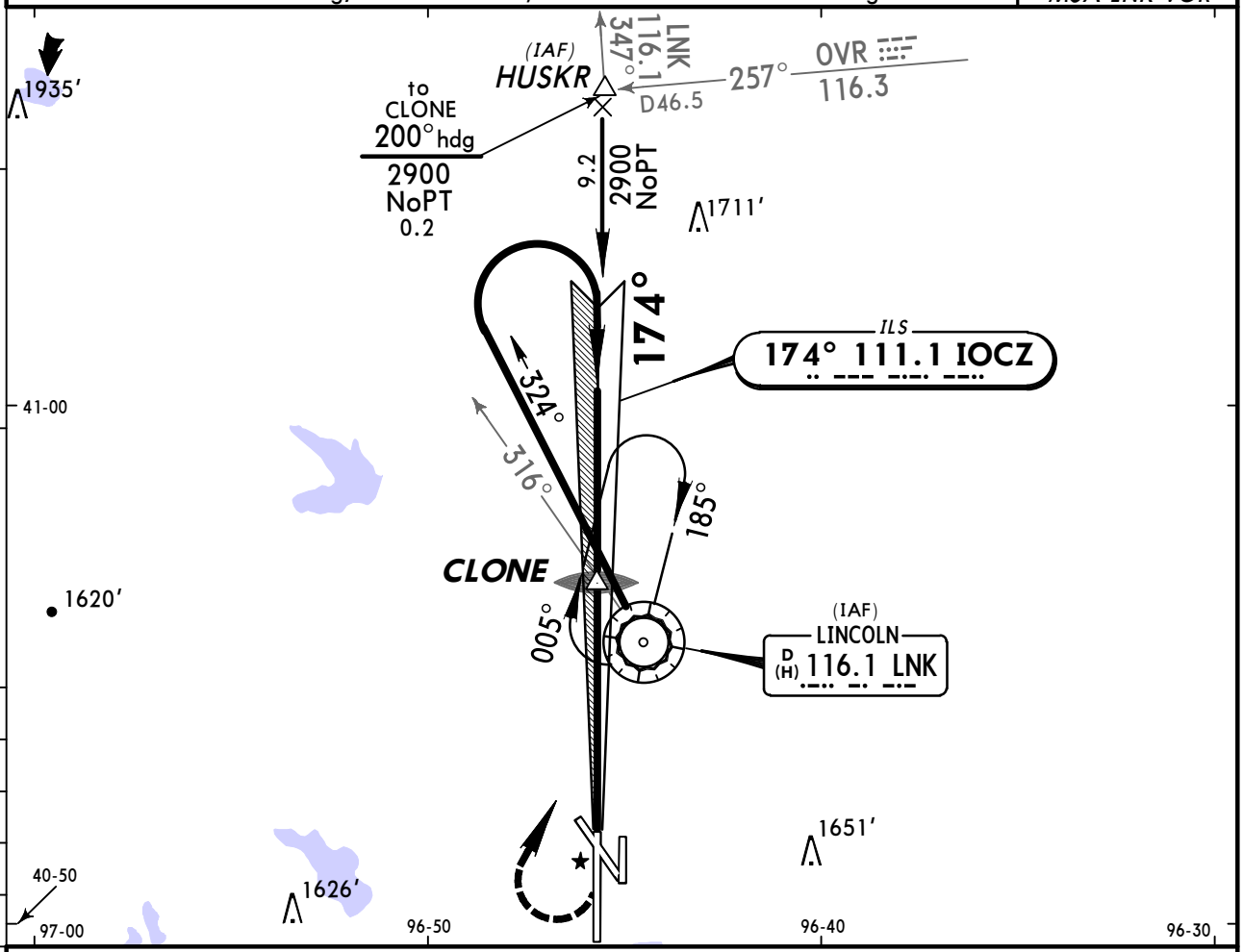
ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179°	180°-359°	*LINCOLN Tower	*Ground
118.05	124.8	124.0	CTAF 118.5	121.9

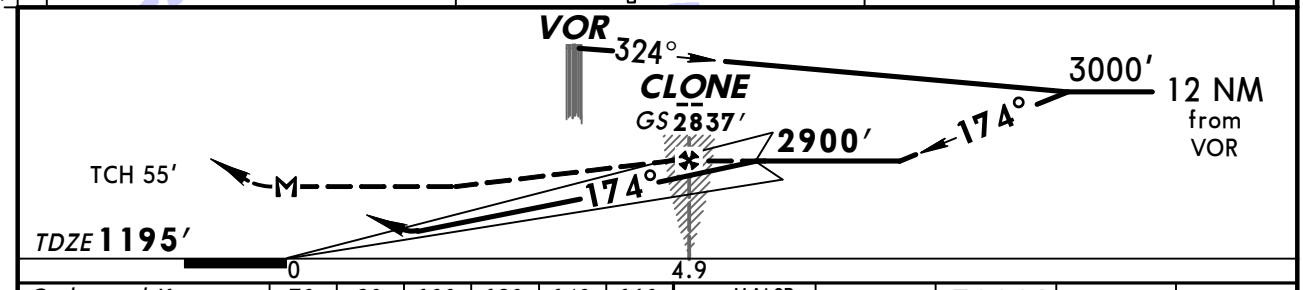
LOC IOCZ	Final Apch Crs	GS CLONE	ILS DA(H) (CONDITIONAL)	Apt Elev 1219′
111.1	174°	2837′ (1642′)	1395′ (200′)	TDZE 1195′

MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3000′ direct LNK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Beatrice altimeter setting.

4100′
MSA LNK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
CLONE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
PAPI
1700′
3000′ RT
LNK 116.1

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	ILS DA(H) 1395′(200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1720′(525′)	RAIL out	ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1720′(501′)-1
120	
140	1740′(521′)-1½
165	1820′(601′)-2

With Beatrice Altimeter Setting

	ILS DA(H) 1486′(291′) FULL	ILS RAIL or ALS out	LOC MDA(H) 1820′(625′)	RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 60 or 1¼	1¾	
D			1½	2	

With Beatrice Altimeter Setting

Max Kts	MDA(H)
90	1820′(601′)-1
120	
140	1840′(621′)-1¾
165	1920′(701′)-2¼

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 6G 5 MAY 2011

CHANGES: Minneapolis Center frequency removed.

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ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179°	180°-359°	*LINCOLN Tower	*Ground
118.05	124.8	124.0	CTAF 118.5	121.9

BRIEFING STRIP ™

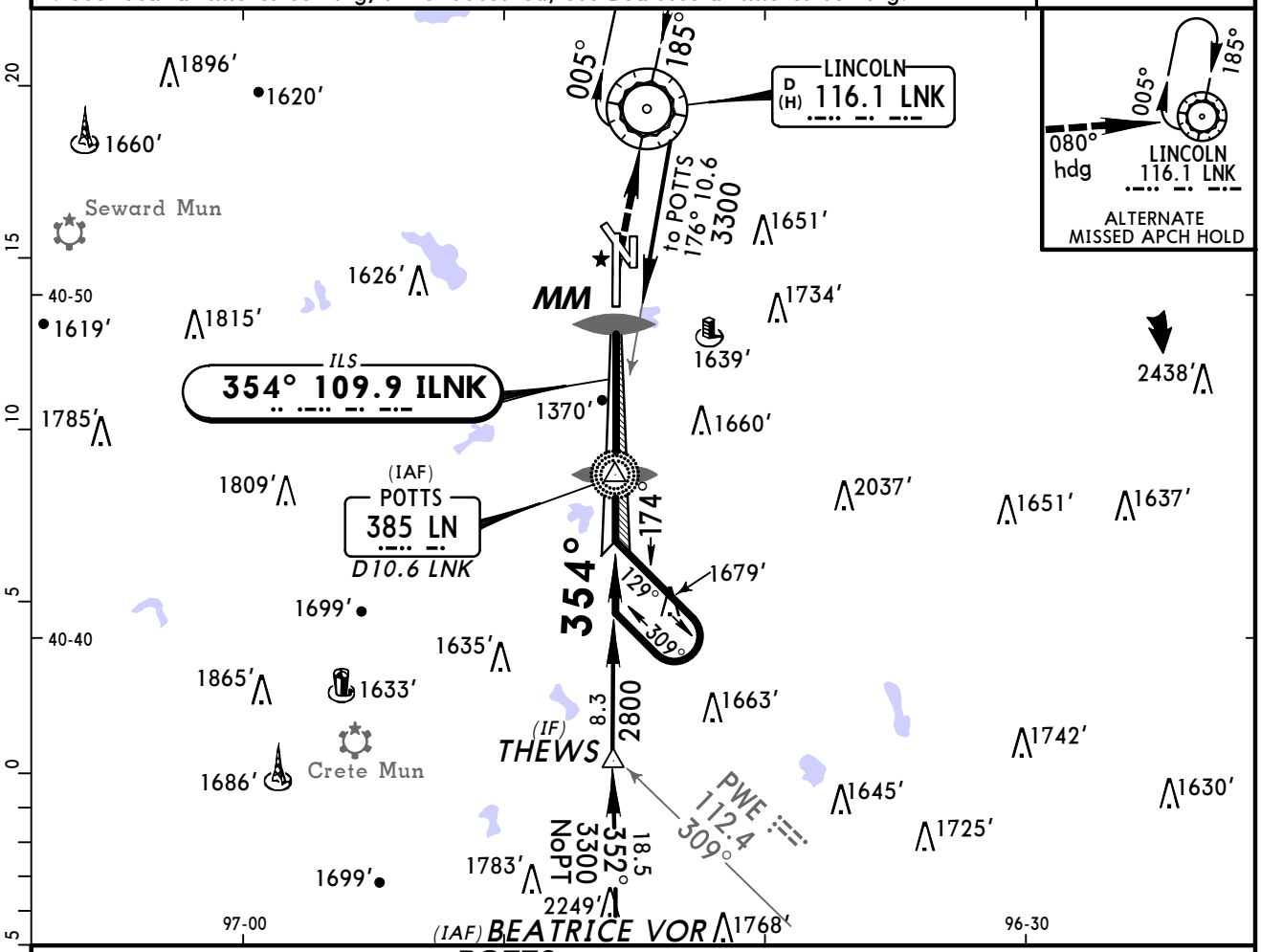
LOC ILNK	Final Apch Crs	GS POTTS	ILS DA(H) (CONDITIONAL)	Apt Elev 1219'
109.9	354°	2789' (1614')	1375' (200')	TDZE 1175'

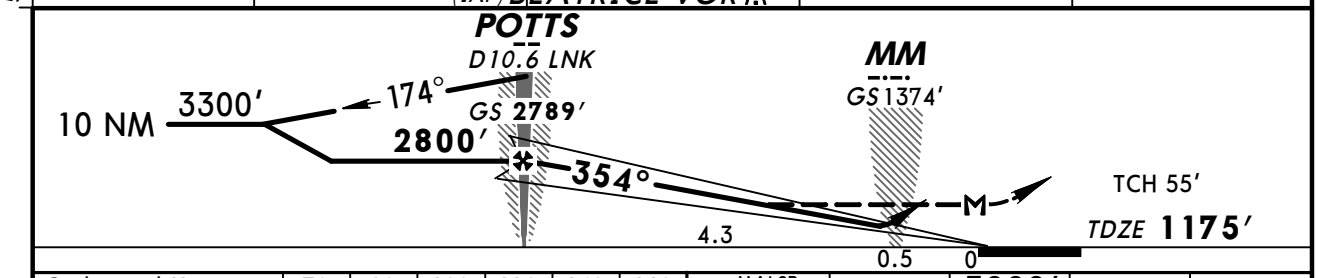
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 3000' direct LNK VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Beatrice altimeter setting.

4100'
MSA LN LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
POTTS to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI
1600'
3000' RT
D
LNK 116.1

TERPS AMEND 11F 5 MAY 2011

STRAIGHT-IN LANDING RWY 36

With Local Altimeter Setting

	ILS DA(H) 1375' (200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1620' (445')	LOC RAIL out	LOC ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1720' (501') - 1
120	1760' (541') - 1
140	1760' (541') - 1 1/2
165	1820' (601') - 2

With Beatrice Altimeter Setting

	ILS DA(H) 1466' (291') FULL	ILS RAIL or ALS out	LOC MDA(H) 1720' (545')	LOC RAIL out	LOC ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 50 or 1	1 1/2	
D			RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND

With Beatrice Altimeter Setting

Max Kts	MDA(H)
90	1820' (601') - 1
120	1860' (641') - 1
140	1860' (641') - 1 3/4
165	1920' (701') - 2 1/4

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Minneapolis Center frequency removed.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179°	180°-359°	*LINCOLN Tower	*Ground
118.05	124.8	124.0	CTAF 118.5	121.9

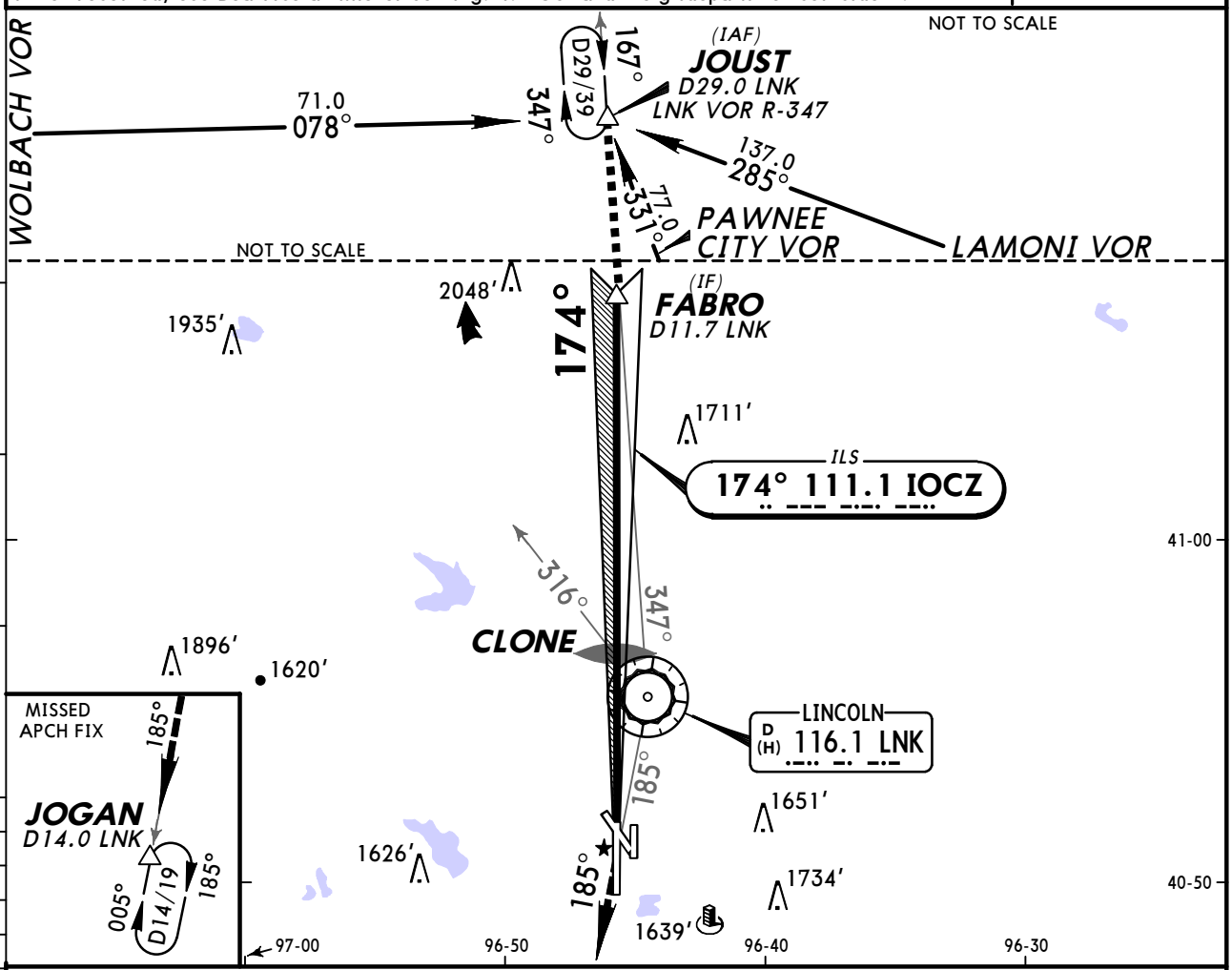
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1219′
IOCZ 111.1	174°	CLONE 2835′ (1640′)	1395′ (200′)	THR 1195′

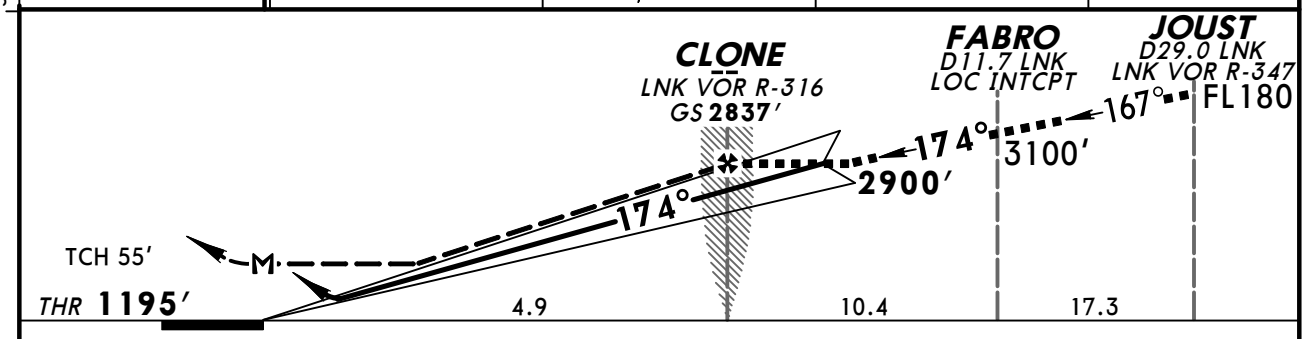
MISSED APCH: Climb to 3300′ on LNK VOR R-185 outbound to JOGAN/D14.0 LNK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar and DME required. 2. EMERG SAFE ALT 100 NM 4800′. 3. Use local altimeter setting; if not received, use Beatrice altimeter setting. 4. VGSI and ILS glidepath not coincident.

4100′
MSA LNK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
CLONE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
PAPI
3300′ LNK on 116.1 R-185
JOGAN

STRAIGHT-IN LANDING RWY 18

	ILS		LOC (GS out)			
	1 DA(H) 1395′ (200′) With Local Altimeter Setting		MDA(H) 1820′ (625′) With Local Altimeter Setting		MDA(H) 1920′ (725′) With Beatrice Altimeter Setting	
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	NA		NA			NA		
B								
C	RVR 24 or 1/2	2 RVR 40 or 3/4	1 3/8	1 3/4		1 5/8	2	
D								

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Beatrice Altimeter Setting MDA(H)
90	NA	NA
120		
140	1820′ (601′)-1 3/4	1920′ (701′)-2
165	1820′ (601′)-2	1920′ (701′)-2 1/4

AMEND 2 TERPS

1 DA(H) **1486′** (291′) with Beatrice altimeter setting. **2** RVR 45 or 7/8 with Beatrice altimeter setting.

CHANGES: Procedure ident, missed approach, minimums, altitudes, notes.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179°	180°-359°	*LINCOLN Tower	*Ground
118.05	124.8	124.0	CTAF 118.5	121.9

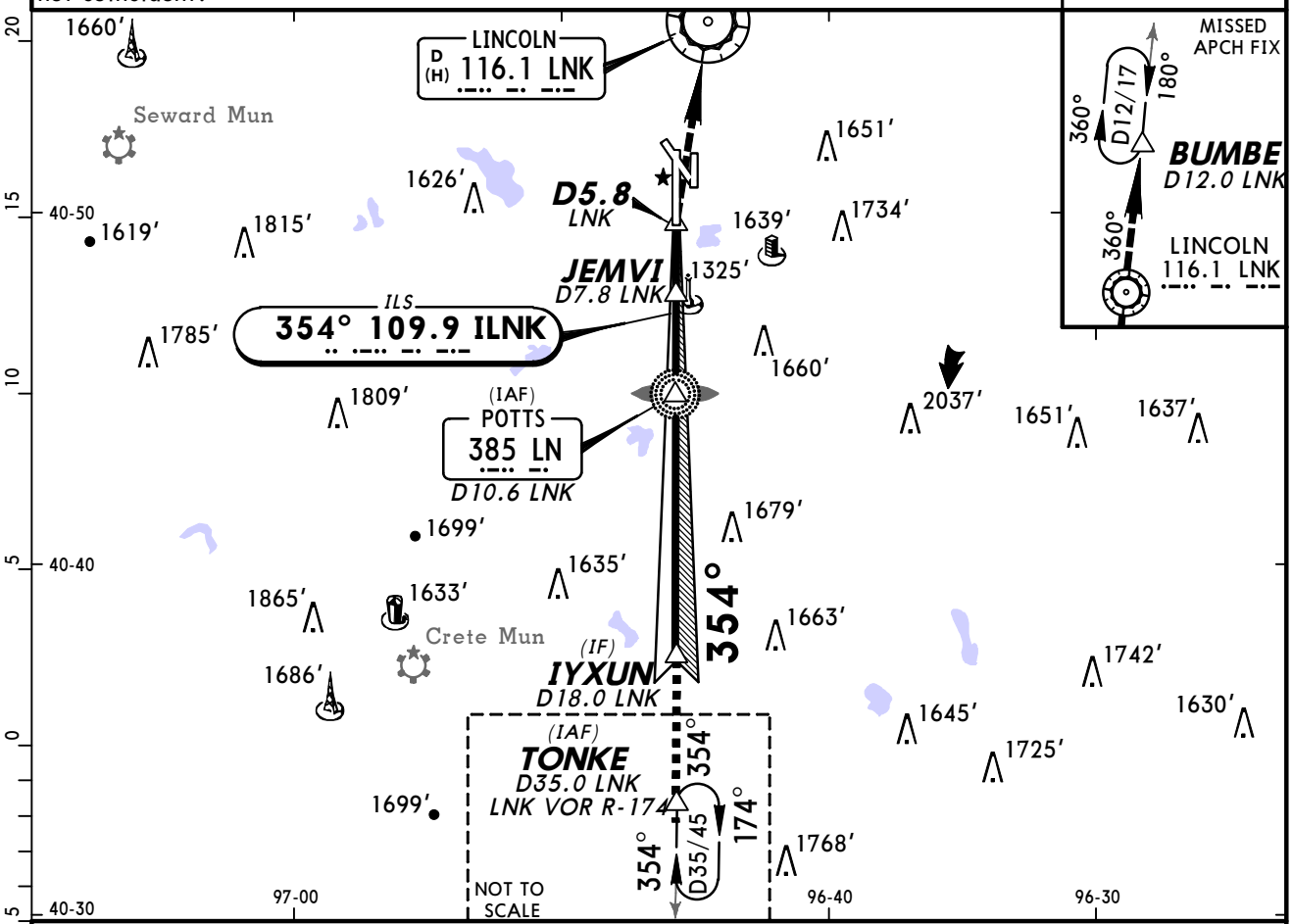
LOC ILNK	Final Apch Crs	GS POTTS	ILS DA(H) (CONDITIONAL)	Apt Elev 1219′
109.9	354°	2787′ (1612′)	1375′ (200′)	THR 1175′

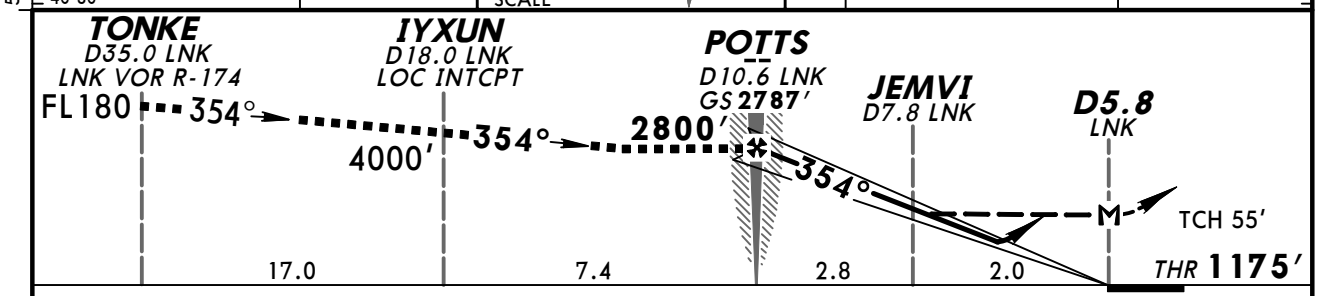
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3000′ direct LNK VOR then via LNK VOR R-360 outbound to BUMBE/D12.0 LNK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar and DME required. 2. EMERG SAFE ALT 100 NM 4800′. 3. Use local altimeter setting; if not received, use Beatrice altimeter setting. 4. VGSI and ILS glidepath not coincident.

4100′
MSA LNK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D5.8 LNK							

MALSR PAPI 1700′ 3000′ RT D LNK 116.1

	STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND		
	1 ILS DA(H) 1375′ (200′) With Local Altimeter Setting		LOC (GS out) MDA(H) 1620′ (445′) With Local Altimeter Setting		LOC (GS out) MDA(H) 1720′ (555′) With Beatrice Altimeter Setting		With Local Altimeter Setting		With Beatrice Altimeter Setting
	FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
AMEND A	NA		NA		NA		A	NA	NA
AMEND B							B		
TERPS C	RVR 24 or 1/2	2 RVR 40 or 3/4	RVR 45 or 7/8	1 3/8	RVR 45 or 7/8	1 1/2	140	1760′ (541′) - 1 1/2	1860′ (641′) - 1 1/2
TERPS D							165	1820′ (601′) - 2	1920′ (701′) - 2

1 DA(H) 1466′ (291′) with Beatrice altimeter setting. 2 RVR 45 or 7/8 with Beatrice altimeter setting.

CHANGES: Procedure ident, missed approach, minimums, bearings, notes.

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BRIEFING STRIP™

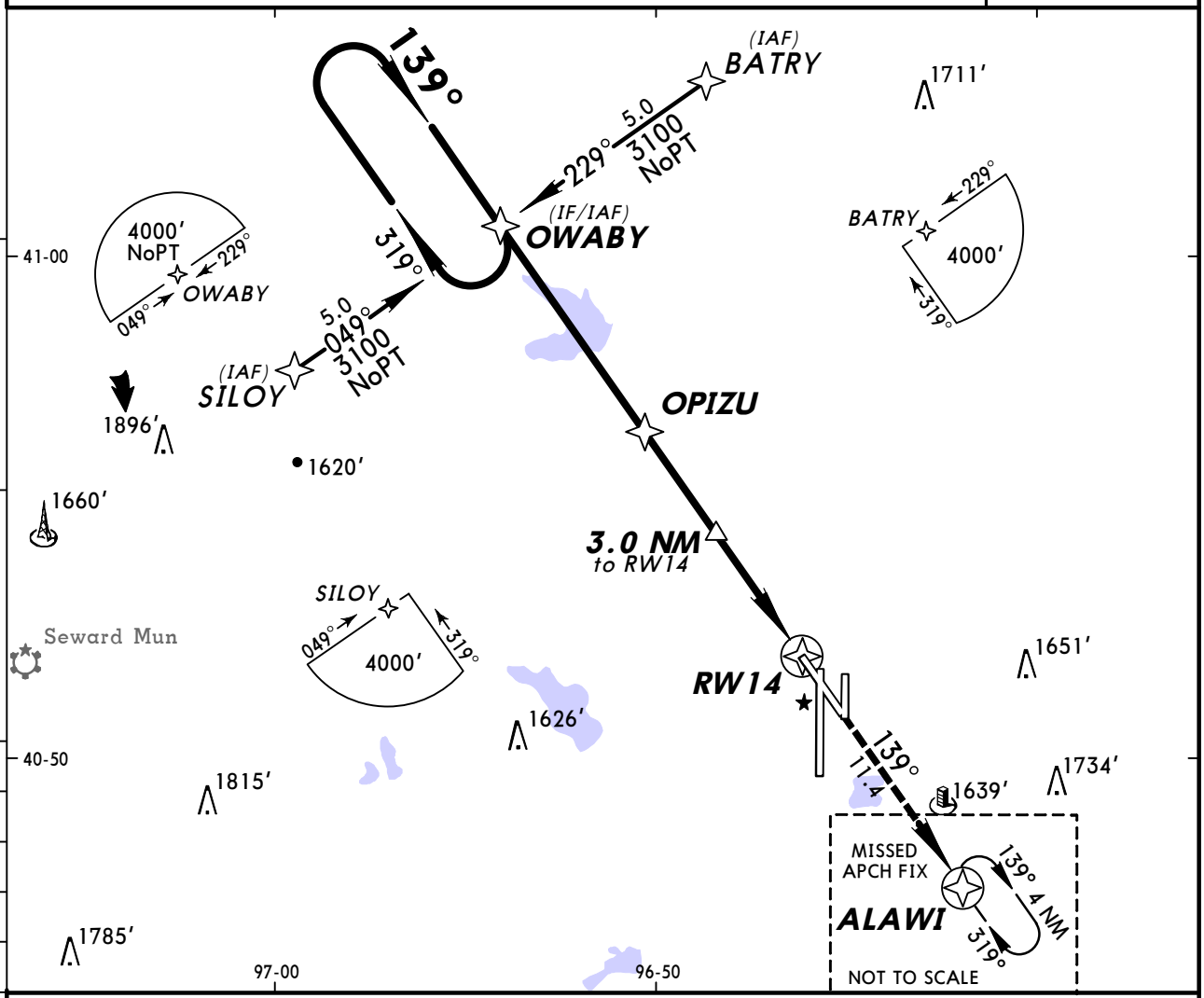
ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179° 180°-359°	*LINCOLN Tower	*Ground
118.05	124.8 124.0	CTAF 118.5	121.9

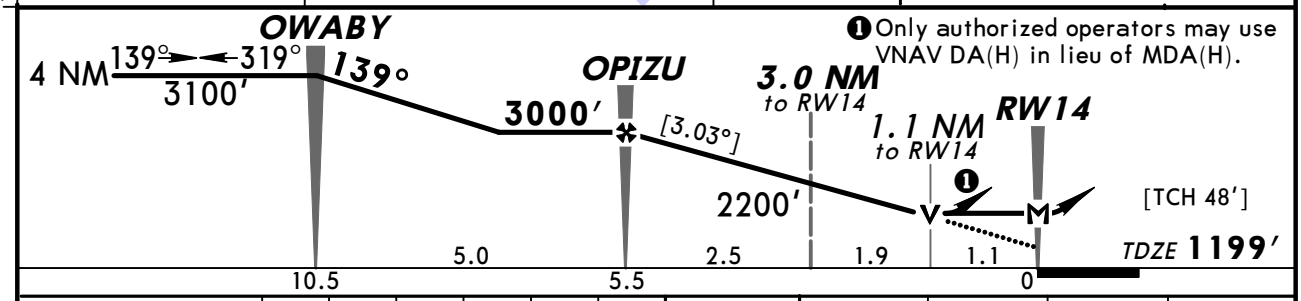
RNAV	Final Apch Crs	Minimum Alt OPIZU	LNAV MDA(H)	Apt Elev 1219′ TDZE 1199′
	139°	3000′ (1801′)	1600′ (401′)	

MISSED APCH: Climb to 3100′ direct ALAWI and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle[3.03°]	375	482	536	643	750	858
MAP at RW14						

REIL
VASI-L

3100′

ALAWI

STRAIGHT-IN LANDING RWY 14 LNAV MDA(H) 1600′(401′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1720′ (501′)-1
B		120	
C	1¼	140	1740′ (521′)-1½
D		165	1820′ (601′)-2

TERPS AMEND 0A 10 MAR 2011

CHANGES: Minneapolis Center frequency removed.

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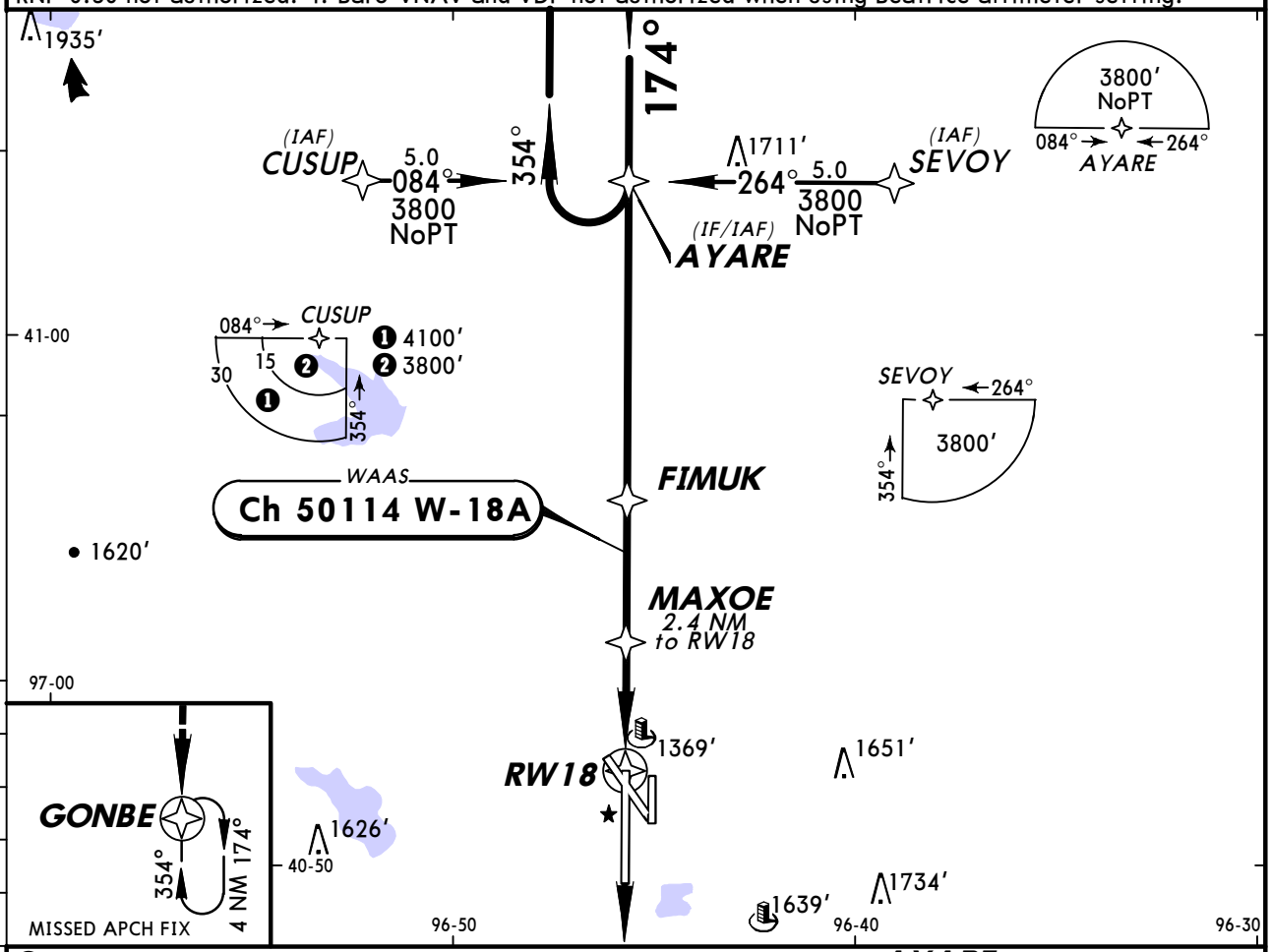
ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179° 180°-359°	*LINCOLN Tower	*Ground
118.05	124.8 124.0	CTAF 118.5	121.9

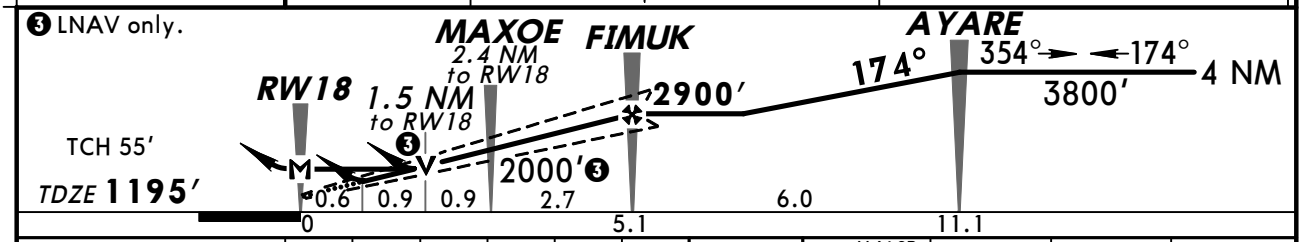
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1219′	TAA 30 NM IAF
Ch 50114 W-18A	174°	FIMUK 2900′ (1705′)	1445′ (250′)	TDZE 1195′	

MISSED APCH: Climb to 3700′ direct GONBE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Beatrice altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Beatrice altimeter setting.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALSR PAPI 3700′ GONBE

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 1445′ (250′)		LNAV/VNAV DA(H) 1720′ (525′)		LNAV MDA(H) 1720′ (525′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1720′ (501′)-1
120	1760′ (541′)-1
140	1760′ (541′)-1½
165	1820′ (601′)-2

With Beatrice Altimeter Setting

	LPV DA(H) 1536′ (341′)		LNAV/VNAV DA(H) 1811′ (616′)		LNAV MDA(H) 1820′ (625′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾	1¼	1¾	2¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 60 or 1¼	1¾	
D					1½	2	

With Beatrice Altimeter Setting

Max Kts	MDA(H)
90	1820′ (601′)-1
120	1860′ (641′)-1
140	1860′ (641′)-1¾
165	1920′ (701′)-2¼

CHANGES: Minneapolis Center frequency removed.

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BRIEFING STRIP™

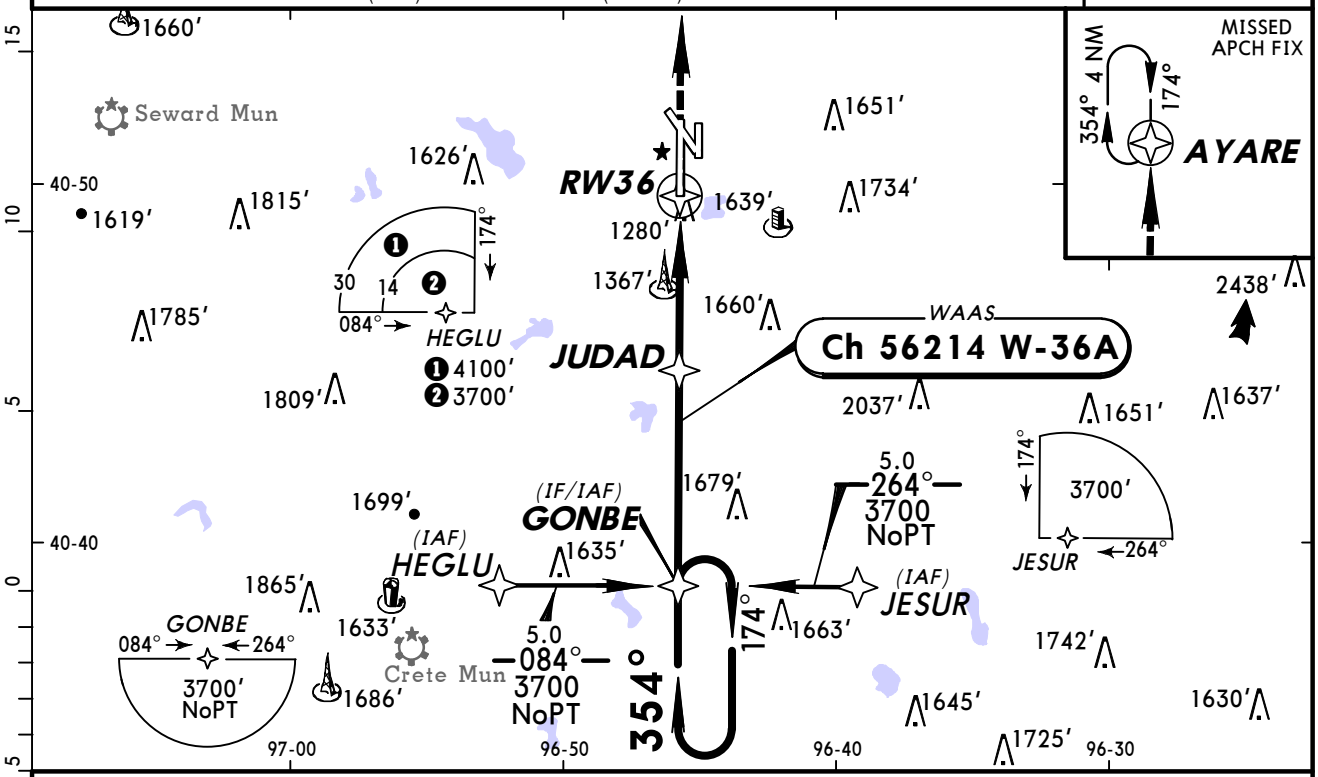
ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179° 180°-359°	*LINCOLN Tower	*Ground
118.05	124.8 124.0	CTAF 118.5	121.9

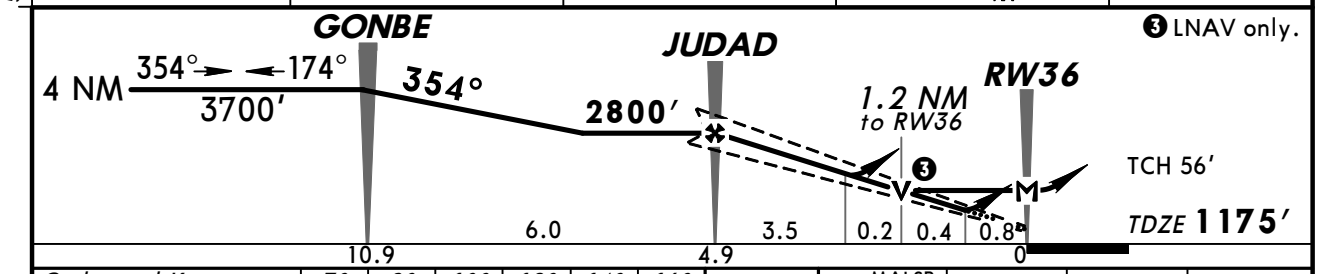
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1219′
Ch 56214 W-36A	354°	JUDAD 2800′ (1625′)	1493′ (318′)	TDZE 1175′

MISSED APCH: Climb to 3800′ direct AYARE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Beatrice altimeter setting.
2. Baro-VNAV and VDP not authorized when using Beatrice altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F).





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR PAPI 3800′ AYARE

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 1493′ (318′)		LNAV/VNAV DA(H) 1669′ (494′)		LNAV MDA(H) 1620′ (445′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1720′ (501′)-1
120	1760′ (541′)-1
140	1760′ (541′)-1½
165	1820′ (601′)-2

With Beatrice Altimeter Setting

	LPV DA(H) 1584′ (409′)		LNAV/VNAV DA(H) 1760′ (585′)		LNAV MDA(H) 1720′ (545′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 50 or 1	1½	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

With Beatrice Altimeter Setting

Max Kts	MDA(H)
90	1820′ (601′)-1
120	1860′ (641′)-1
140	1860′ (641′)-1¾
165	1920′ (701′)-2¼

TERPS AMEND 1B 1 JUL 2010

CHANGES: Minneapolis Center frequency removed.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179°	180°-359°	*LINCOLN Tower	*Ground
118.05	124.8	124.0	CTAF 118.5	121.9

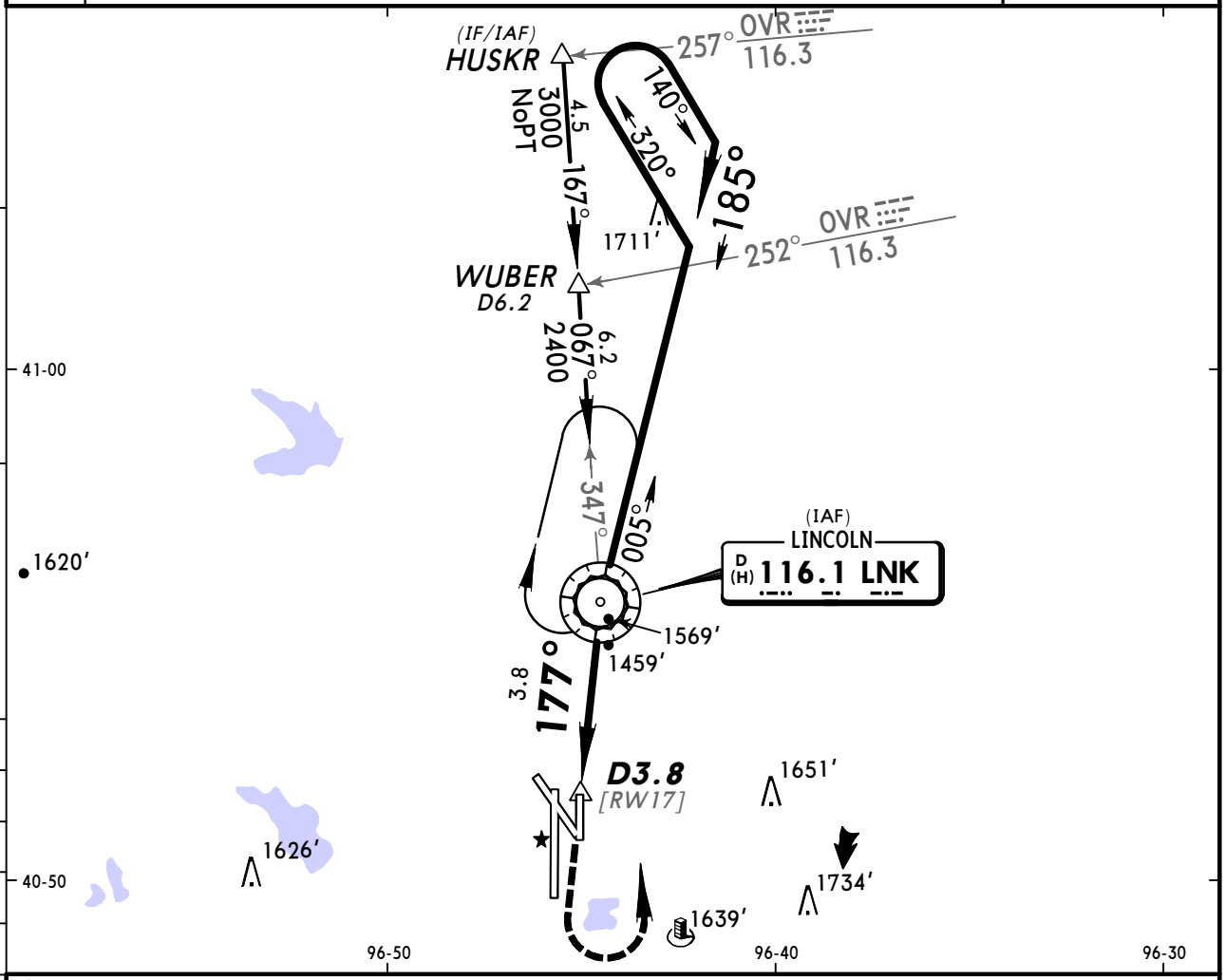
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev / Rwy 17
LNK 116.1	177°	2400′ (1181′)	1720′ (501′)	Apt Elev 1219′ / Rwy 17 1219′

MISSED APCH: Climb to 2800′ then climbing LEFT turn to 3000′ direct LNK VOR and hold.

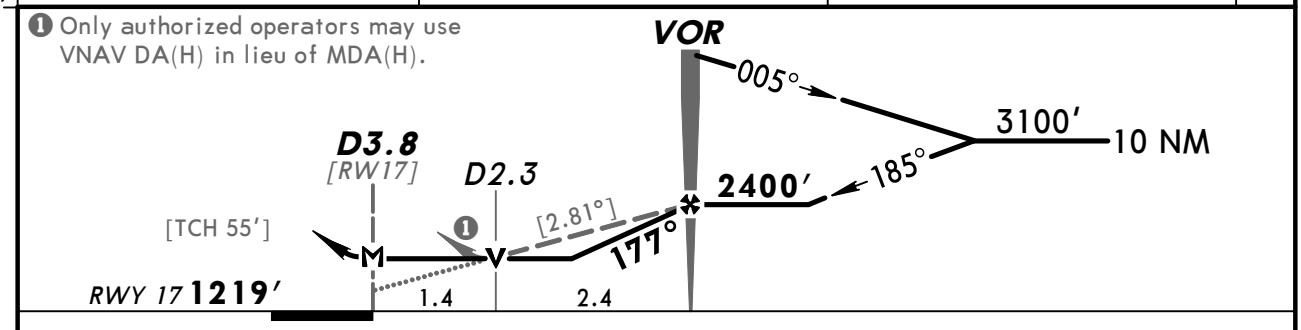
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Beatrice altimeter setting. 2. VDP not authorized when using Beatrice altimeter setting. 3. Visibility reduction by helicopters not authorized.

4100′
MSA LNK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.81°]	348	447	497	596	696	795
MAP at D3.8 or VOR to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

REIL PAPI-L	2800′	3000′ LT	D	LNK 116.1

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND		
MDA(H) 1720′ (501′) With Local Altimeter Setting	MDA(H) 1820′ (601′) With Beatrice Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Beatrice Altimeter Setting MDA(H)
A 1	1	90	1720′ (501′)-1	1820′ (601′)-1
B		120	1760′ (541′)-1	1860′ (641′)-1
C 1⅜	1¾	140	1760′ (541′)-1½	1860′ (641′)-1¾
D		165	1820′ (601′)-2	1920′ (701′)-2¼

TERPS AMEND 7 5 MAY 2011

CHANGES: Minneapolis Center frequency removed.

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BRIEFING STRIP ™

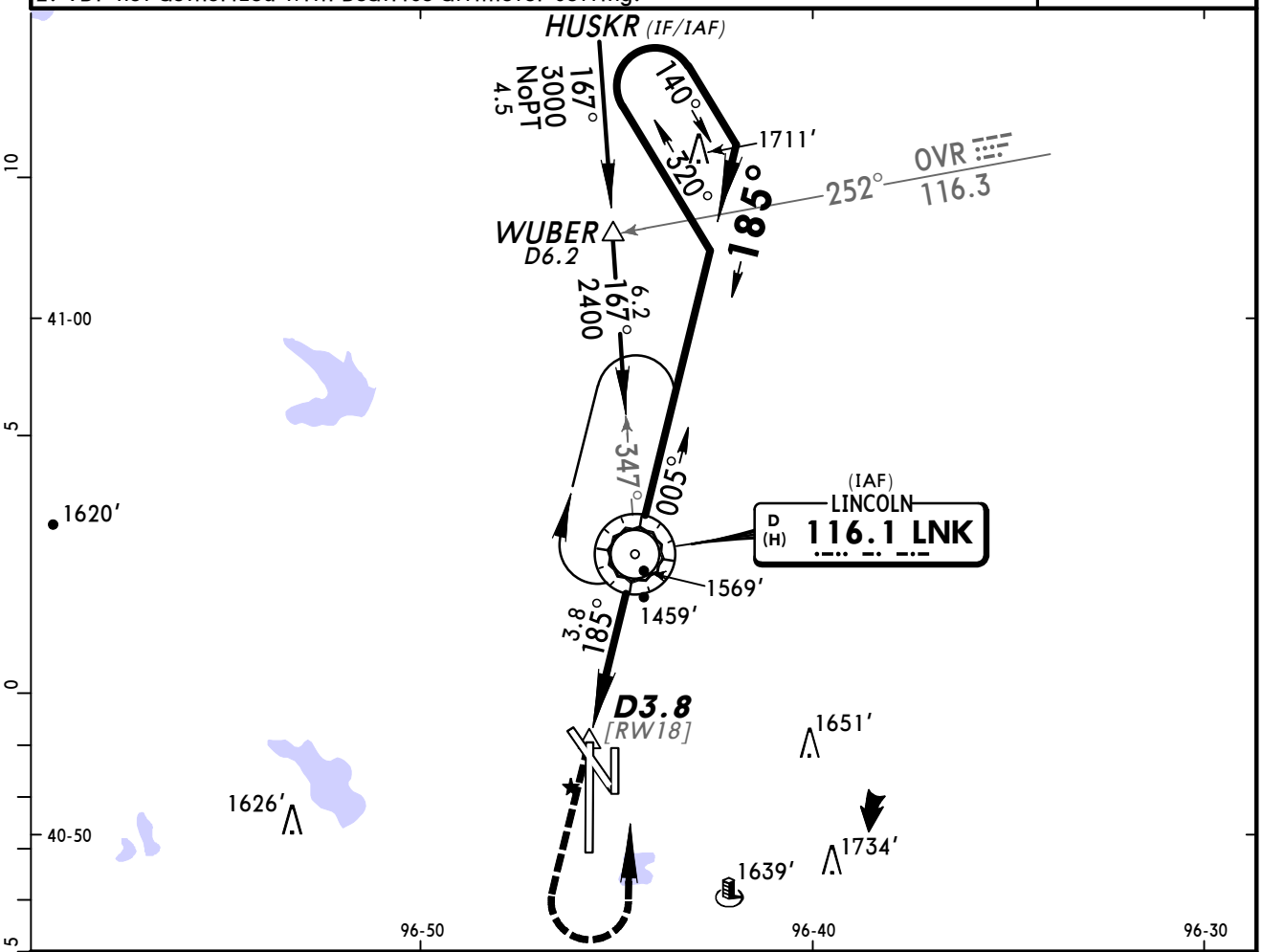
ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179° 180°-359°	*LINCOLN Tower	*Ground
118.05	124.8 124.0	CTAF 118.5	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1219′
LNK 116.1	185°	VOR 2400′ (1205′)	1720′ (525′)	Rwy 18 1195′

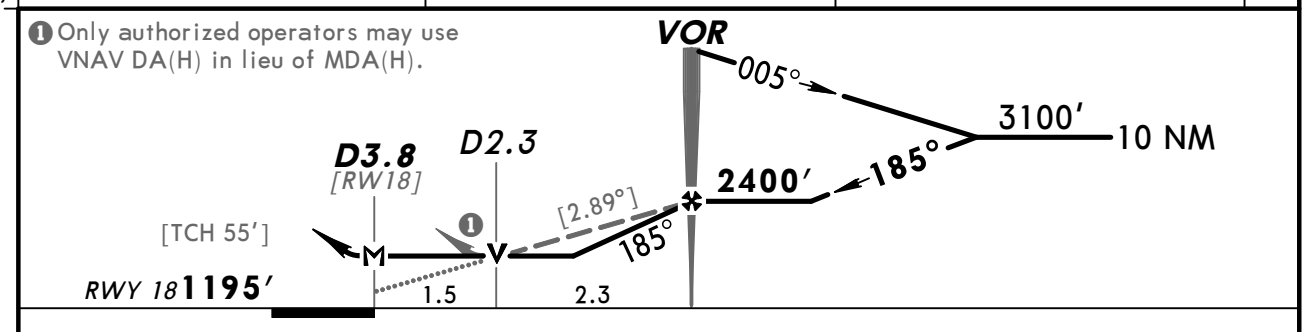
MISSED APCH: Climb to 2800′ then climbing LEFT turn to 3000′ direct LNK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Beatrice altimeter setting.
2. VDP not authorized with Beatrice altimeter setting.

4100′
MSA LNK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.89°]	358	460	511	613	716	818
MAP at D3.8 or VOR to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

MALSR PAPI | 2800′ | 3000′ LT | D | LNK 116.1

TERPS AMEND 13 5 MAY 2011

STRAIGHT-IN LANDING RWY 18	MDA(H) 1720′ (525′) With Local Altimeter Setting		MDA(H) 1820′ (625′) With Beatrice Altimeter Setting	
	RAIL out	ALS out	RAIL out	ALS out
A	1		1	
B				
C	1½		1¾	
D				

CIRCLE-TO-LAND	With Local Altimeter Setting	With Beatrice Altimeter Setting
Max Kts	MDA(H)	MDA(H)
90	1720′ (501′)-1	1820′ (601′)-1
120	1760′ (541′)-1	1860′ (641′)-1
140	1760′ (541′)-1½	1860′ (641′)-1¾
165	1820′ (601′)-2	1920′ (701′)-2¼

CHANGES: Minneapolis Center frequency removed.

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KLNK/LNK
LINCOLN

JEPPESEN CAT C & D

27 MAY 11 (13-3)

LINCOLN, NEBR
HI VOR DME or TACAN Rwy 18

BRIEFING STRIP

ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179° 180°-359°	*LINCOLN Tower	*Ground
118.05	124.8 124.0	CTAF 118.5	121.9

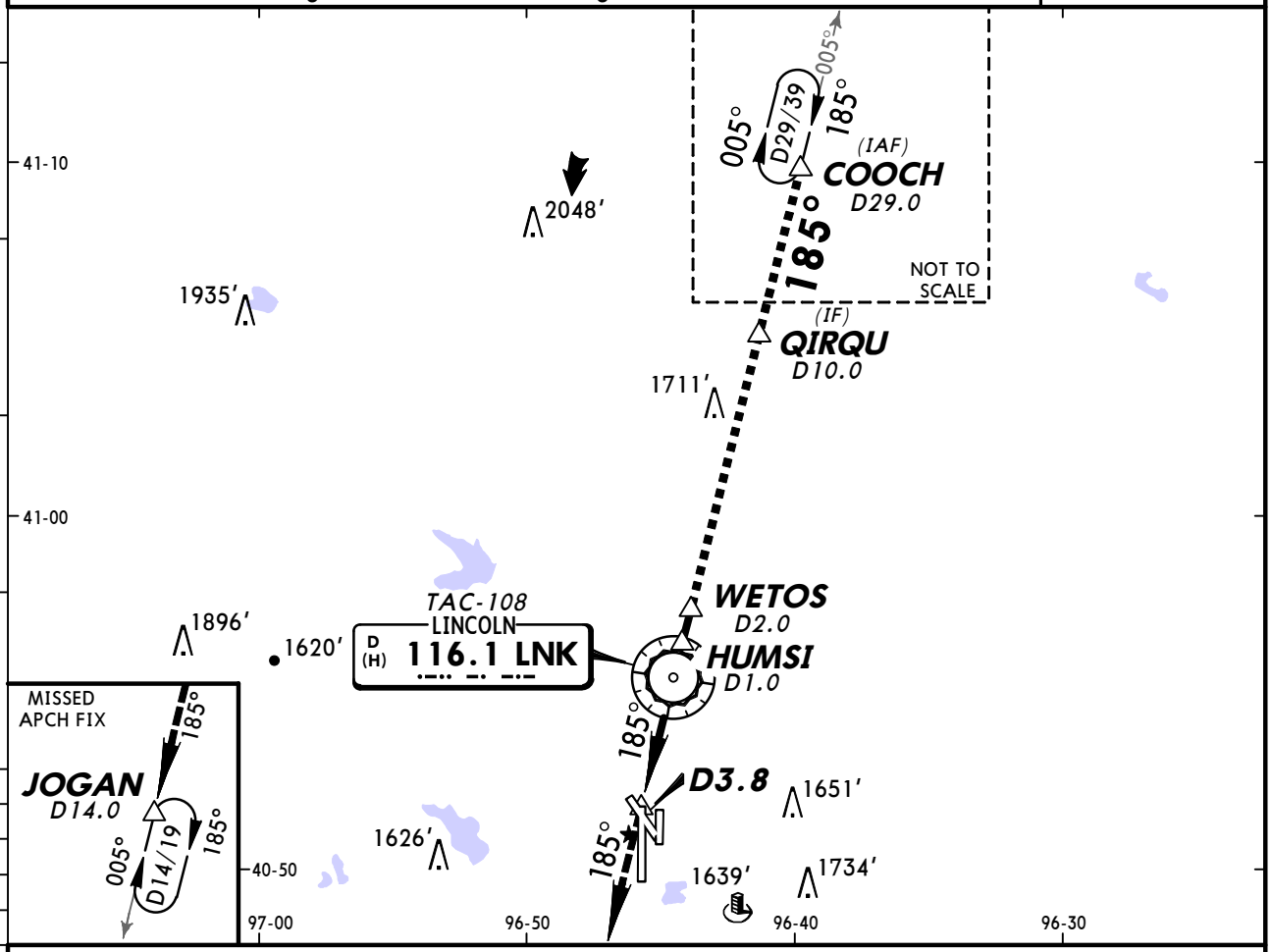
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1219′
LNK 116.1	185°	WETOS 2700′ (1505′)	1720′ (525′)	THR 1195′

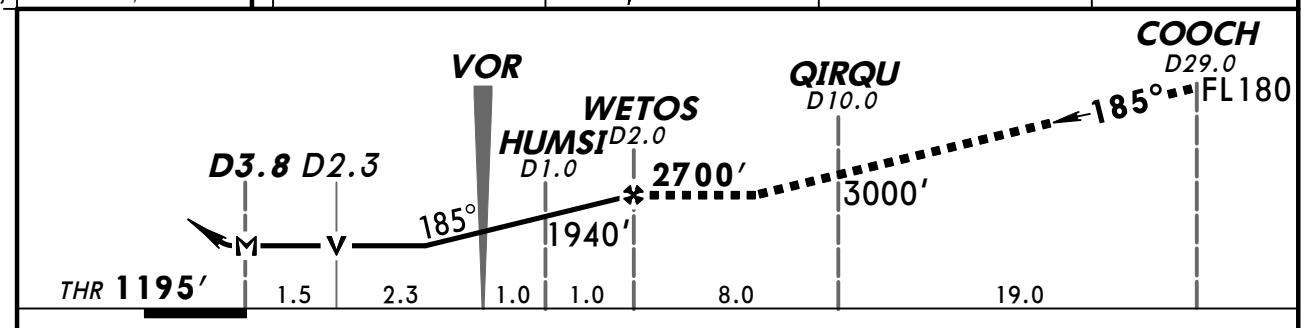
MISSED APCH: Climb to 3300′ on LNK VOR R-185 outbound to JOGAN/D14.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. EMERG SAFE ALT 100 NM 4800′. 3. Use local altimeter setting; if not received, use Beatrice altimeter setting. 4. VDP not authorized when using Beatrice altimeter setting. 5. VGSI and descent angles not coincident.

4100′
MSA LNK VOR





								MALSR PAPI	3300′	LNK on 116.1 R-185	JOGAN
MAP at D3.8											

	STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND		
	MDA(H) 1720′ (525′) With Local Altimeter Setting	MDA(H) 1820′ (625′) With Beatrice Altimeter Setting		With Local Altimeter Setting	With Beatrice Altimeter Setting
	RAIL out / ALS out	RAIL out / ALS out	Max Kts	MDA(H)	MDA(H)
A	NA	NA	A	NA	NA
B			B		
C	1½	1¾	140	1760′(541′)-1½	1860′(641′)-1¾
D			165	1820′(601′)-2	1920′(701′)-2¼

AMEND 5 TERPS

CHANGES: Missed apch, remote altimeter added, all minimums.

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KLNK/LNK
LINCOLN

JEPPESEN CAT C & D

27 MAY 11 (13-4)

LINCOLN, NEBR
HI VOR DME or TACAN Rwy 36

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*LINCOLN Approach (R) 360°-179° 180°-359°	*LINCOLN Tower	*Ground
118.05	124.8 124.0	CTAF 118.5	121.9

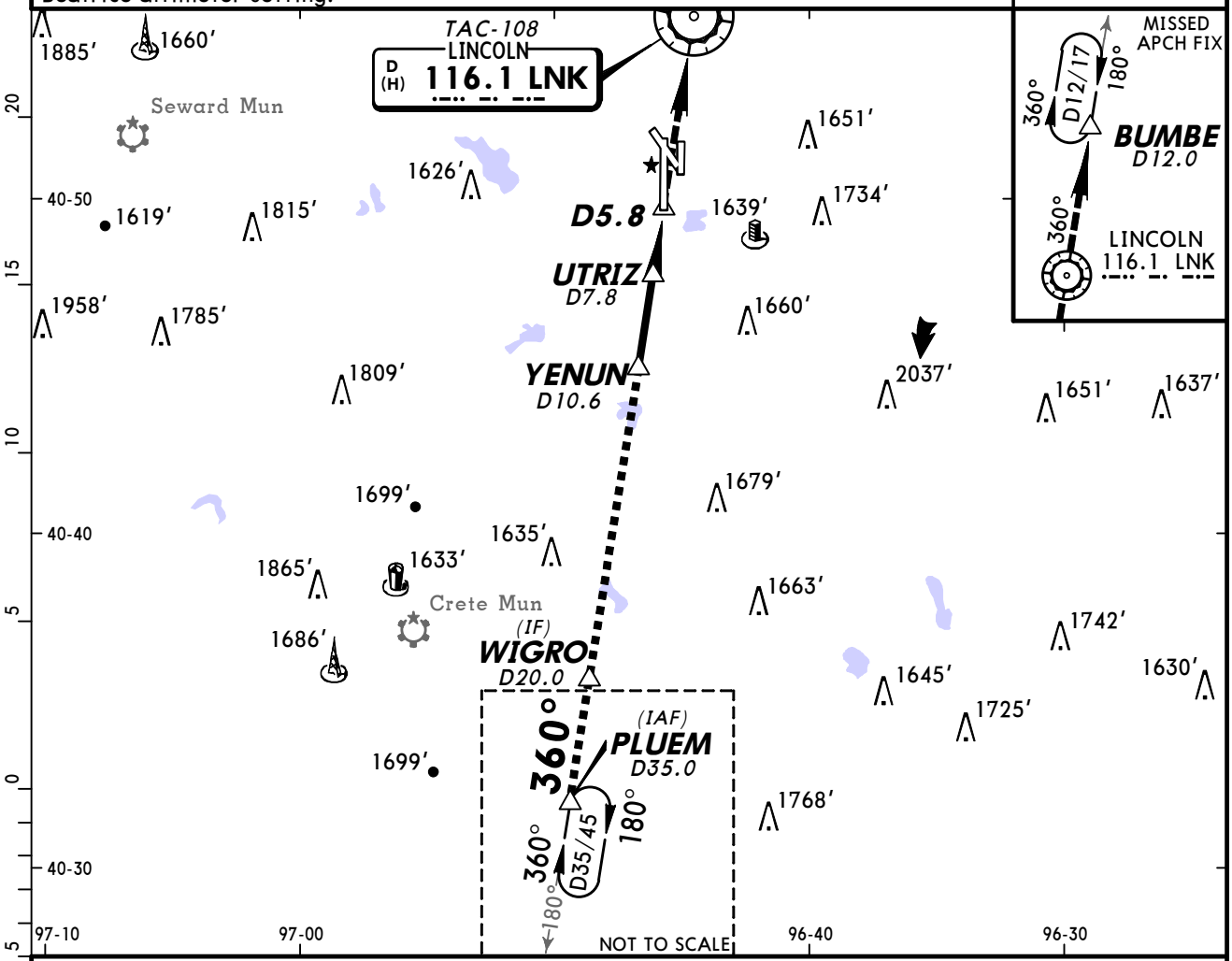
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1219′
LNK 116.1	360°	YENUN 2800′ (1625′)	1620′ (445′)	THR 1175′

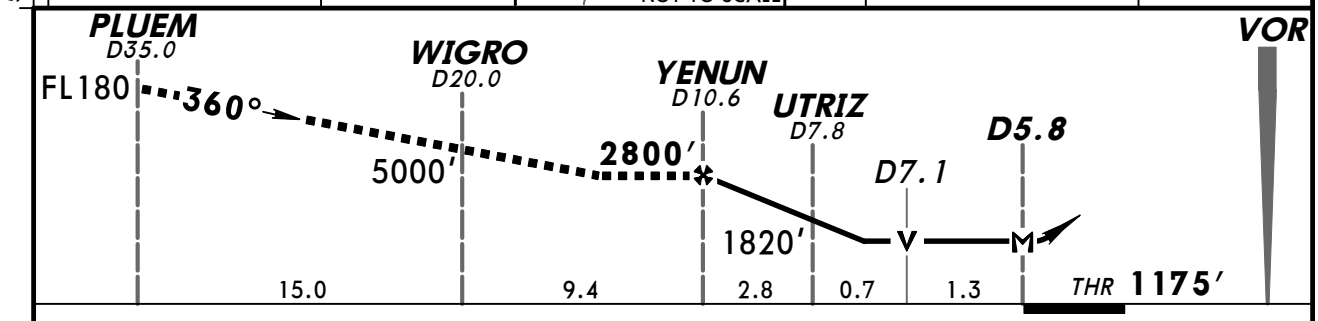
MISSED APCH: Climb to 3000′ direct LNK VOR then via LNK VOR R-360 outbound to BUMBE/D12.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. EMERG SAFE ALT 100 NM 4800′. 3. Use local altimeter setting; if not received, use Beatrice altimeter setting. 4. VDP not authorized when using Beatrice altimeter setting.

4100′
MSA LNK VOR





MAP at D5.8							MALSR PAPI	3000′	D	LNK 116.1

	STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND		
	MDA(H) 1620′ (445′) With Local Altimeter Setting			MDA(H) 1720′ (545′) With Beatrice Altimeter Setting				With Local Altimeter Setting	With Beatrice Altimeter Setting
AMEND 5		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	NA			NA			A	NA	NA
B							B		
C	7/8	1	1 3/8	1 1/8	1 3/8	1 5/8	140	1760′ (541′)-1 1/2	1860′ (641′)-1 3/4
D							165	1820′ (601′)-2	1920′ (701′)-2 1/4

TERPS

CHANGES: Remote altimeter added, intersections named, all minimums.

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General Information

Location: Omaha NE USA
IATA Code: OFF
Lat/Long: N41° 07.2' W095° 54.5'
Elevation: 1048 ft

Airport Use: Military
Magnetic Variation: 3.1°E
Sectional Chart: Omaha

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1301 Z
Sunset: 0012 Z,

Runway Information

Runway: 12
Length x Width: 11702 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1048 ft
Lighting: Edge, ALS
Displaced Threshold: 1008 ft

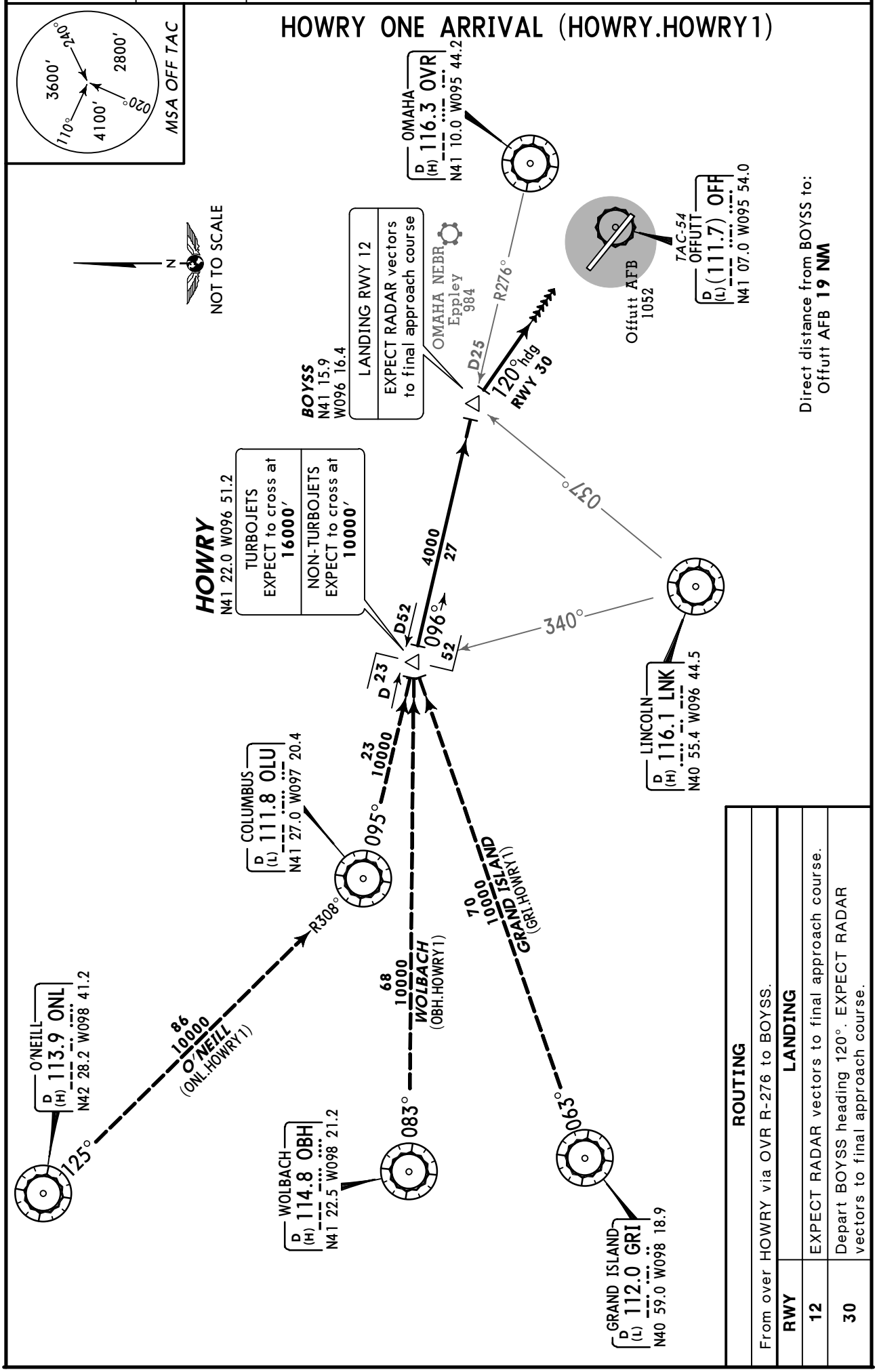
Runway: 30
Length x Width: 11702 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 972 ft
Lighting: Edge, ALS
Displaced Threshold: 1090 ft

Communication Information

ATIS 126.025
Offutt Tower 123.7
Offutt Ground Control 121.7
Omaha Approach Control 120.1 Initial Contact
Omaha Approach Control 124.5
Omaha ARSA 120.1 Initial Contact
Omaha ARSA 124.5
Omaha Departure Control 120.1 Initial Contact
Omaha Departure Control 124.5

*ATIS	Apt Elev	Alt Set: INCHES
126.02	See Graphic	Trans level: FL180 Trans alt: 18000′
		RADAR required.

HOWRY ONE ARRIVAL (HOWRY.HOWRY1)



ROUTING

From over HOWRY via OVR R-276 to BOYSS.

RWY	LANDING
12	EXPECT RADAR vectors to final approach course.
30	Depart BOYSS heading 120°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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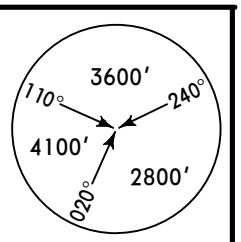
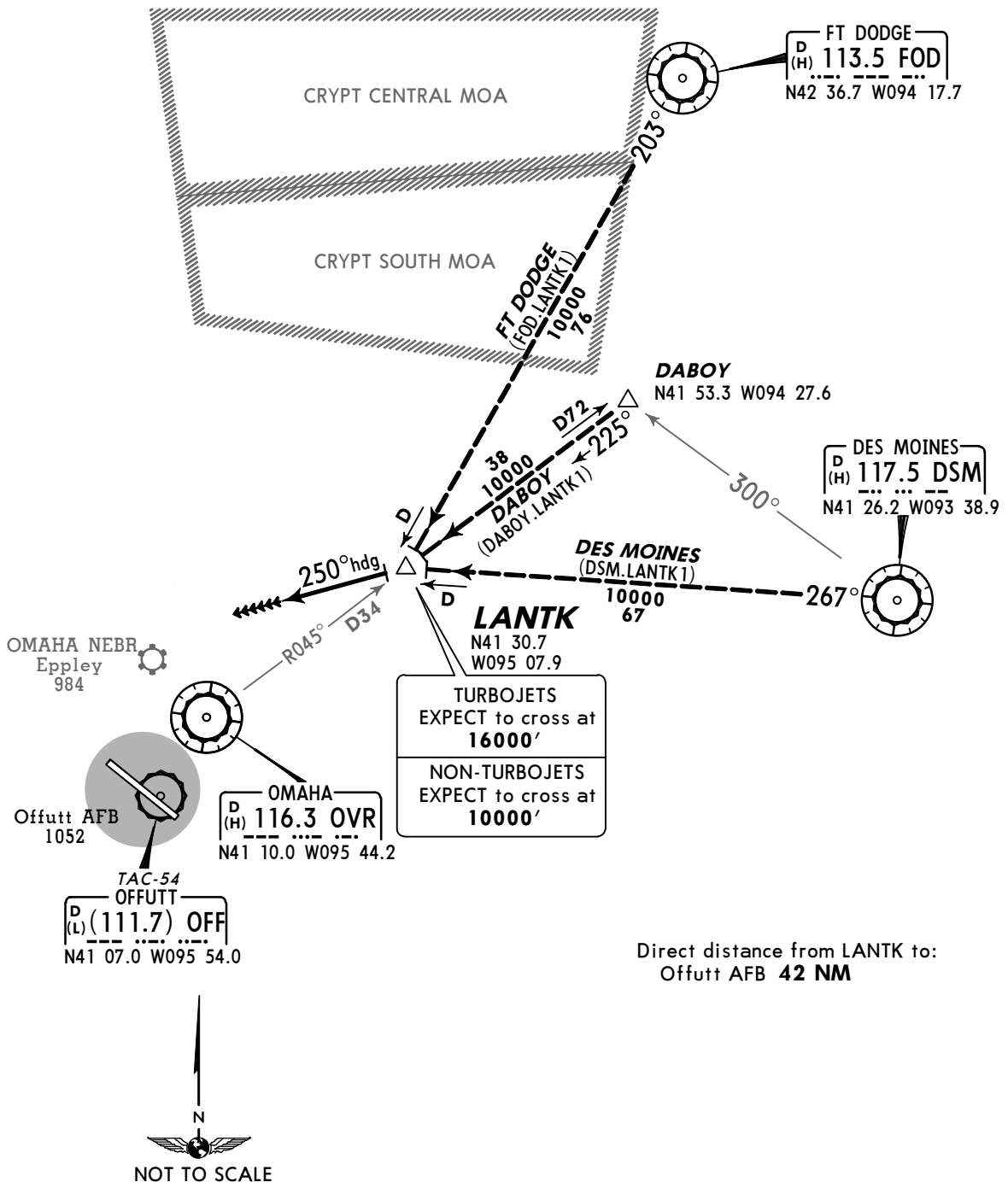
*ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME required for DABOY Transition.
126.02	See Graphic	



LANTK ONE ARRIVAL (LANTK.LANTK1)



Direct distance from LANTK to:
Offutt AFB **42 NM**

ROUTING

From over LANTK fly heading 250° and EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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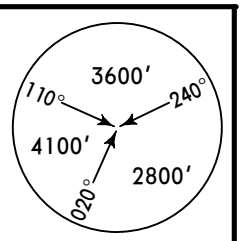
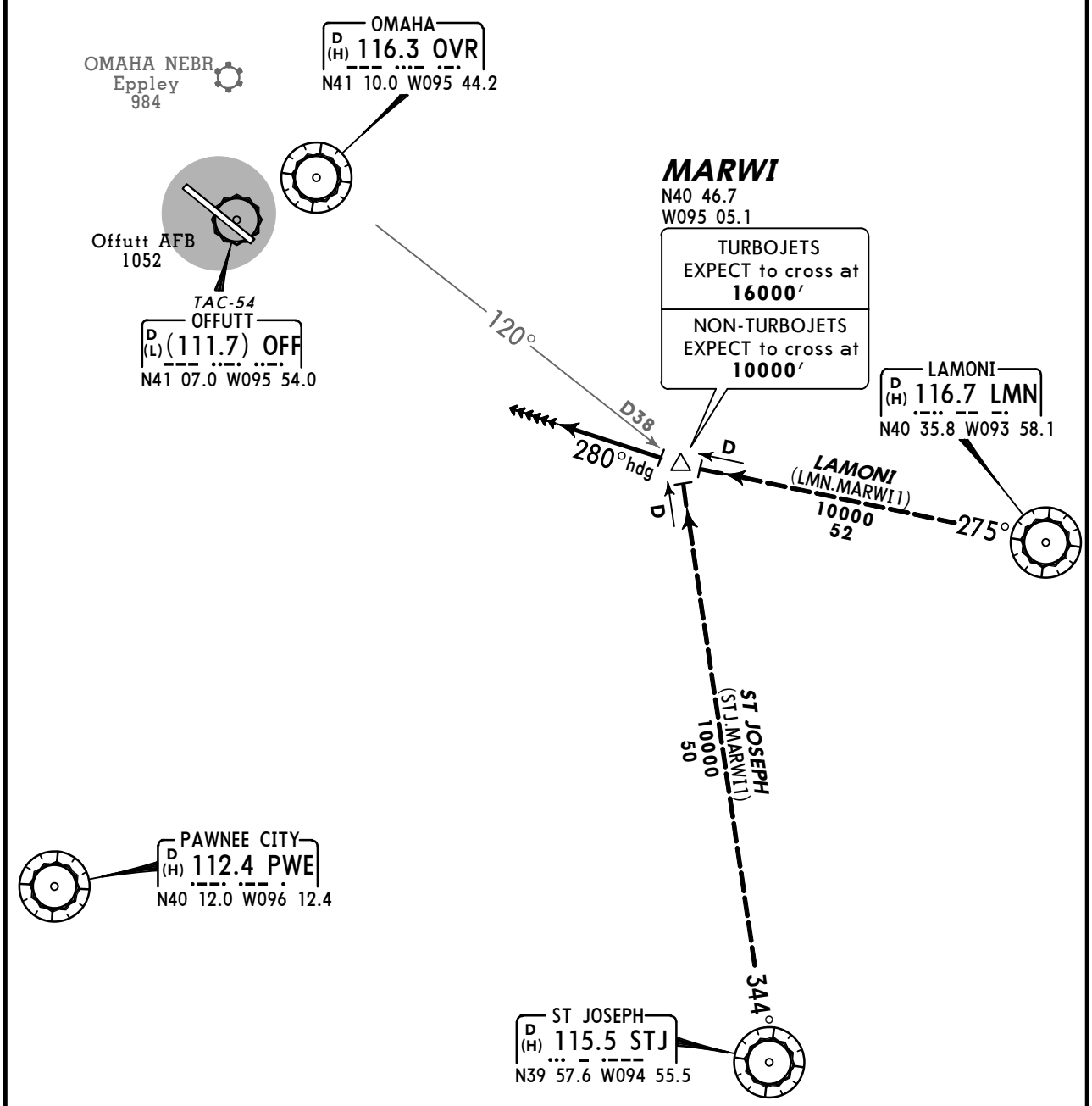
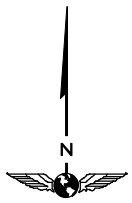
*ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.
126.02	See Graphic	

MARWI ONE ARRIVAL (MARWI.MARWI1)





Direct distance from MARWI to:
Offutt AFB **43 NM**



NOT TO SCALE

ROUTING

Depart MARWI via heading 280°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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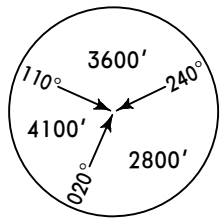
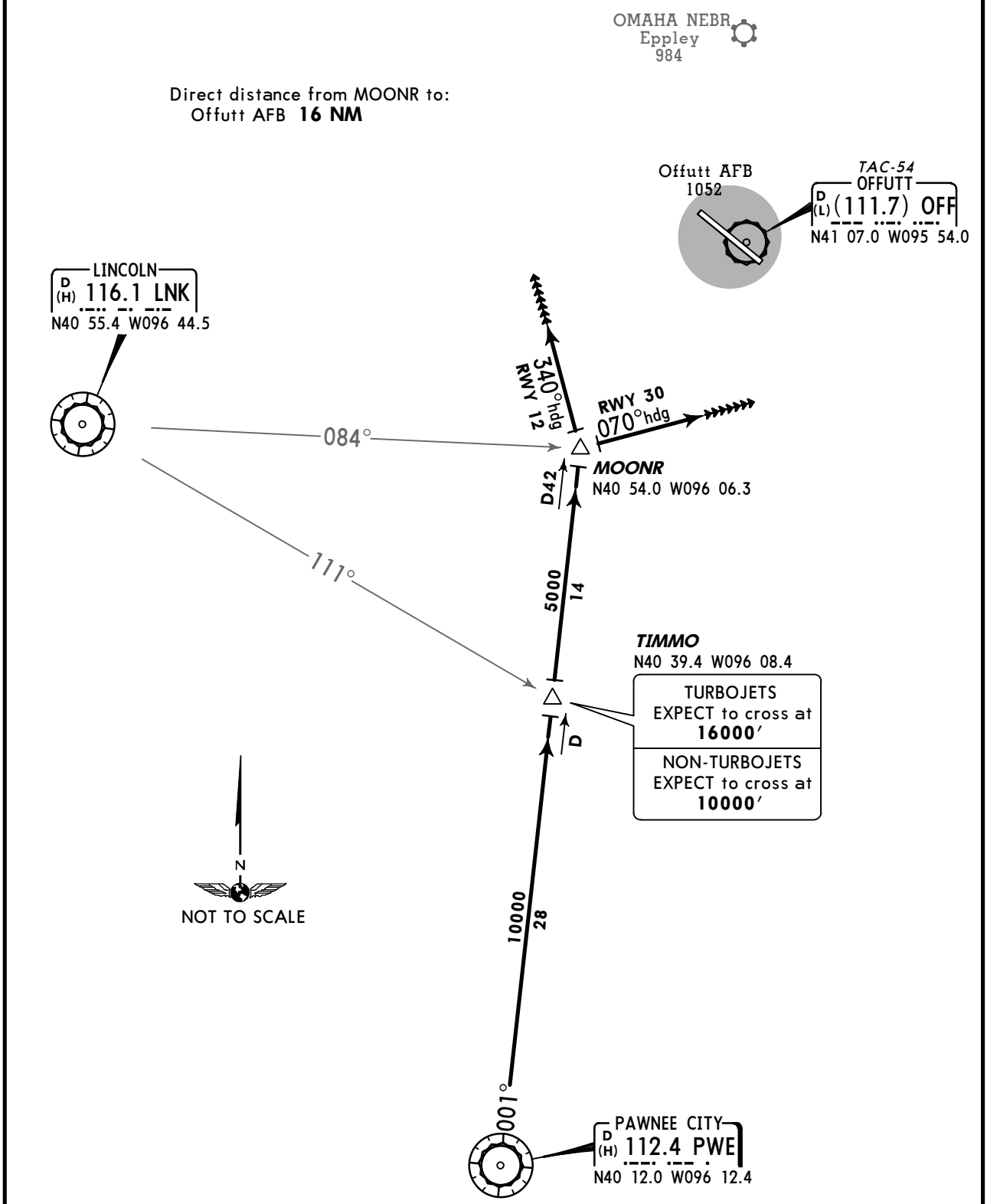
*ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.
126.02	See Graphic	

PAWNEE CITY ONE ARRIVAL (PWE.PWE1)





ROUTING

From over PWE via PWE R-001 to TIMMO to MOONR.

RWY	LANDING
12	Depart MOONR heading 340°, EXPECT RADAR vectors to final approach course.
30	Depart MOONR heading 070°, EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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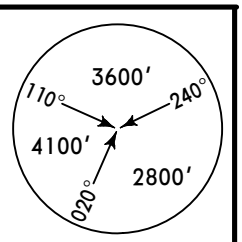
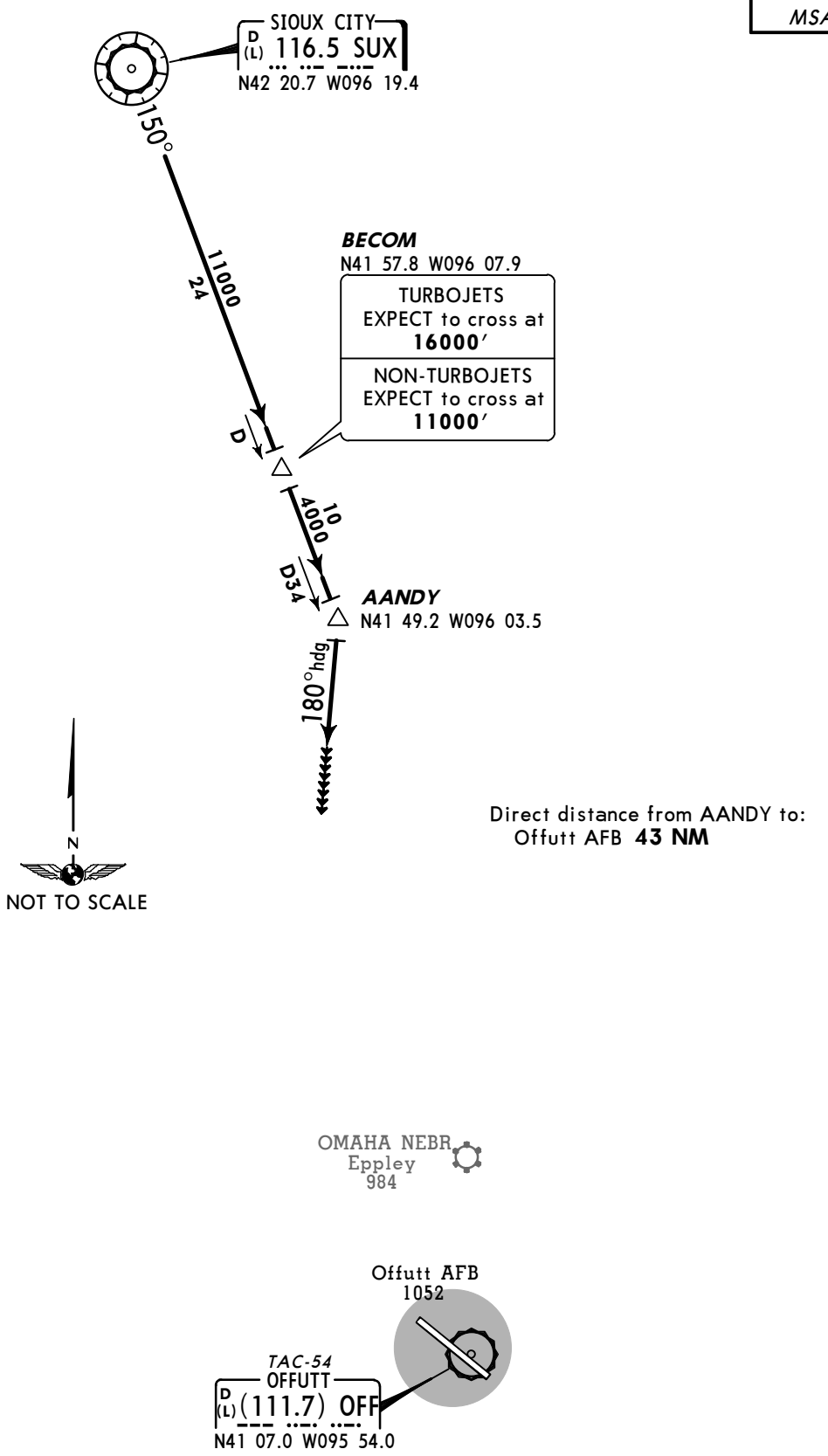
*ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME and RADAR required.
126.02	*See Graphic*	



MSA OFF TAC

SIOUX CITY ONE ARRIVAL (SUX.SUX1)



ROUTING

From over SUX via SUX R-150 to BECOM to AANDY. Depart AANDY heading 180° for RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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KOFF/OFF

Apt Elev **1048′**

N41 07.2 W095 54.5

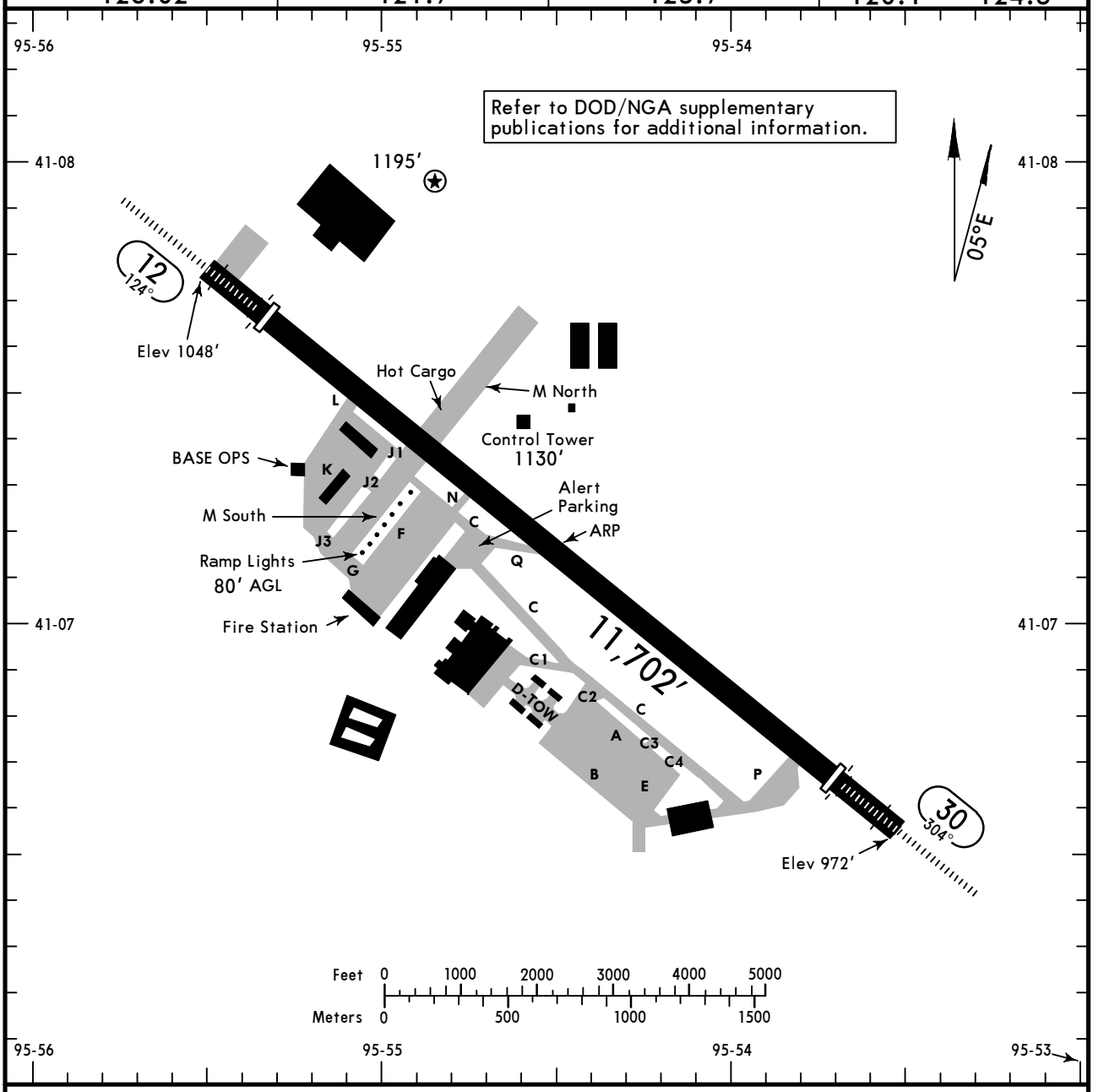
JEPPESEN

23 DEC 11 (31-1)

OFFUTT AFB

OMAHA, NEBR

*ATIS	OFFUTT Ground	Tower	OMAHA Departure (R) West	OMAHA Departure (R) East
126.02	121.7	123.7	120.1	124.5



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL ALSF-I (non-std) PAPI-R(angle 3.00°) grooved RVR		10,694′	9459′		150′
30	HIRL ALSF-I (non-std) PAPI-L(angle 2.80°) grooved RVR		10,612′	9197′		

TAKE-OFF	All Rwys		FOR FILING AS ALTERNATE	Precision	Non-Precision
	Adequate Vis Ref	STD			
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C, D		

TAKE-OFF OBSTACLES: Rwy 12, Fence Post, 3′ AGL/974′ MSL, 153′ from DER, on centerline. Antenna, 7′ AGL/968′ MSL, 276′ from DER, on centerline. Vehicle, 15′ AGL/983′ MSL, 170′ from DER, 158′ left of centerline. Road, 15′ AGL/985′ MSL, 191′ from DER, 1′ left of centerline. Railroad, up to 23′ AGL/995′ MSL, beginning 386′ from DER, 55′ left of centerline. Multiple trees, up to 110′ AGL/1,076′ MSL, beginning 3,185′ from DER, 68′ left of centerline. Terrain, 974′ MSL, 0′ from DER, 353′ right of centerline. Multiple trees, up to 110′ AGL/1,088′ MSL, beginning 1,150′ from DER, 5′ right of centerline. Rwy 30, Antenna, 7′ AGL/1,053′ MSL, 201′ from DER, on centerline. Multiple trees, up to 110′ AGL/ 1,090′ MSL, beginning 296′ from DER, 6′ left of centerline. Multiple trees, up to 110′ AGL/1,098′ MSL, beginning 1,267′ from DER, 552′ right of centerline.

CHANGES: Twy Q renamed.

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KOFF/OFF
OMAHA, NEBR

JEPPESEN

23 DEC 11 (31-1)

TACAN Azimuth Required

OFFUTT AFB
ILS or LOC DME Rwy 12

BRIEFING STRIP™

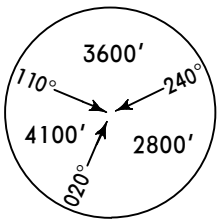
*ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OFFUTT Tower	Ground
126.02	120.1	124.5	123.7	121.7

LOC IATB	Final Apch Crs	GS DOTAY	ILS DA(H)	Apt Elev 1048′
111.7	124°	2800′ (1761′)	1289′ (250′)	THR 1039′

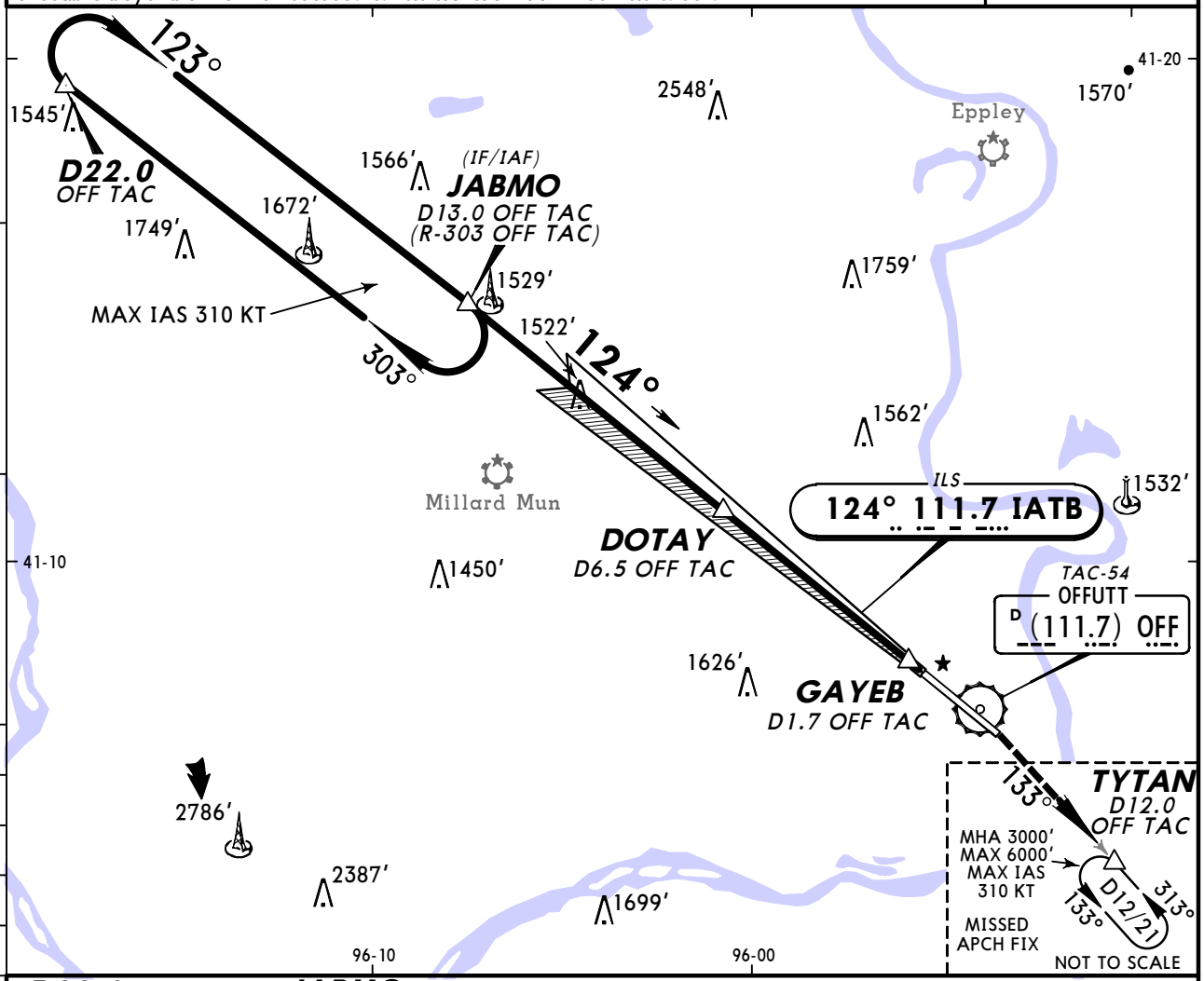
MISSED APCH: Climb to 3000′ via OFF R-133 to TYTAN and hold.

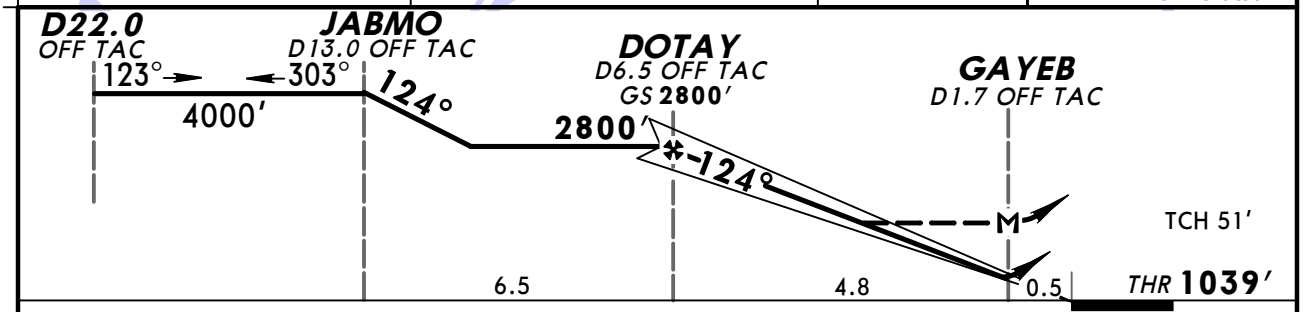
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Extensive light aircraft activity in vicinity of Millard Mun.
2. CAUTION: USAF, when VGSI inop, straight-in procedures to Rwy 12 at night requires approval from MAJCOM Director of Operations or equivalent. 3. CAUTION: Glideslope unusable beyond 5° left of course. 4. EMERG SAFE ALT 100 NM 4700′.



MSA OFF TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at GAYEB						

ALSF-I PAPI

3000′ via OFF TAC-54 (111.7) R-133 TYTAN

Military

STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 1289′ (250′) FULL	ILS DA(H) 1289′ (250′) ALS out	LOC (GS out) MDA(H) 1580′ (541′)	LOC (GS out) MDA(H) 1580′ (541′) ALS out
A	RVR 50 or 1		RVR 50 or 1	RVR 55 or 1
B				
C			RVR 60 or 1⅛	1⅝
D				

CIRCLE-TO-LAND

Not Authorized North of Rwy 12-30

Max Kts	MDA(H)
90	1580′ (532′)-1
120	
140	1580′ (532′)-1⅝
165	1600′ (552′)-2

AMEND 1

TERPS

CHANGES: Missed approach.

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KOFF/OFF
OMAHA, NEBR

JEPPESEN
17 FEB 12 (31-2)

TACAN Azimuth Required

OFFUTT AFB
ILS or LOC DME Rwy 30

*ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OFFUTT Tower	Ground
126.02	120.1	124.5	123.7	121.7

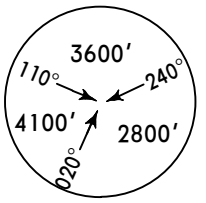
BRIEFING STRIP™

LOC IOFF	Final Apch Crs	GS TERPS	ILS DA(H)	Apt Elev 1048′
109.5	304°	2300′ (1328′)	1172′ (200′)	THR 972′

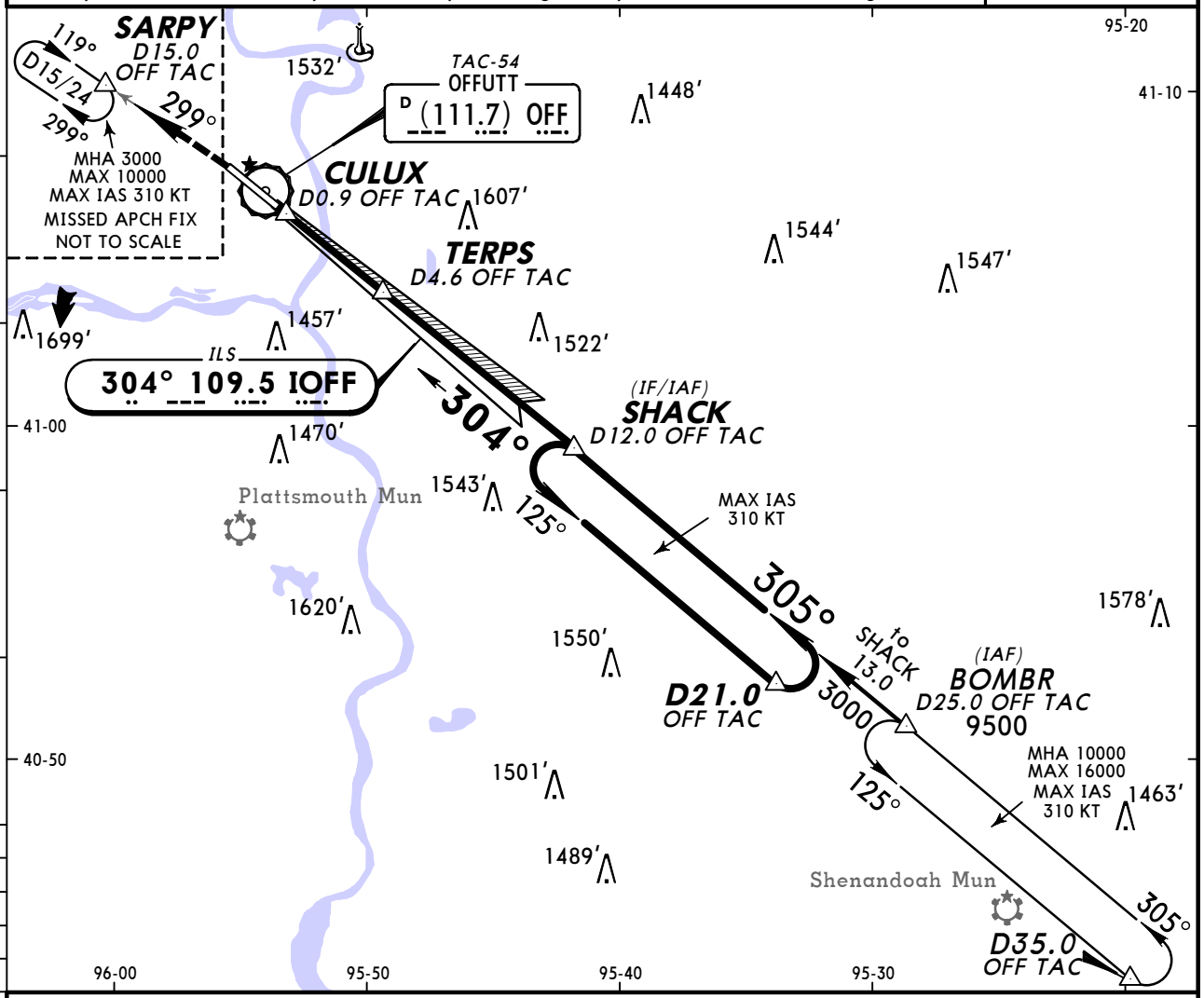
MISSED APCH: Climb to 3000′ outbound via OFF TAC R-299 to SARPY and hold.

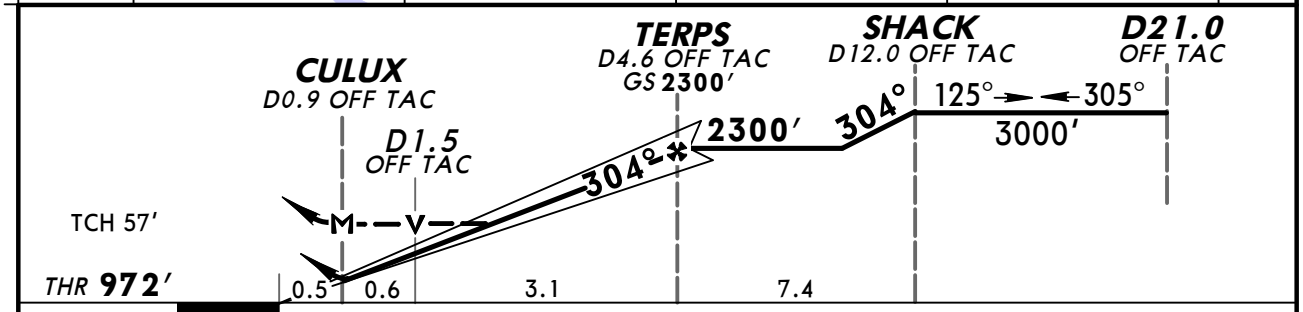
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′. 2. CAUTION: Extensive light aircraft activity in vicinity of Millard Mun. 3. CAUTION: Terrain 1043′, 200′ from threshold, 62′ left of runway centerline. When Rwy 12 VGSI inop, circling to Rwy 12 not authorized at night.



MSA OFF TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.80°	347	446	495	594	693	792
MAP at CULUX						

ALSF-I
PAPI

3000′ ↑ via OFF TAC-54 (111.7) R-299 SARPY

Military

STRAIGHT-IN LANDING RWY30

	ILS DA(H) 1172′ (200′) FULL	ILS DA(H) 1172′ (200′) ALS out	LOC (GS out) MDA(H) 1360′ (388′)	LOC (GS out) MDA(H) 1360′ (388′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 35 or ⅝	RVR 60 or 1⅛
D				

CIRCLE-TO-LAND
Not Authorized North of Rwy 12-30

Max Kts	MDA(H)
90	1520′ (472′)-1
120	1540′ (492′)-1
140	1580′ (532′)-1½
165	1600′ (552′)-2

AMEND TERPS 1

CHANGES: Notes.

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*ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OFFUTT Tower	Ground
126.02	120.1	124.5	123.7	121.7

BRIEFING STRIP™

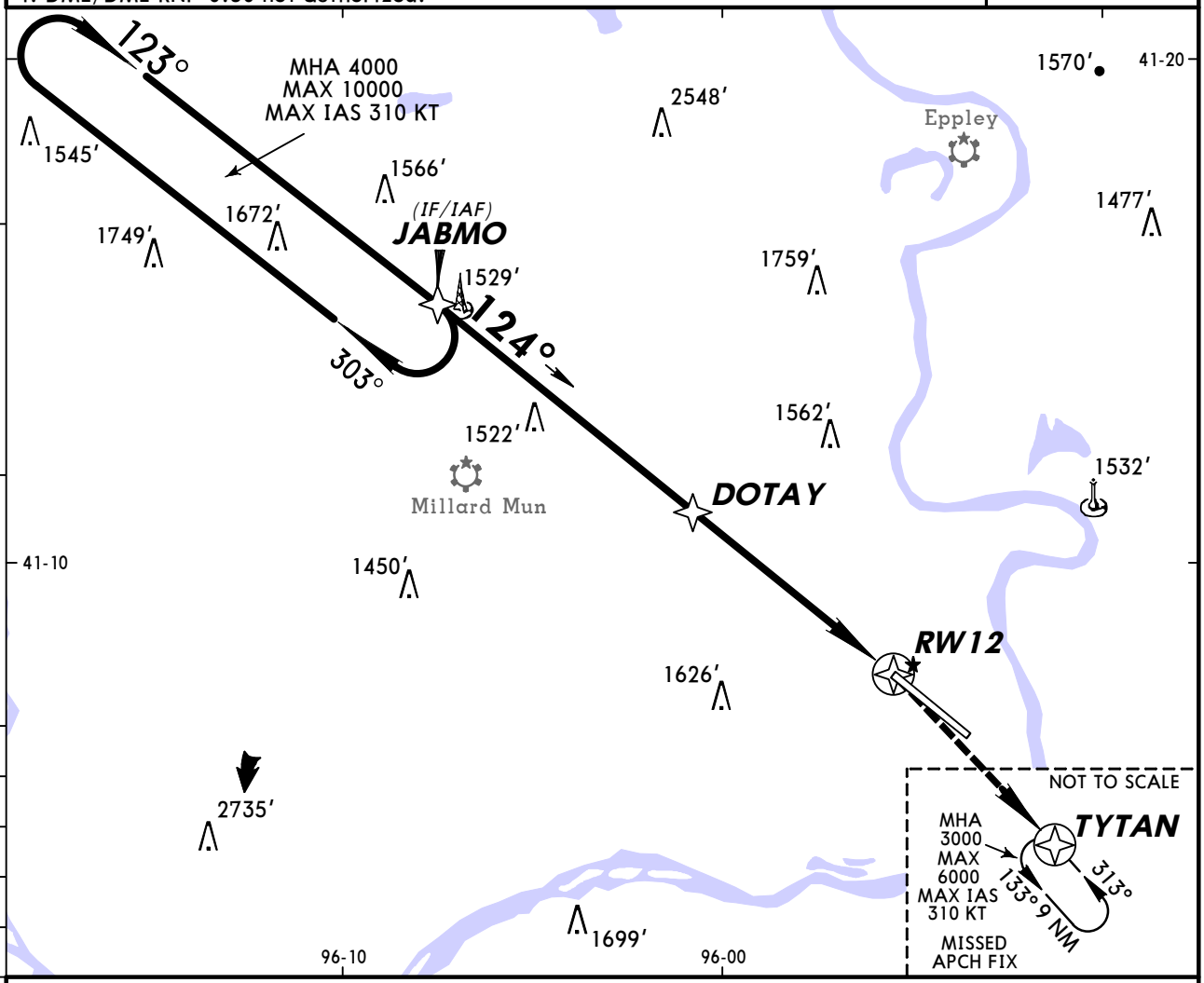
RNAV	Final Apch Crs	Minimum Alt DOTAY	LNAV MDA(H)	Apt Elev 1048′
	124°	2800′ (1761′)	1600′ (561′)	THR 1039′

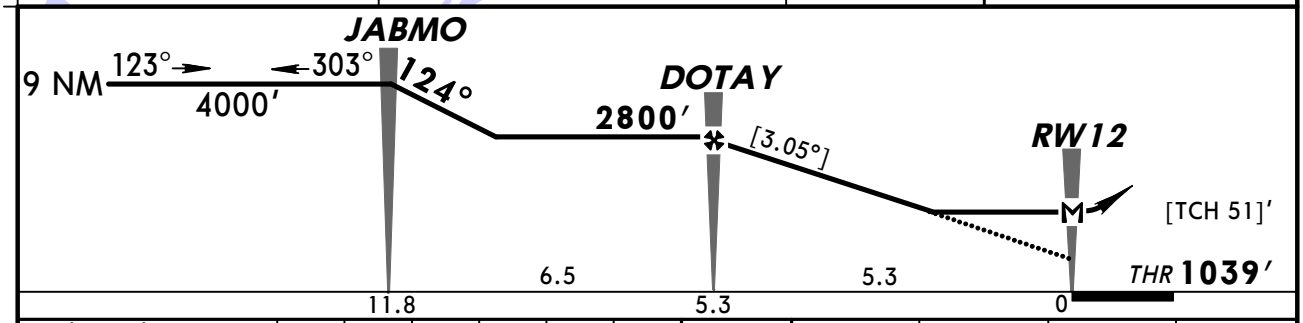
MISSED APCH: Climb to 3000′ direct TYTAN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′. 2. CAUTION: Extensive light aircraft in vicinity of Millard Mun. 3. CAUTION: USAF, when VGSI inop, straight in procedures to Rwy 12 at night requires approval from MAJCOM Director of Operations or equivalent. 4. DME/DME RNP-0.30 not authorized.

4100′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW12						

ALSF-I
PAPI
3000′
TYTAN

Military

STRAIGHT-IN LANDING RWY12
LNAV
MDA(H) 1600′ (561′)

CIRCLE-TO-LAND
Not Authorized
North of Rwy 12-30

TERPS AMEND 1

		ALS out	Max Kts	MDA(H)
A	RVR 50 or 1	RVR 55 or 1	90	1600′ (552′)-1
B			120	
C	1¼	1⅝	140	1600′ (552′)-1⅝
D			165	1600′ (552′)-2

CHANGES: None.

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*ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OFFUTT Tower	Ground
126.02	120.1	124.5	123.7	121.7

RNAV	Final Apch Crs	Minimum Alt TERPS	LNAV MDA(H)	Apt Elev 1048′
	304°	2300′ (1328′)	1480′ (508′)	THR 972′

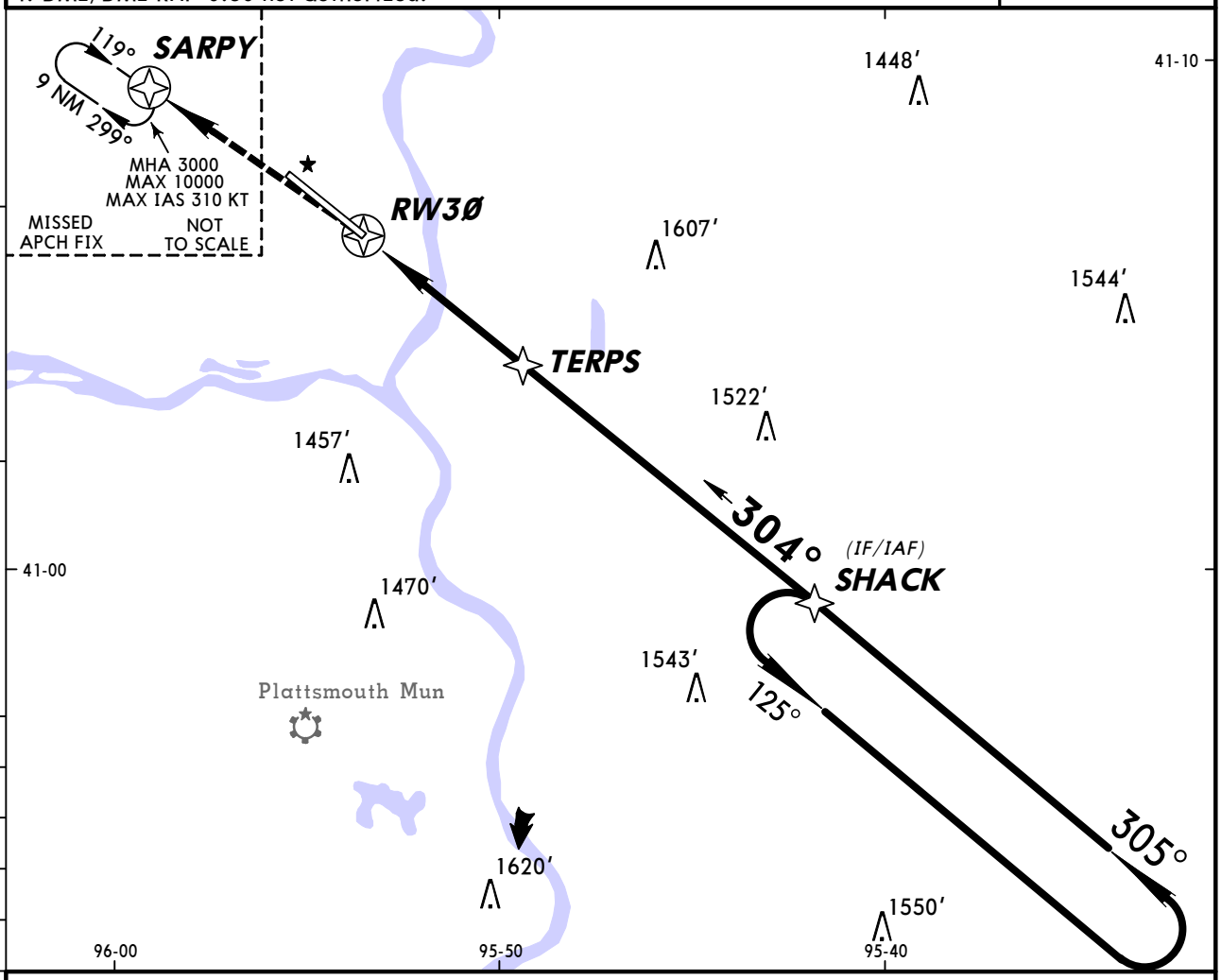
MISSED APCH: Climb to 3000′ direct SARPY and hold.

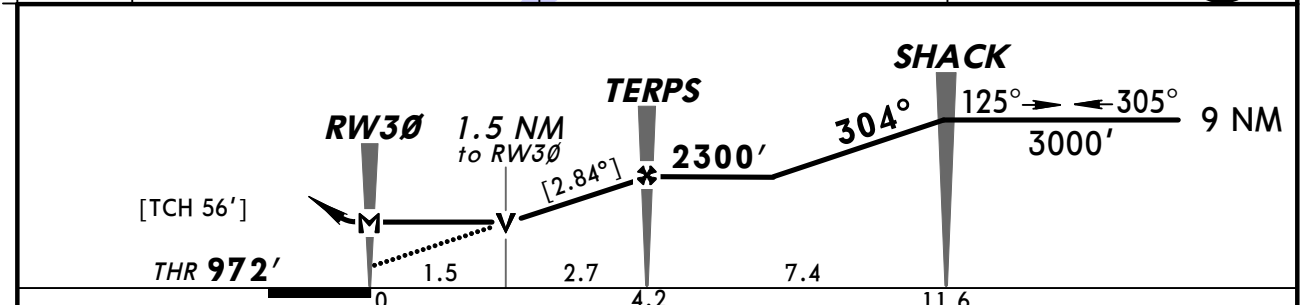
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′. 2. CAUTION: Extensive light aircraft in vicinity of Millard Mun. 3. CAUTION: Terrain 1043′, 200′ from threshold, 62′ left of runway centerline. When Rwy 12 VGSI inop, circling to Rwy 12 not authorized at night. 4. DME/DME RNP-0.30 not authorized.

4100′
MSA RW3Ø

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.84°]	352	452	502	603	703	804
MAP at RW3Ø						

ALSF-I
PAPI
3000′
D
SARPY

Military

STRAIGHT-IN LANDING RWY30
LNAV
MDA(H) **1480′** (508′)

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 55 or 1	1⅜
D		

CIRCLE-TO-LAND
Not Authorized
North of Rwy 12-30

Max Kts	MDA(H)
90	1520′ (472′)-1
120	1540′ (492′)-1
140	1580′ (532′)-1½
165	1600′ (552′)-2

AMEND TERPS 1

CHANGES: Notes.

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General Information

Location: Columbus NE USA
IATA Code: OLU
Lat/Long: N41° 26.9' W097° 20.5'
Elevation: 1447 ft

Airport Use: Public
Magnetic Variation: 4.1°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1307 Z
Sunset: 0017 Z,

Runway Information

Runway: 02
Length x Width: 4135 ft x 150 ft
Surface Type: turf
TDZ-Elev: 1442 ft
Displaced Threshold: 101 ft

Runway: 14
Length x Width: 6801 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1447 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 20
Length x Width: 4135 ft x 150 ft
Surface Type: turf
TDZ-Elev: 1441 ft

Runway: 32
Length x Width: 6801 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1443 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 950 ft

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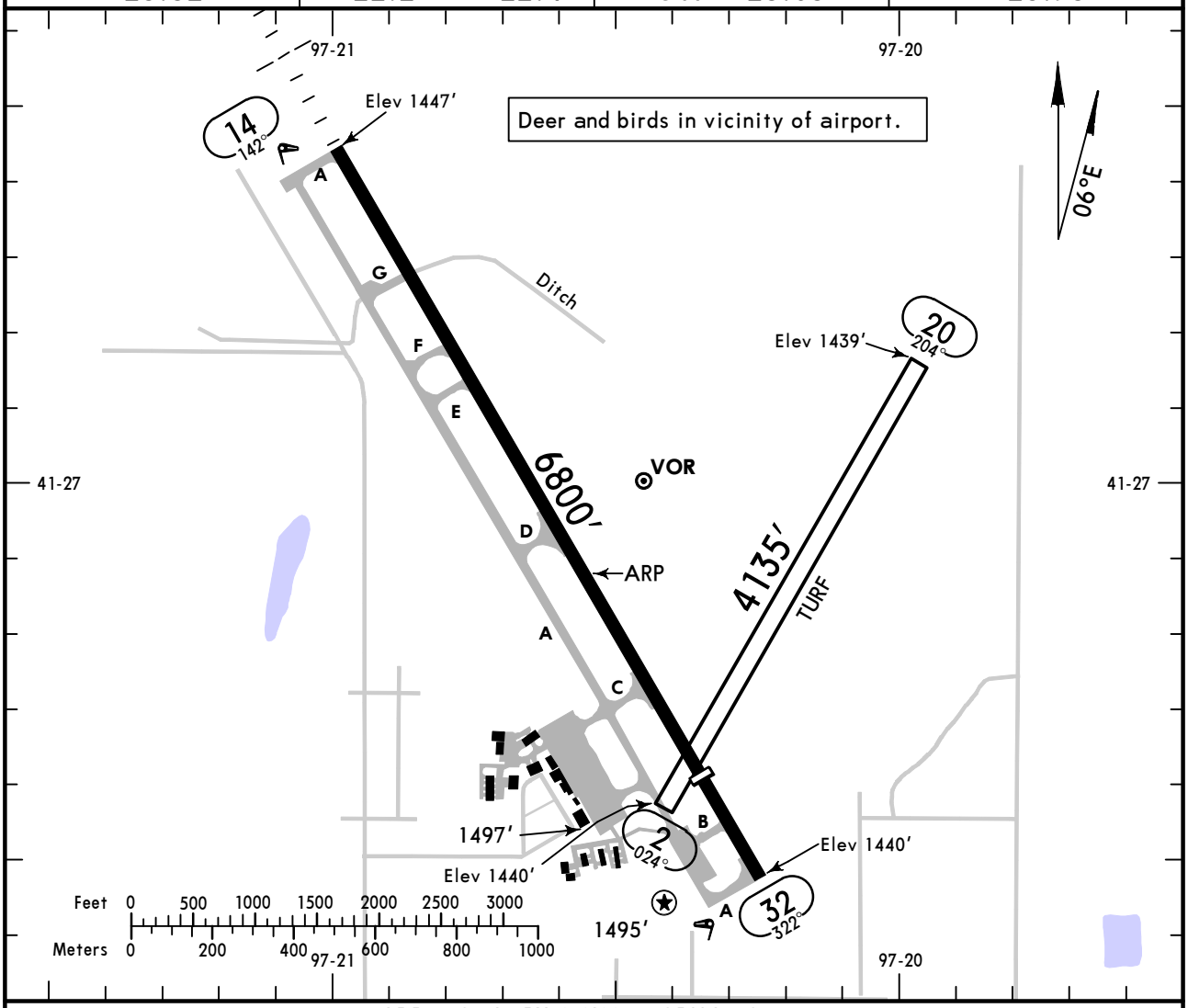
Communication Information

AWOS 125.525
Columbus Mun Unicom 123.05 CTAF PCL
Minneapolis Center 128.75 Remote Communications Air-Ground

AWOS-3	COLUMBUS Radio		COLUMBUS MUN UNICOM	MINNEAPOLIS Center (R)
125.52	122.2	122.4	CTAF 123.05	128.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2 20					150′
14	❶ MIRL ❶ MALSR ❶ PAPI-L	❷ 6260′			100′
32	❶ MIRL ❶ REIL ❶ VASI-L	5850′			

❶ Activate on 123.05.
❷ Last 540′ is unavailable for landing distance computations.

	TAKE-OFF					FOR FILING AS ALTERNATE		
	Rwys 14, 20, 32		Rwy 2			RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR Rwy 32 VOR DME Rwy 32	Authorized Only When Local Weather Available LOC DME Rwy 14	VOR Rwy 14
	Adequate Vis Ref	STD	With Mim climb of 331′/NM to 1800′ Adequate Vis Ref	STD	Other			
1 & 2 Eng	1/4	1	1/4	1	300-1	A B C D: 800-2	800-2	800-2
3 & 4 Eng		1/2		1/2				800-2 1/4

AMEND 5

CHANGES: None.

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KOLU/OLU
COLUMBUS MUN

JEPPESEN

11 NOV 11 (11-1)

COLUMBUS, NEBR
LOC DME Rwy 14

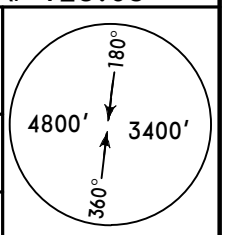
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	COLUMBUS MUN UNICOM
125.52	128.75	122.2 122.4	CTAF 123.05

LOC IOLU	Final Apch Crs	Minimum Alt TURUY	MDA(H) (CONDITIONAL)	Apt Elev 1447′
109.1	142°	2800′ (1353′)	1920′ (473′)	TDZE 1447′

MISSED APCH: Climb to 3500′ then climbing LEFT turn to 4000′ direct OLU VOR and hold.

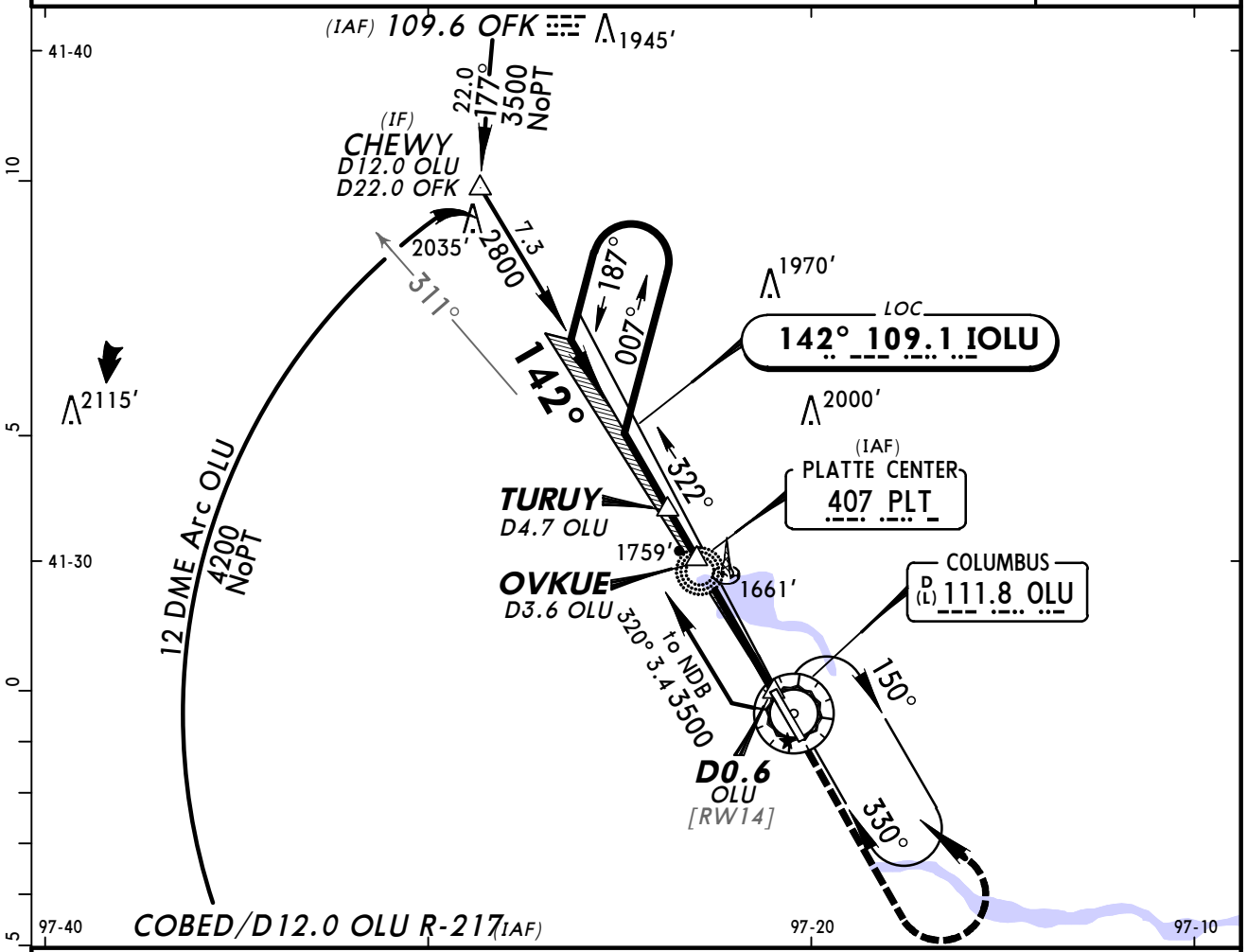
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

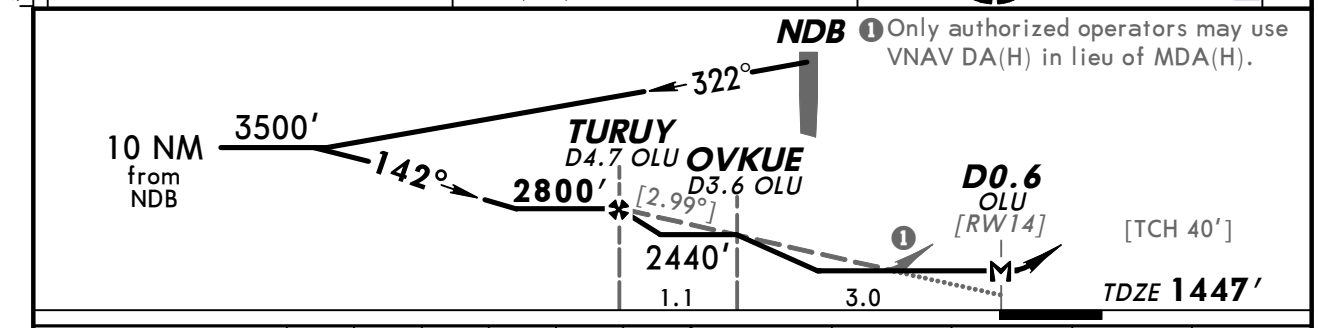
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Norfolk altimeter setting. 3. Pilot controlled lighting 123.05.



MSA OLU VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at D0.6 OLU						

MALSR PAPI | 3500′ | 4000′ LT | D | OLU 111.8

STRAIGHT-IN LANDING RWY 14	With Local Altimeter Setting MDA(H) 1920′ (473′)			With Norfolk Altimeter Setting MDA(H) 2020′ (573′)		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		1	1 1/2	
D	1	1 1/2		1 1/4	1 3/4	

CIRCLE-TO-LAND	With Local Altimeter Setting MDA(H)	With Norfolk Altimeter Setting MDA(H)
Max Kts 90 / 120	1940′ (493′) -1	2040′ (593′) -1
140	1940′ (493′) -1 1/2	2040′ (593′) -1 1/2
165	2040′ (593′) -2	2140′ (693′) -2 1/4

TERPS AMEND 8B 17 NOV 2011

CHANGES: Missed approach.

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KOLU/OLU
COLUMBUS MUN

JEPPESEN
11 NOV 11 (12-1)

COLUMBUS, NEBR
RNAV (GPS) Rwy 14

BRIEFING STRIP™

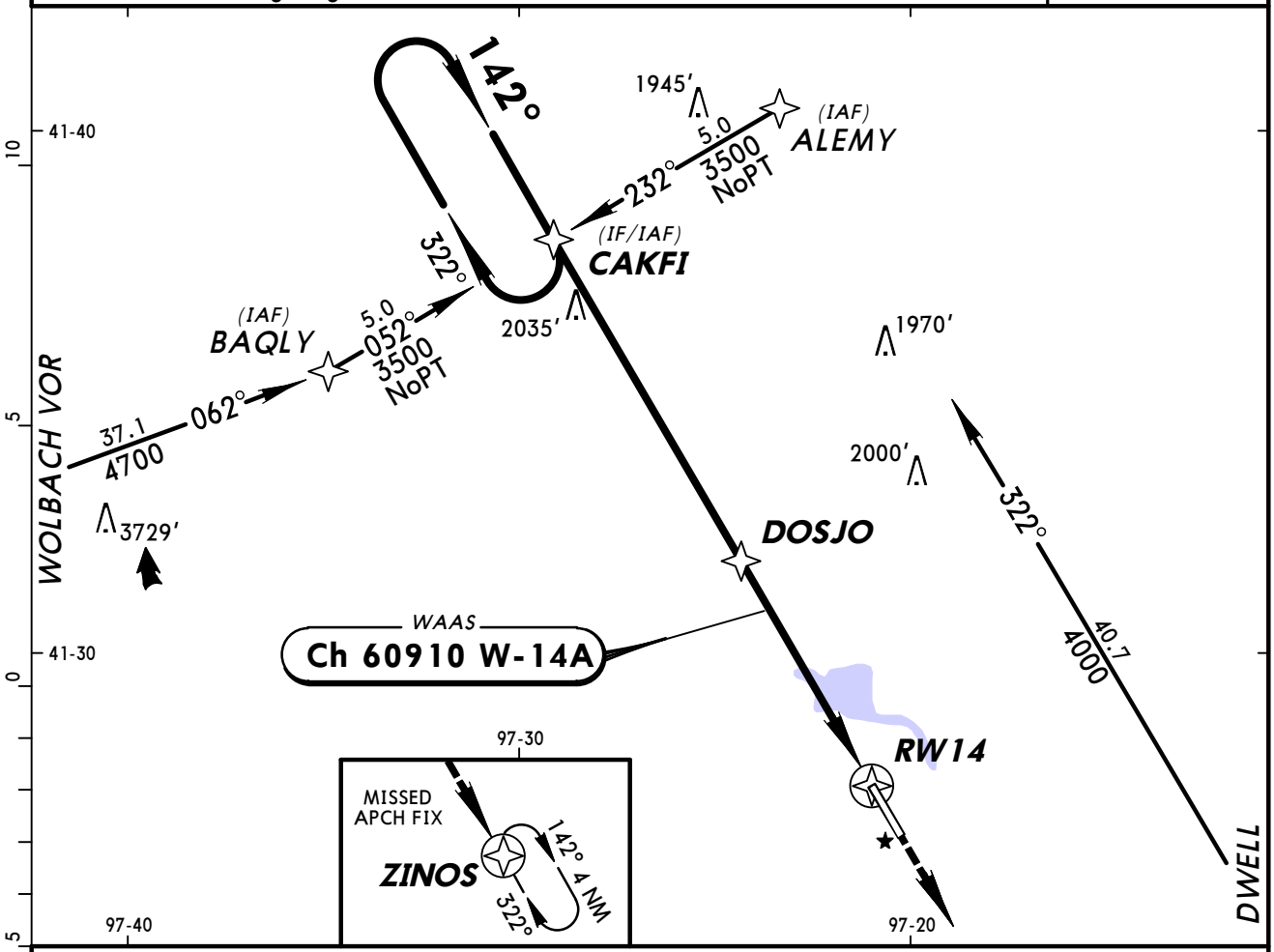
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio		COLUMBUS MUN UNICOM
125.52	128.75	122.2	122.4	CTAF 123.05

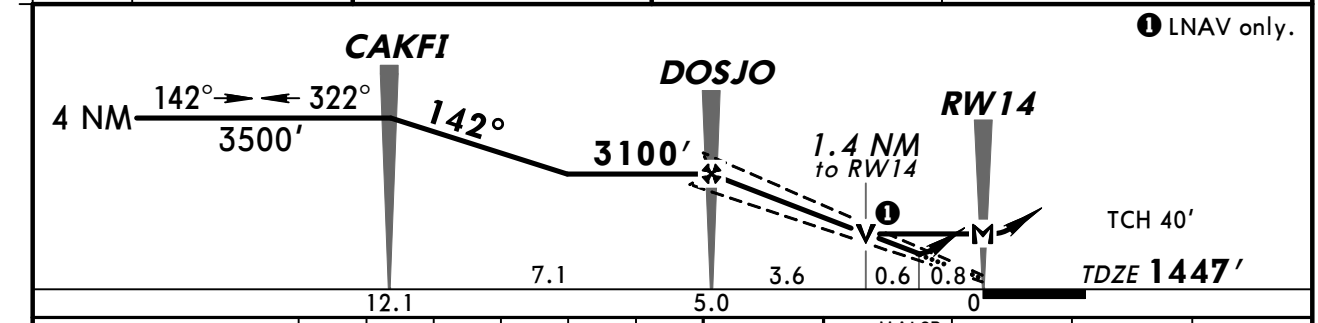
WAAS	Final Apch Crs	Minimum Alt DOSJO	LPV DA(H)	Apt Elev 1447′
Ch 60910 W-14A	142°	3100′ (1653′)	1750′ (303′)	TDZE 1447′

MISSED APCH: Climb to 4000′ direct ZINOS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 123.05.

4800′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

MALSR
PAPI
4000′
ZINOS

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 1750′ (303′)		LNAV/VNAV DA(H) 1840′ (393′)		LNAV MDA(H) 1920′ (473′)			CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A	½	1	1	1½	½	¾	1	90	1940′ (493′)-1½
B								120	
C					¾	1¼		140	
D					1	1½		165	2040′ (593′)-2

TERPS AMEND 0B 17 NOV 2011

CHANGES: Missed approach.

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KOLU/OLU
COLUMBUS MUN

JEPPESEN
11 NOV 11 (12-2)

COLUMBUS, NEBR
RNAV (GPS) Rwy 32

AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio		COLUMBUS MUN UNICOM
125.52	128.75	122.2	122.4	CTAF 123.05

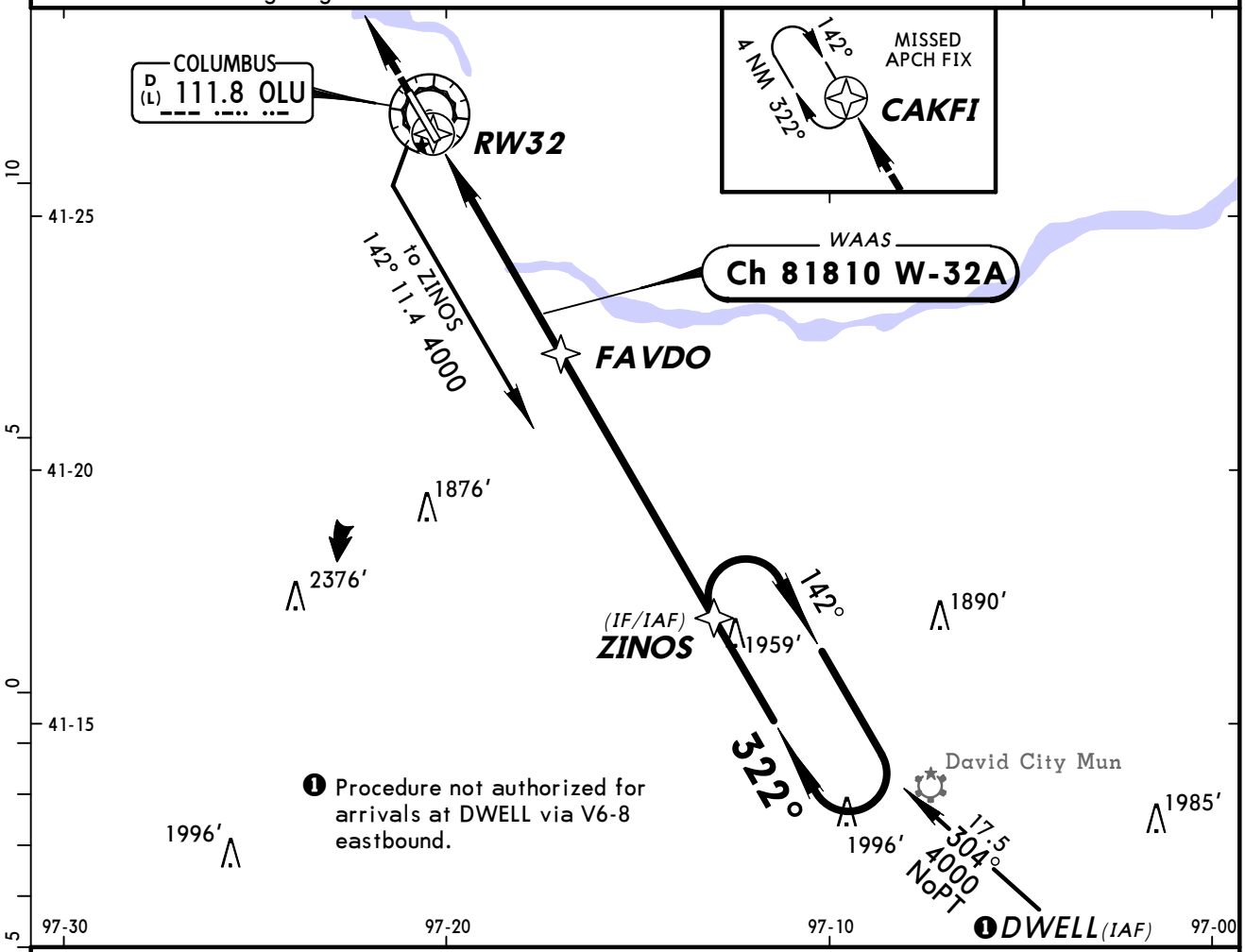
WAAS	Final Apch Crs	Minimum Alt FAVDO	LPV DA(H)	Apt Elev 1447′
Ch 81810 W-32A	322°	3100′ (1658′)	1710′ (268′)	TDZE 1442′

MISSED APCH: Climb to 4000′ direct CAKFI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 123.05.

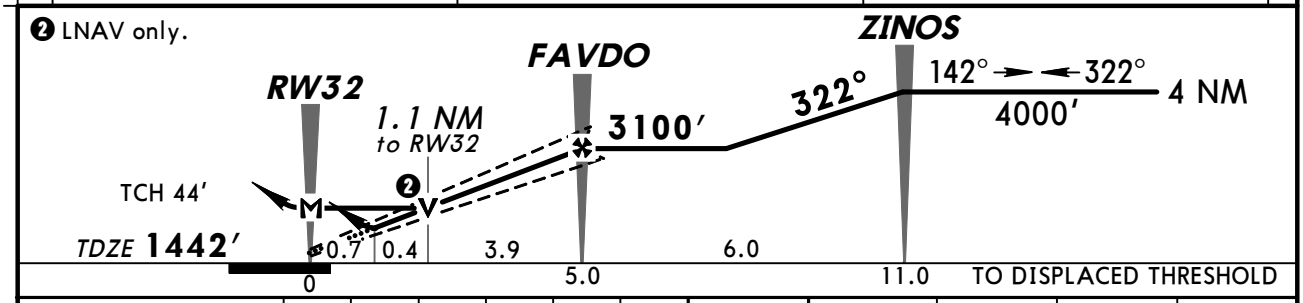
4800′
MSA RW32

BRIEFING STRIP™



❶ Procedure not authorized for arrivals at DWELL via V6-8 eastbound.

❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

REIL
VASI-L
4000′
CAKFI

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
	LPV DA(H) 1710′ (268′)	LNAV/VNAV DA(H) 1840′ (398′)	LNAV MDA(H) 1820′ (378′)	Max Kts	MDA(H)
A	1	1½	1	90	1940′ (493′)-1½
B				120	
C				140	
D			1¼	165	2040′ (593′)-2

CHANGES: None.

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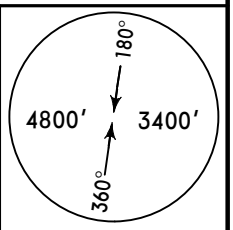
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio		COLUMBUS MUN UNICOM
125.52	128.75	122.2	122.4	CTAF 123.05

VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 1447′
OLU 111.8	129°		1900′ (453)	TDZE 1447′

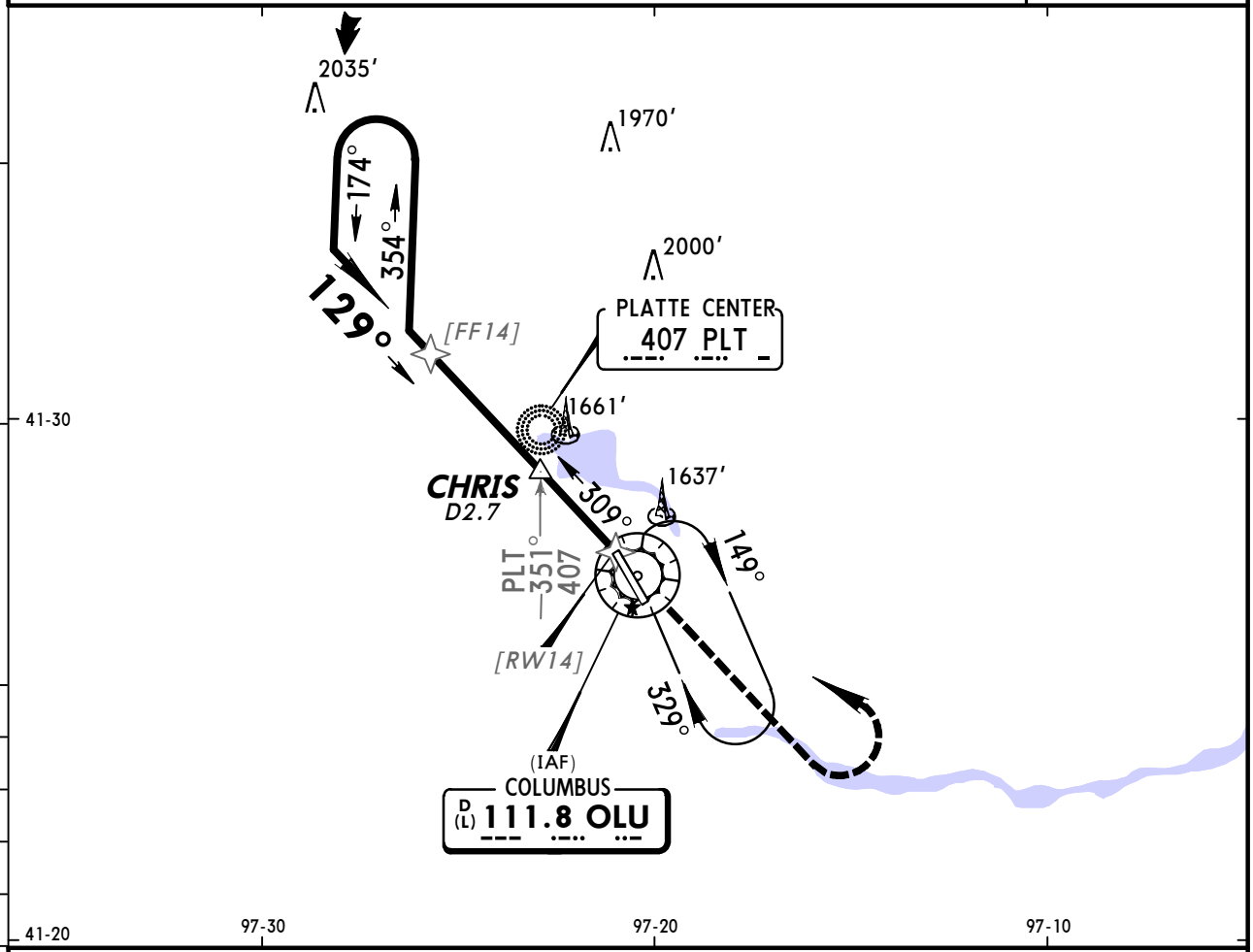
MISSED APCH: Climb to 3200′ then climbing LEFT turn to 4000′ direct OLU VOR and hold.

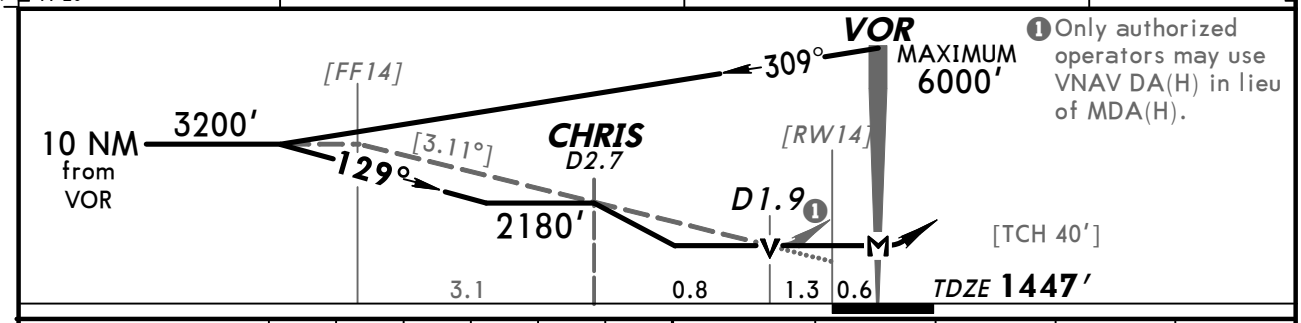
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.05.



MSA OLU VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
MAP at VOR						

MALSR / PAPI — 3200′ — 4000′ LT — D — OLU 111.8

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
	MDA(H) 1900′(453′) With CHRIS	MDA(H) 2180′(733′) Without CHRIS	Max Kts	With CHRIS MDA(H)	Without CHRIS MDA(H)
	RAIL out / ALS out	RAIL out / ALS out			
A	1	1	90	1940′(493′)-1	2180′(733′)-1
B			120		
C	1¼	2	140	1940′(493′)-1½	2180′(733′)-2
D	1½	2¼	165	2040′(593′)-2	2180′(733′)-2¼

TERPS AMEND 14C 17 NOV 2011

CHANGES: Missed approach.

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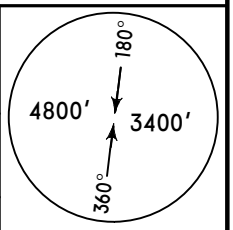
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio		COLUMBUS MUN UNICOM
125.52	128.75	122.2	122.4	CTAF 123.05

VOR OLU	Final Apch Crs	Minimum Alt DAISE	MDA(H)	Apt Elev 1447′
111.8	330°	3000′ (1558′)	1820′ (378′)	TDZE 1442′

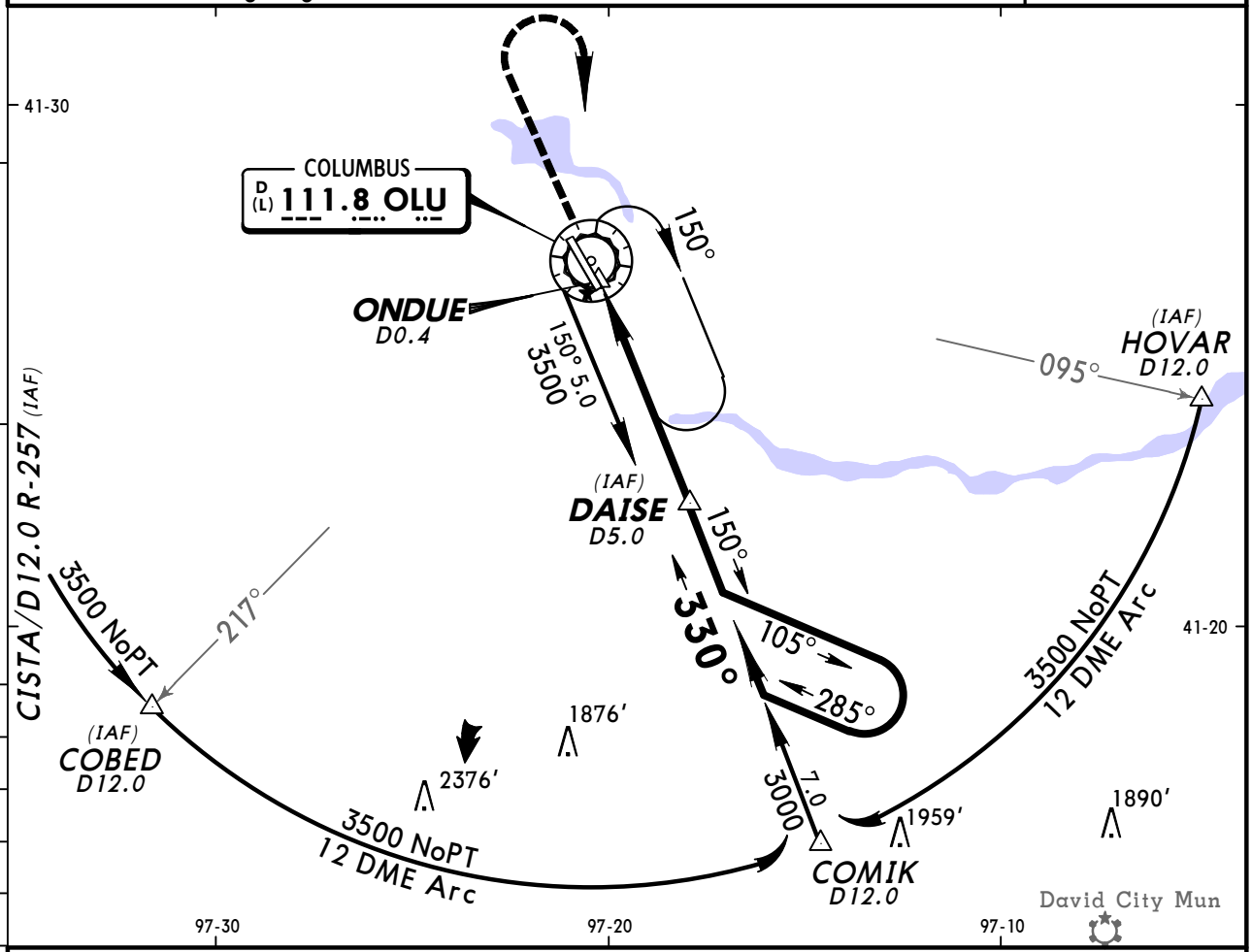
MISSED APCH: Climb to 3500′ then climbing RIGHT turn to 4000′ direct OLU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

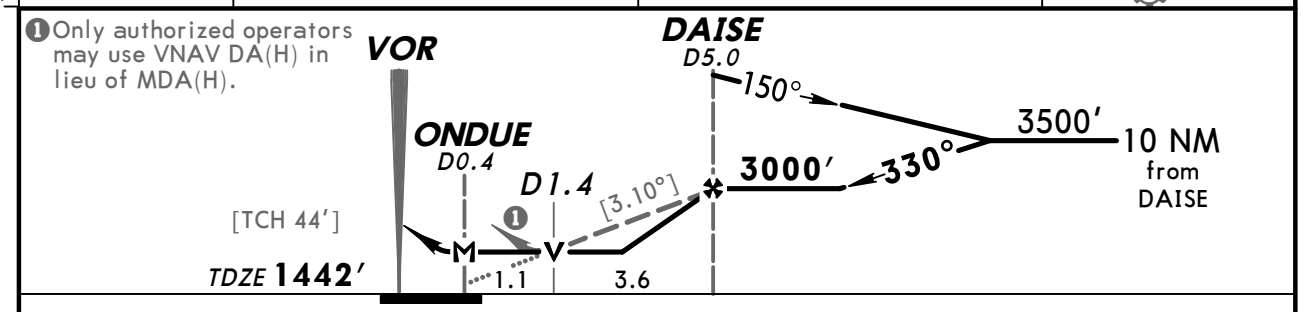
1. Pilot controlled lighting 123.05.



MSA OLU VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
MAP at ONDUE						

REIL VASI-L	3500′	4000′ RT	D	OLU 111.8

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 1820′ (378′)		Max Kts	MDA(H)
A	1	90	1940′ (493′)-1
B		120	
C		140	1940′ (493′)-1½
D	1¼	165	2040′ (593′)-2

TERPS AMEND 3A 17 NOV 2011

CHANGES: Missed approach.

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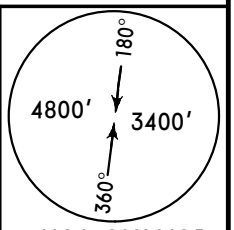
AWOS-3	MINNEAPOLIS Center (R)	COLUMBUS Radio	COLUMBUS MUN UNICOM
125.52	128.75	122.2 122.4	CTAF 123.05

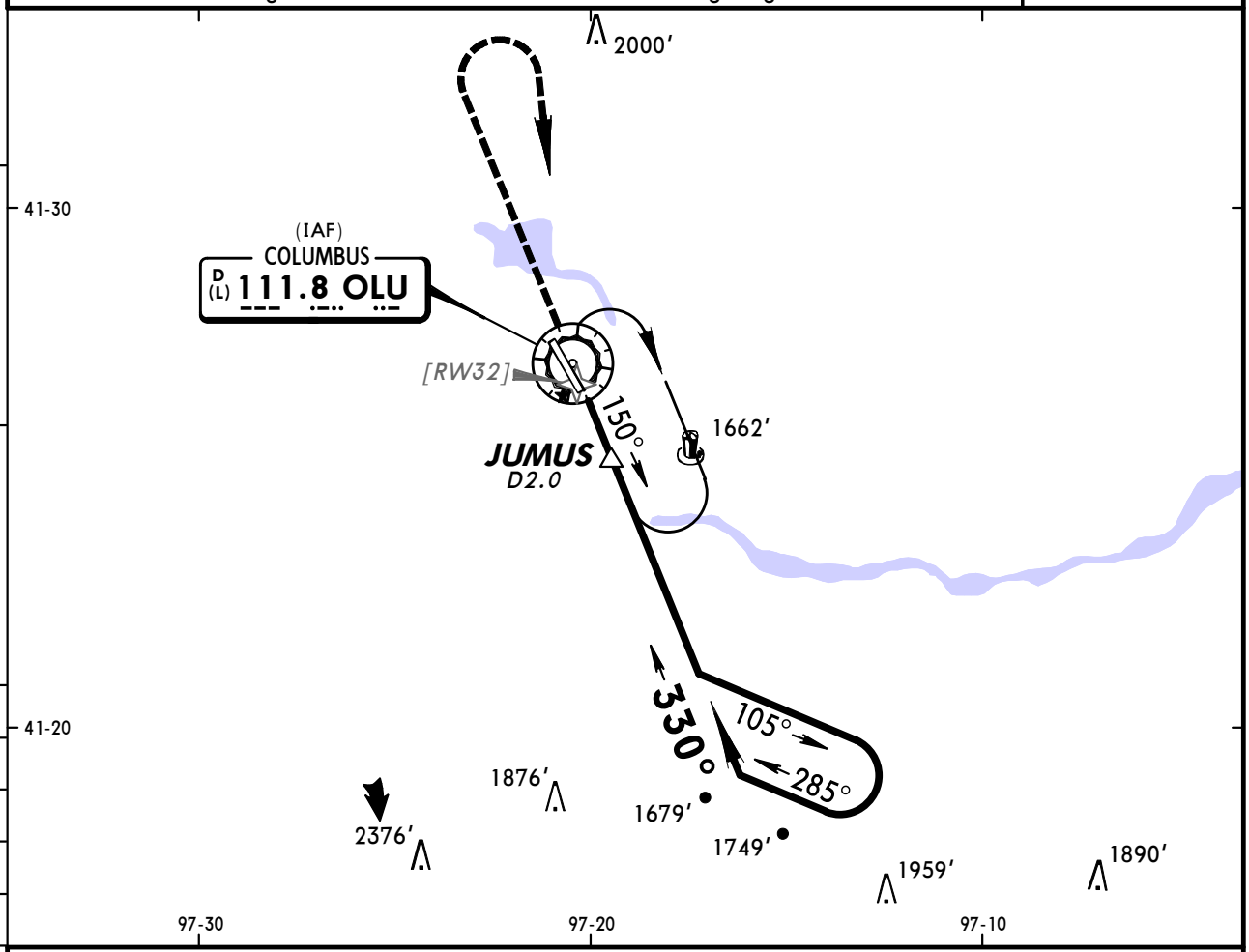
VOR OLU 111.8	Final Apch Crs 330°	No FAF	MDA(H) (CONDITIONAL) 1820′ (378′)	Apt Elev 1447′ TDZE 1442′

MISSED APCH: Climb to 3500′ then climbing RIGHT turn to 4000′ direct OLU VOR and hold.

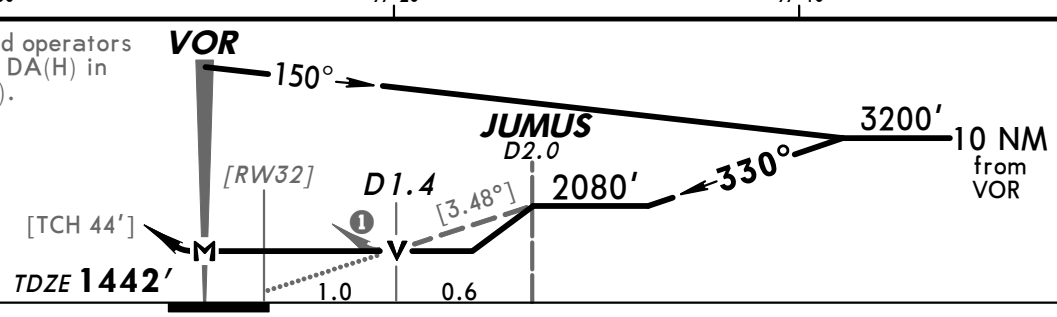
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 123.05.



MSA OLU VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.48°]	431	554	616	739	862	985
MAP at VOR						

REIL VASI-L	3500′	4000′ RT	D	OLU 111.8

STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND		
	MDA(H) 1820′ (378′) With JUMUS	MDA(H) 2080′ (638′) Without JUMUS	Max Kts	With JUMUS MDA(H)	Without JUMUS MDA(H)
A	1	1	90	1940′ (493′) - 1	2080′ (633′) - 1
B			120		
C		1¾	140	1940′ (493′) - 1½	2080′ (633′) - 1¾
D	1¼	2	165	2040′ (593′) - 2	2080′ (633′) - 2

TERPS AMEND 14B 17 NOV 2011

CHANGES: Missed approach.

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General Information

Location: Omaha NE USA
IATA Code: OMA
Lat/Long: N41° 18.2' W095° 53.6'
Elevation: 984 ft

Airport Use: Public
Magnetic Variation: 3.0°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1302 Z
Sunset: 0011 Z,

Runway Information

Runway: 14L
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 984 ft
Lighting: Edge, ALS, Centerline

Runway: 14R
Length x Width: 9502 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 984 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18
Length x Width: 8153 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 982 ft
Lighting: Edge, ALS
Displaced Threshold: 139 ft

Runway: 32L
Length x Width: 9502 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 980 ft
Lighting: Edge, ALS, Centerline

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Runway: 32R
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 981 ft
Lighting: Edge, ALS, Centerline, TDZ

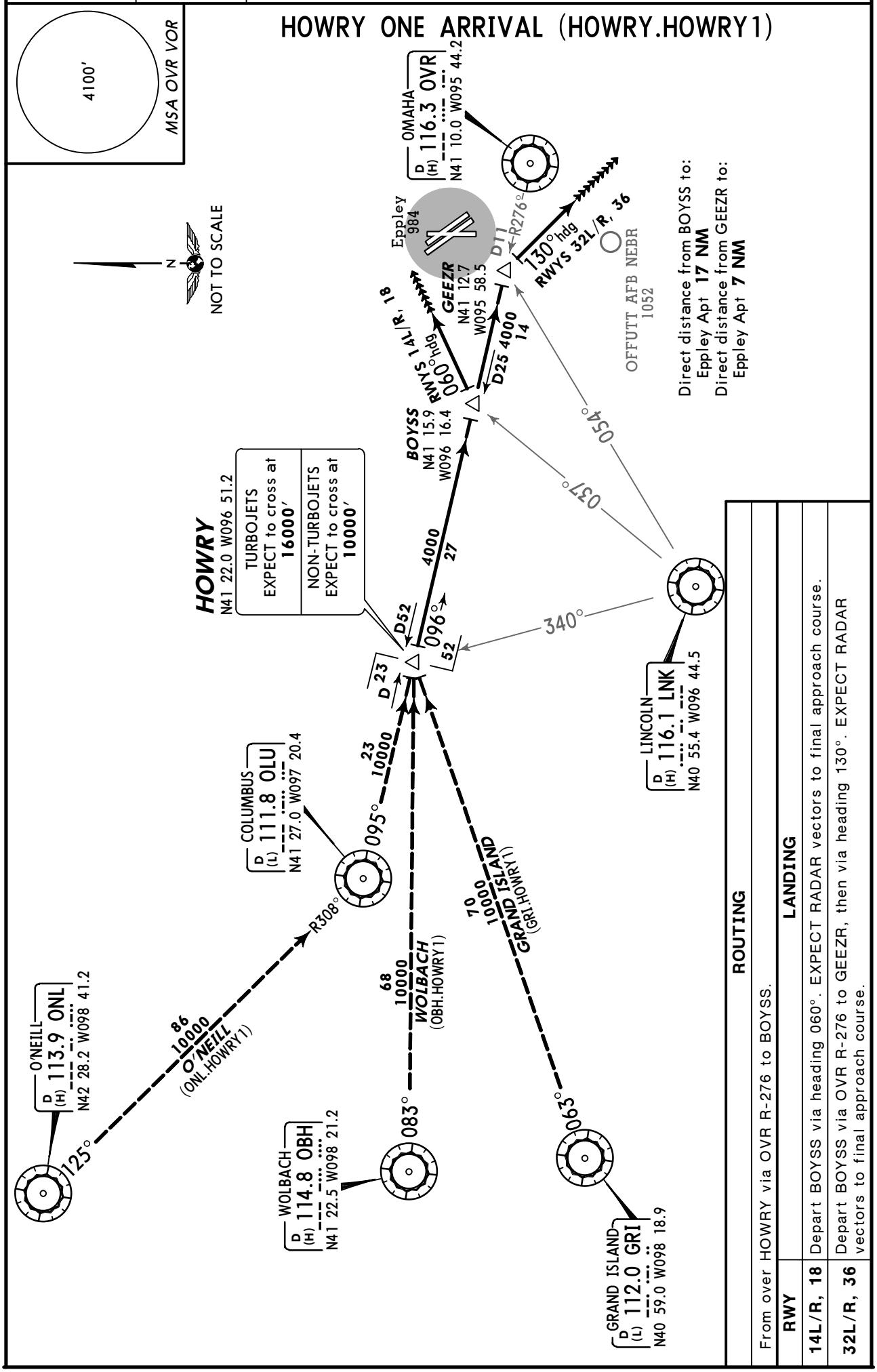
Runway: 36
Length x Width: 8153 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 979 ft
Lighting: Edge, ALS

Communication Information

ATIS 120.4
Omaha Tower 132.1
Omaha Ground Control 121.9
Omaha Clearance Delivery 119.9 Pre-Departure Clearance
Omaha Approach Control 120.1 Initial Contact
Omaha Approach Control 124.5
Omaha ARSA 120.1 Initial Contact
Omaha ARSA 124.5
Omaha Departure Control 120.1 Initial Contact
Omaha Departure Control 124.5
Eppley Unicom 122.95
FT Dodge Flight Service Station 122.1 RCO
FT Dodge Flight Service Station 116.3 RCO
Columbus Flight Service Station 122.35 RCO

D-ATIS	Apt Elev	Alt Set: INCHES
120.4	See Graphic	Trans level: FL180 Trans alt: 18000′ RADAR required.

HOWRY ONE ARRIVAL (HOWRY.HOWRY1)



ROUTING

From over HOWRY via OVR R-276 to BOYSS.

LANDING

RWY	
14L/R, 18	Depart BOYSS via heading 060°. EXPECT RADAR vectors to final approach course.
32L/R, 36	Depart BOYSS via OVR R-276 to GEEZR, then via heading 130°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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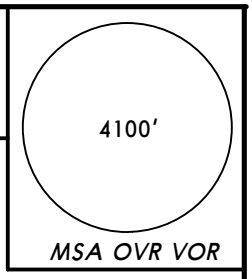
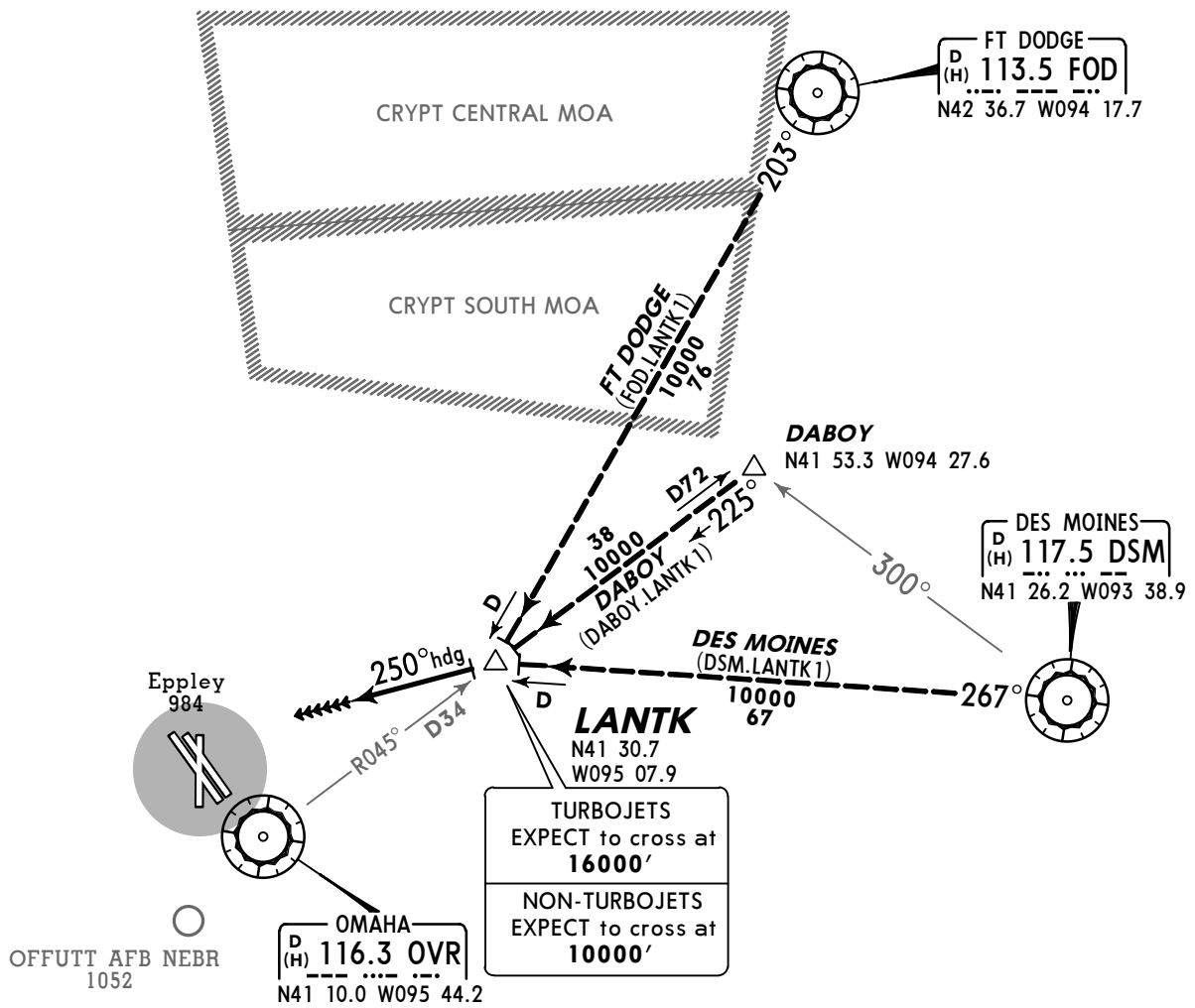
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME required for DABOY Transition.
120.4	See Graphic	

LANTK ONE ARRIVAL (LANTK.LANTK1)





Direct distance from LANTK to:
Eppley Apt **37 NM**

NOT TO SCALE

ROUTING

From over LANTK fly heading 250° and EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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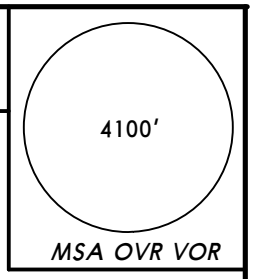
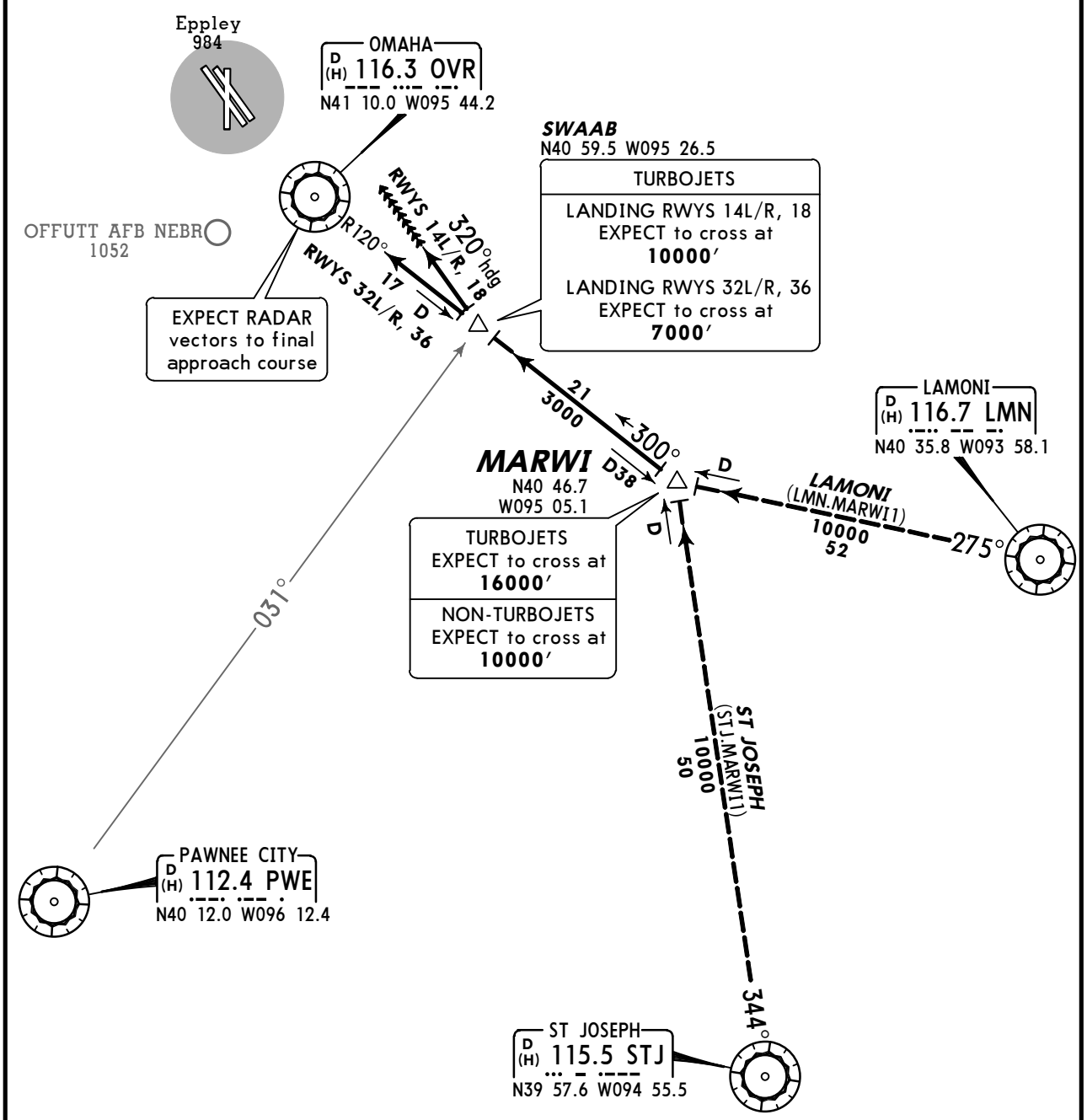
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.
120.4	See Graphic	

MARWI ONE ARRIVAL (MARWI.MARWI1)





Direct distance from OVR to:
Eppley Apt **11 NM**
Direct distance from SWABB to:
Eppley Apt **28 NM**

N
NOT TO SCALE

ROUTING

Depart MARWI via OVR R-120 to SWAAB.

RWY	LANDING
14L/R, 18	Then via heading 320°. EXPECT RADAR vectors to final approach course.
32L/R, 36	Then via OVR R-120 to OVR. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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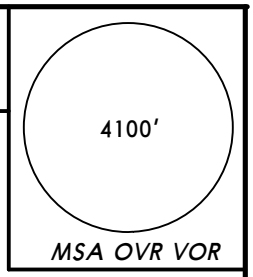
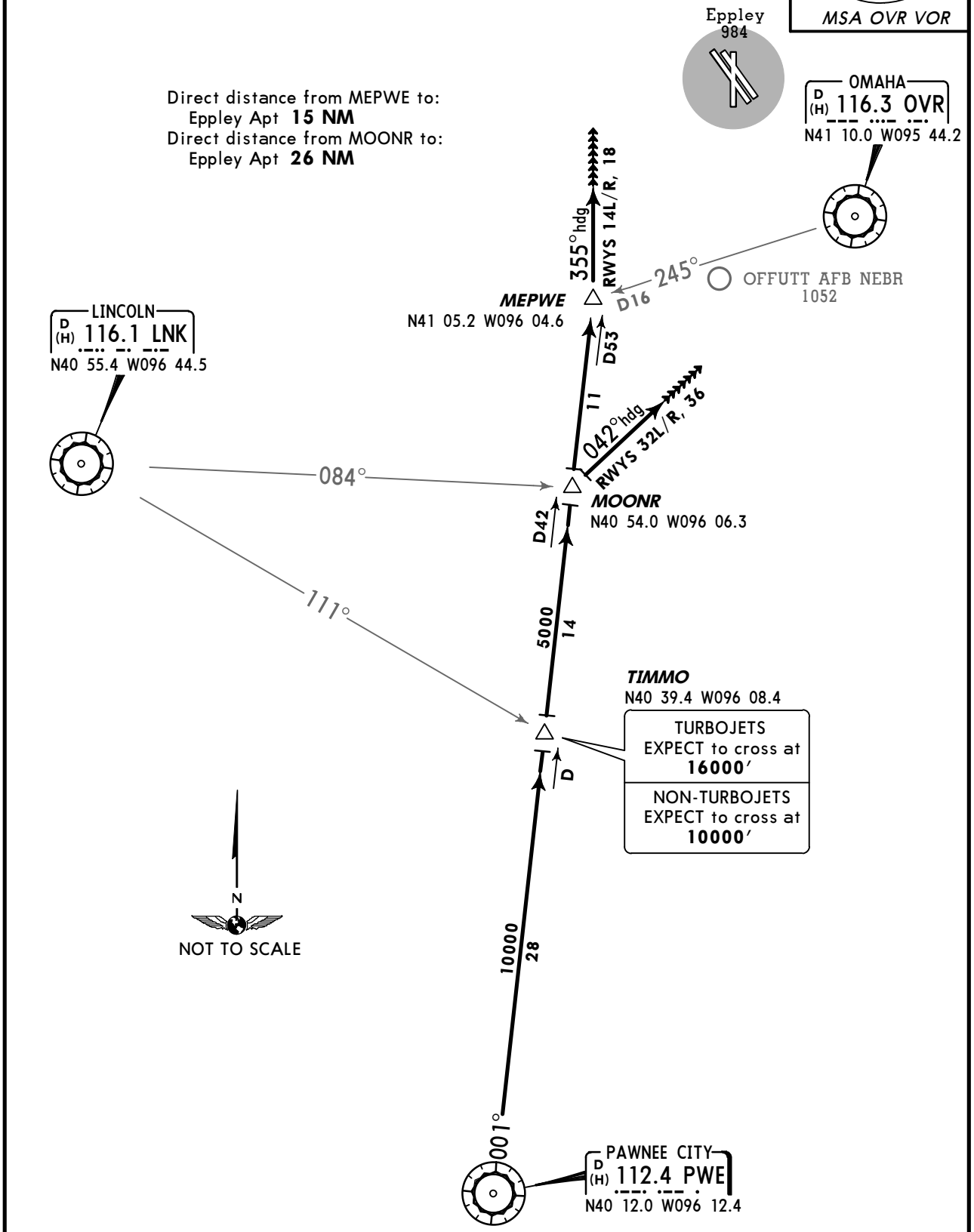
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.
120.4	See Graphic	

PAWNEE CITY ONE ARRIVAL (PWE.PWE1)





ROUTING

From over PWE via PWE R-001 to TIMMO to MOONR.

RWY	LANDING
14L/R, 18	To MEPWE, depart MEPWE heading 355°, EXPECT RADAR vectors to final approach course.
32L/R, 36	Depart MOONR heading 042°, EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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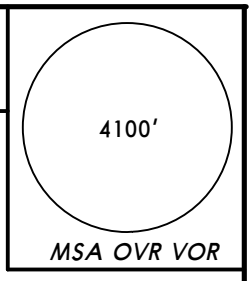
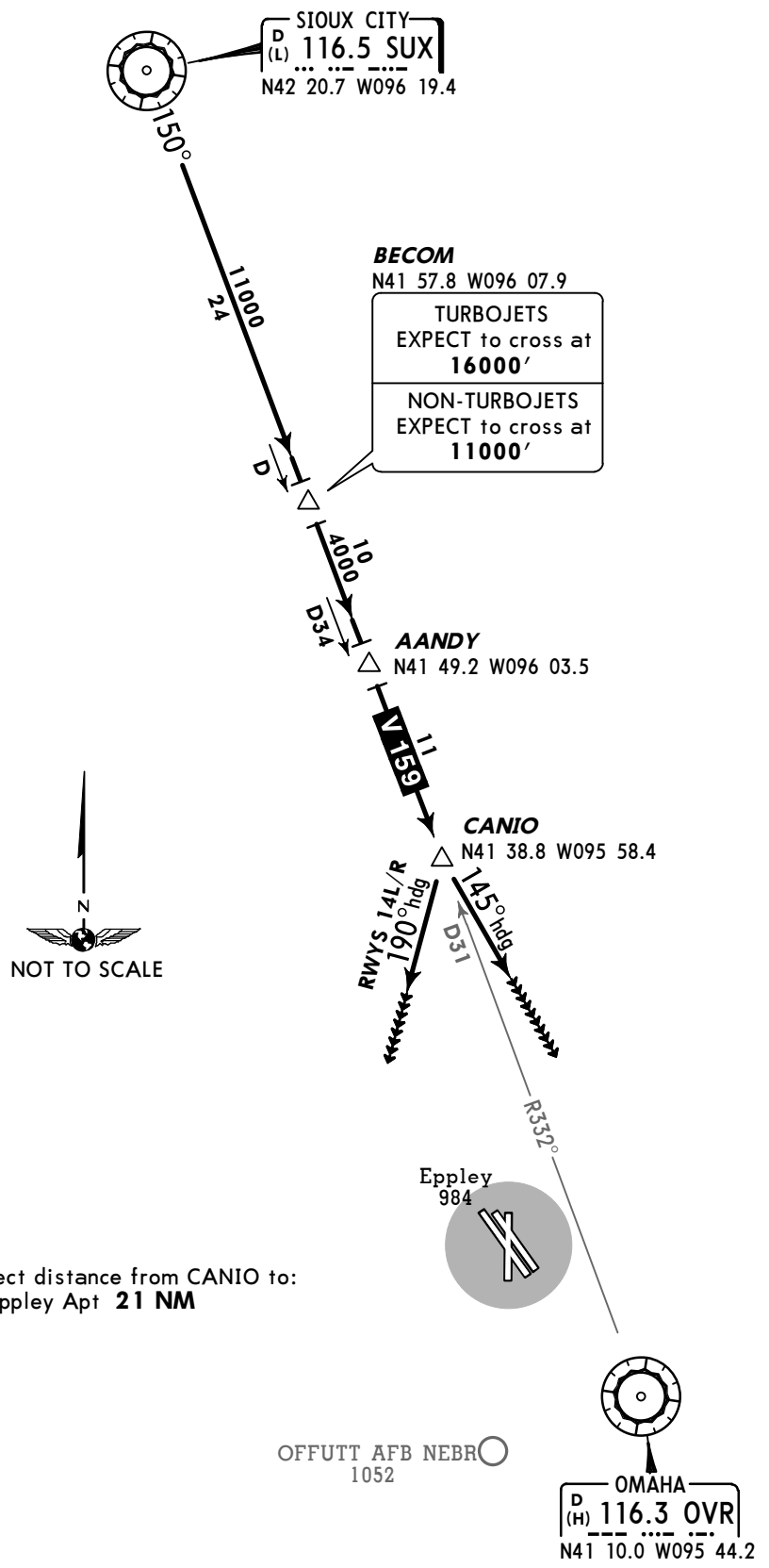
D-ATIS	Apt Elev	
120.4	See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME and RADAR required.

SIOUX CITY ONE ARRIVAL (SUX.SUX1)





ROUTING

From over SUX via SUX R-150 to BECOM to AANDY. Depart AANDY via V-159 to CANIO.

RWY	LANDING
14L/R	Fly heading 190° for RADAR vectors to final approach course.
ALL OTHERS	Fly heading 145° for RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

BLUFS ONE DEPARTURE (BLUFS1.OMA) (VECTOR)

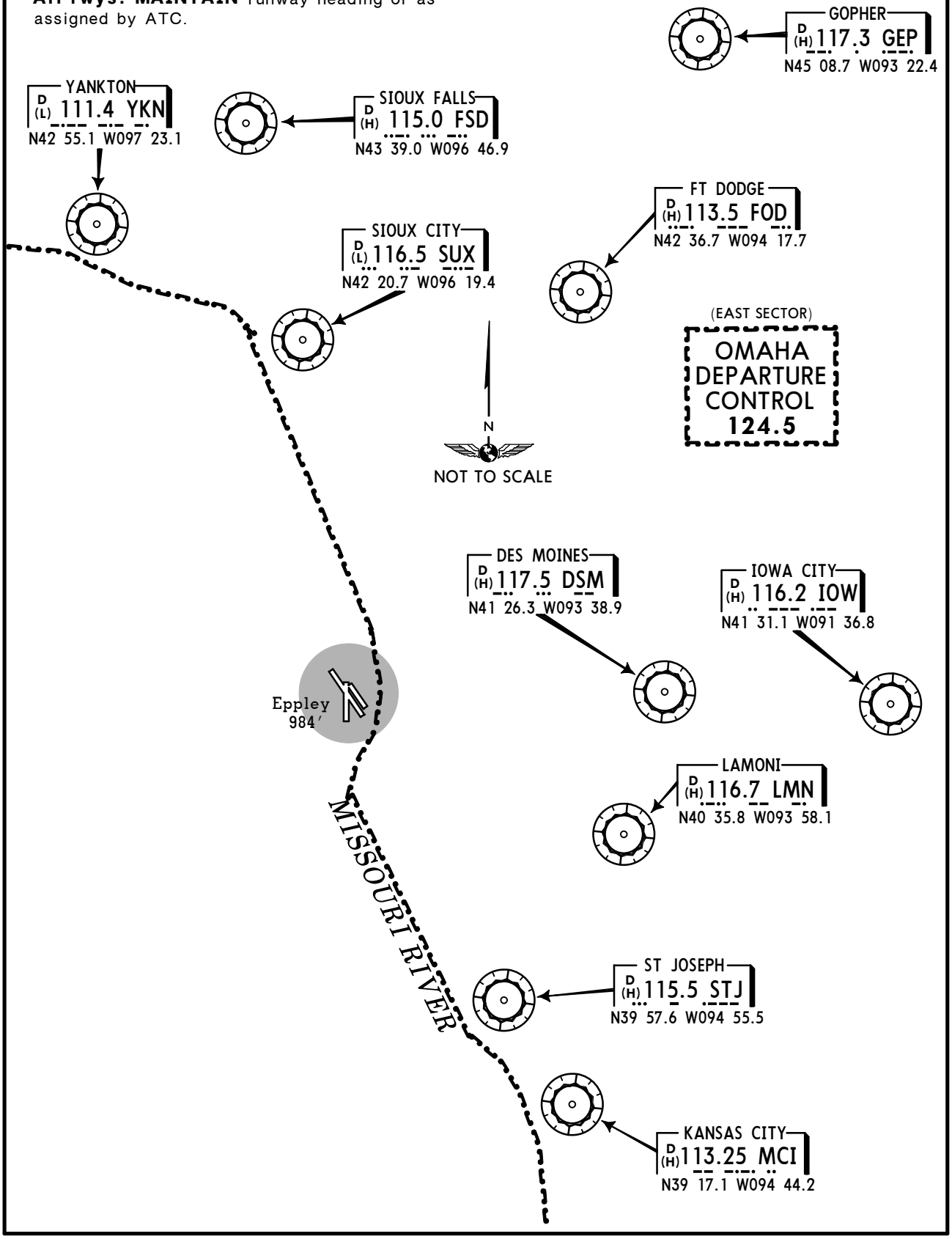
(RADAR REQUIRED)

This DP requires the following take-off minimums:
Rwy 14L: 400-2 or standard with a minimium climb gradient of 210′ per nm to 1500′.
Rwy 18: 300-1.

Gnd speed-Kts	75	100	150	200	250	300
210′ per nm	263	350	525	700	875	1050

TAKE-OFF
All rwys: MAINTAIN runway heading or as assigned by ATC.

DEPARTURE
All aircraft Expect radar vectors to assigned fix/route. Turbojet aircraft **MAINTAIN** 5000′ or assigned LOWER altitude. Propeller driven aircraft **MAINTAIN** 4000′. All aircraft Expect clearance to filed altitude/flight level ten minutes after departure.



CHANGES: New chart.

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FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

CATTL ONE DEPARTURE (CATTL1.OMA) (VECTOR)

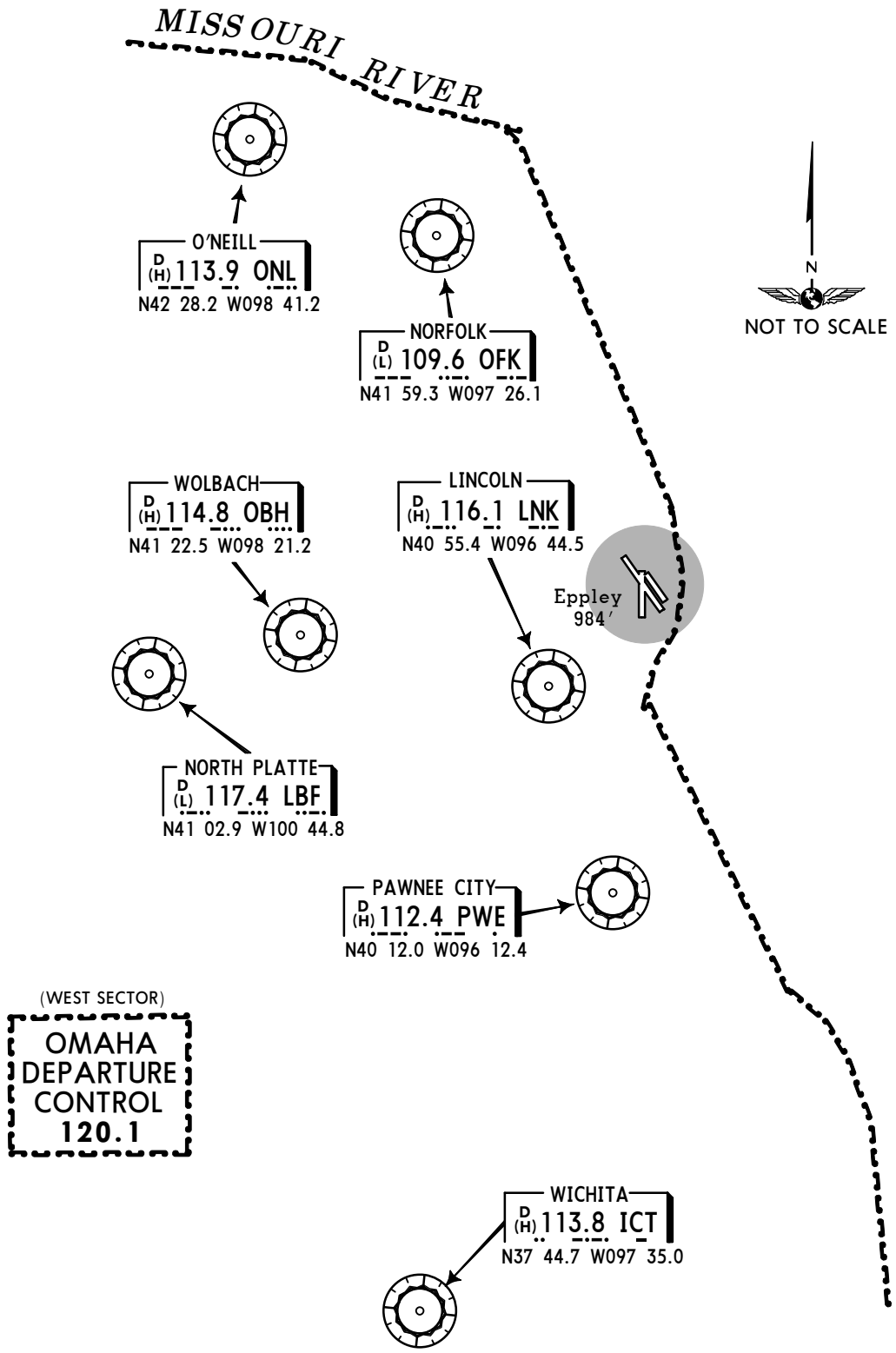
(RADAR REQUIRED)

This DP requires the following take-off minimums:
Rwy 14L: 400-2 or standard with a minimium climb gradient of 210′ per nm to 1500′.
Rwy 18: 300-1.

Gnd speed-Kts	75	100	150	200	250	300
210′ per nm	263	350	525	700	875	1050

TAKE-OFF
All rwys: MAINTAIN runway heading or as assigned by ATC.

DEPARTURE
All aircraft Expect radar vectors to assigned fix/route. Turbojet aircraft **MAINTAIN** 5000′ or assigned LOWER altitude. Propeller driven aircraft **MAINTAIN** 4000′. All aircraft Expect clearance to filed altitude/flight level ten minutes after departure.



CHANGES: New chart.

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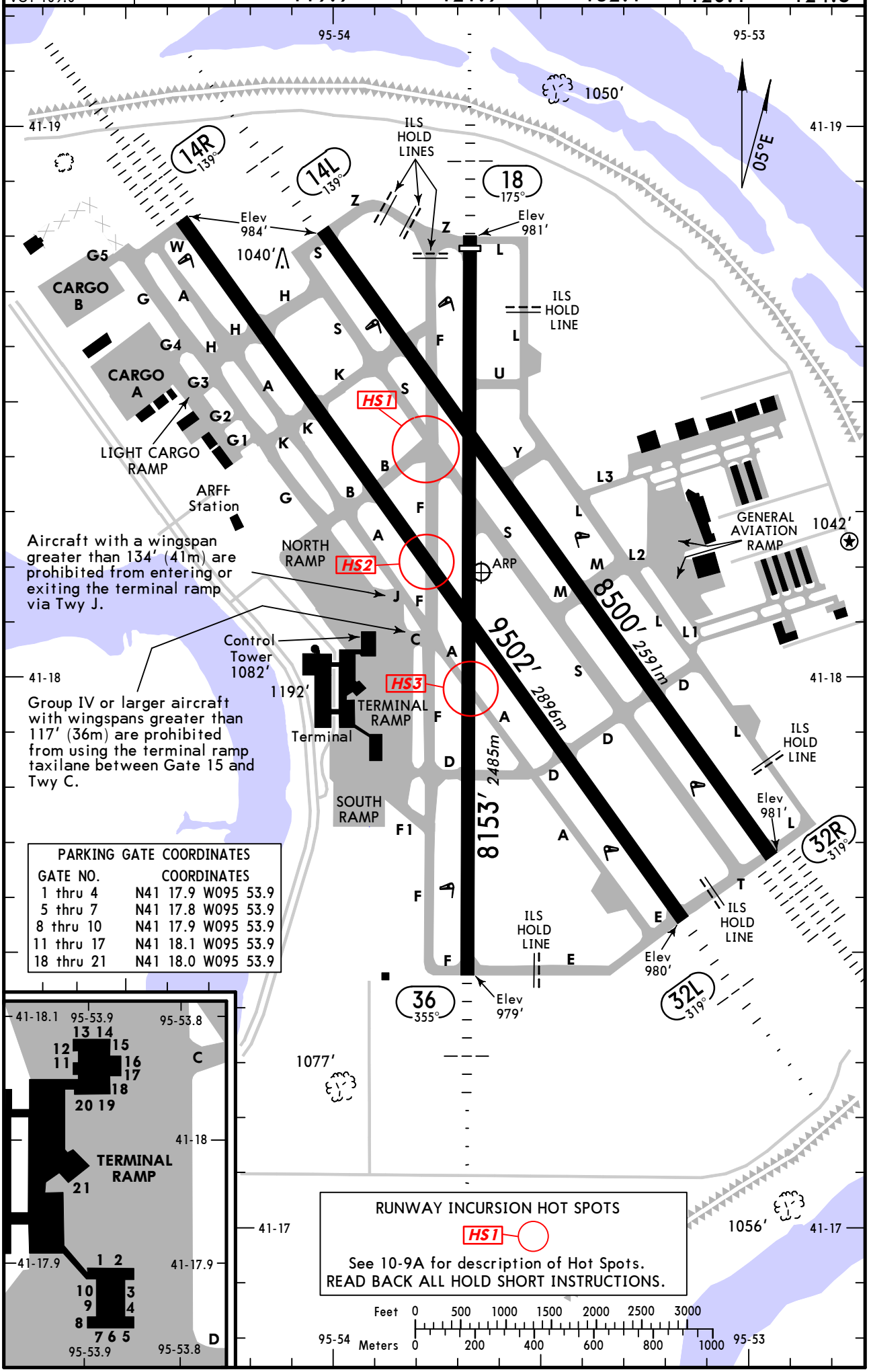
D-ATIS	ACARS: D-ATIS PDC	OMAHA Clearance	Ground	Tower	OMAHA Departure (R) West	OMAHA Departure (R) East
120.4 VOT 109.0		119.9	121.9	132.1	120.1	124.5



PARKING GATE COORDINATES

GATE NO.	COORDINATES
1 thru 4	N41 17.9 W095 53.9
5 thru 7	N41 17.8 W095 53.9
8 thru 10	N41 17.9 W095 53.9
11 thru 17	N41 18.1 W095 53.9
18 thru 21	N41 18.0 W095 53.9

CHANGES: Notes, taxiway L, closed portion of taxiway S modified.

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GENERAL
CAUTION: Mowers adjacent to movement area March to October.
CAUTION: Be alert to runway crossing clearances. Read back of all runway holding instructions is required.
Low-level wind shear alert system.
Birds in vicinity of airport.
If unfamiliar with the airport or taxi routes, request progressive taxi instructions from ATC.
If in doubt, ask ground control.
Noise mitigation procedures prohibit VFR patterns for military turbojet aircraft between 0500-1200Z.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) grooved RVR		8422′ 2567m		150′ 46m
32L	HIRL CL MALSR PAPI-R (angle 3.0°) grooved RVR		8507′ 2593m		
14L	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR		7451′ 2271m		150′ 46m
32R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) grooved RVR		7451′ 2271m		
18	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR	8014′ 2443m	7018′ 2139m		150′ 46m
36			7054′ 2150m		

RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

CAUTION: Use caution while taxiing near the center of the airport. There are several intersections of runways and taxiways in this area that have the potential to cause confusion.

HS1 A complex intersection of Taxiways S, F and B is located between Runway 14R/32L and the intersection of Runways 14L/32R and 18/36.

HS2 Intersection of Taxiway F and Runway 14R/32L is in close proximity to the ramp at Taxiway C.

HS3 Intersection of Taxiway A and Runway 18/36 is in close proximity to the ramp at Taxiway C.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 14R/L, 32R/L					Rwys 18, 36		
2 operating RVRs are required All operating RVRs are controlling			STD			STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP
Rwys 14L, 14R: Climb heading 139° to 2600′ before proceeding on course.
Rwy 18: Climb heading 175° to 2600′ before turning right.
Rwys 32L, 32R: Climb heading 319° to 2600′ before proceeding westbound.
Rwy 36: Climb heading 355° to 2600′ before turning left.

FOR FILING AS ALTERNATE

	ILS Rwy 32R	ILS Rwy 14L ILS Rwy 14R ILS Rwy 18 ILS Rwy 36	ILS Rwy 32L LOC DME Rwy 14L LOC DME Rwy 14R LOC DME Rwy 18 LOC Rwy 32L LOC Rwy 32R	LOC Rwy 36 RNAV (GPS) Rwy 14L RNAV (GPS) Rwy 14R RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR Rwy 32L	RNAV (GPS) Rwy 32L RNAV (GPS) Rwy 32R
A	700-2	700-2	800-2		800-2 1/2
B					
C		800-2			
D	700-2 1/4	800-2 1/4	800-2 1/4		

AMEND 5

CHANGES: Runway 14L PAPI-L added.

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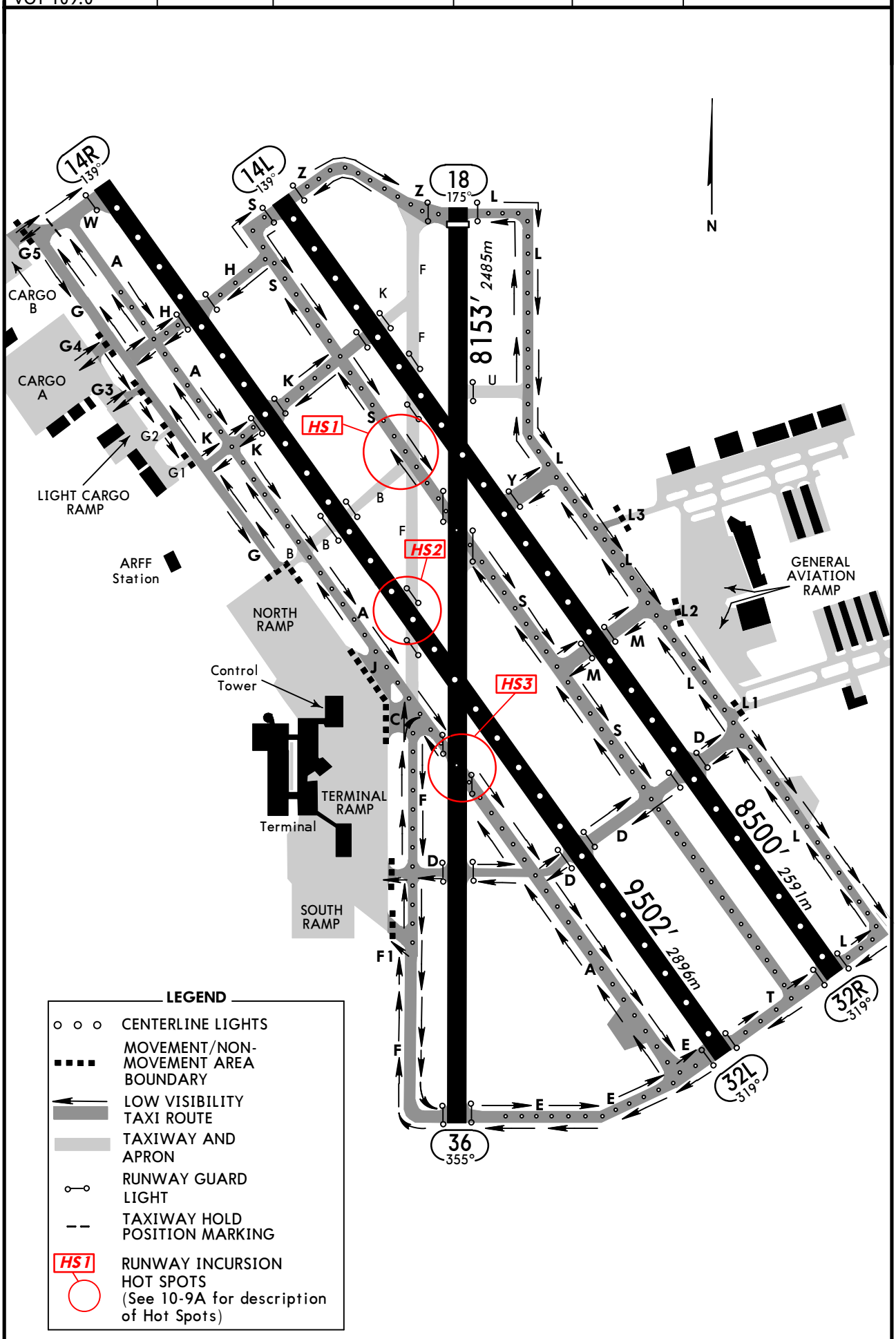
LESS THAN RVR 1200 to 600

LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS:	OMAHA Clearance	Ground	Tower	OMAHA Departure (R) West	OMAHA Departure (R) East
120.4 VOT 109.0	D-ATIS PDC	119.9	121.9	132.1	120.1	124.5



CHANGES: Twys E, F, K, L, and Z modified.

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ILS or LOC DME Rwy 14L

D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

BRIEFING STRIP™

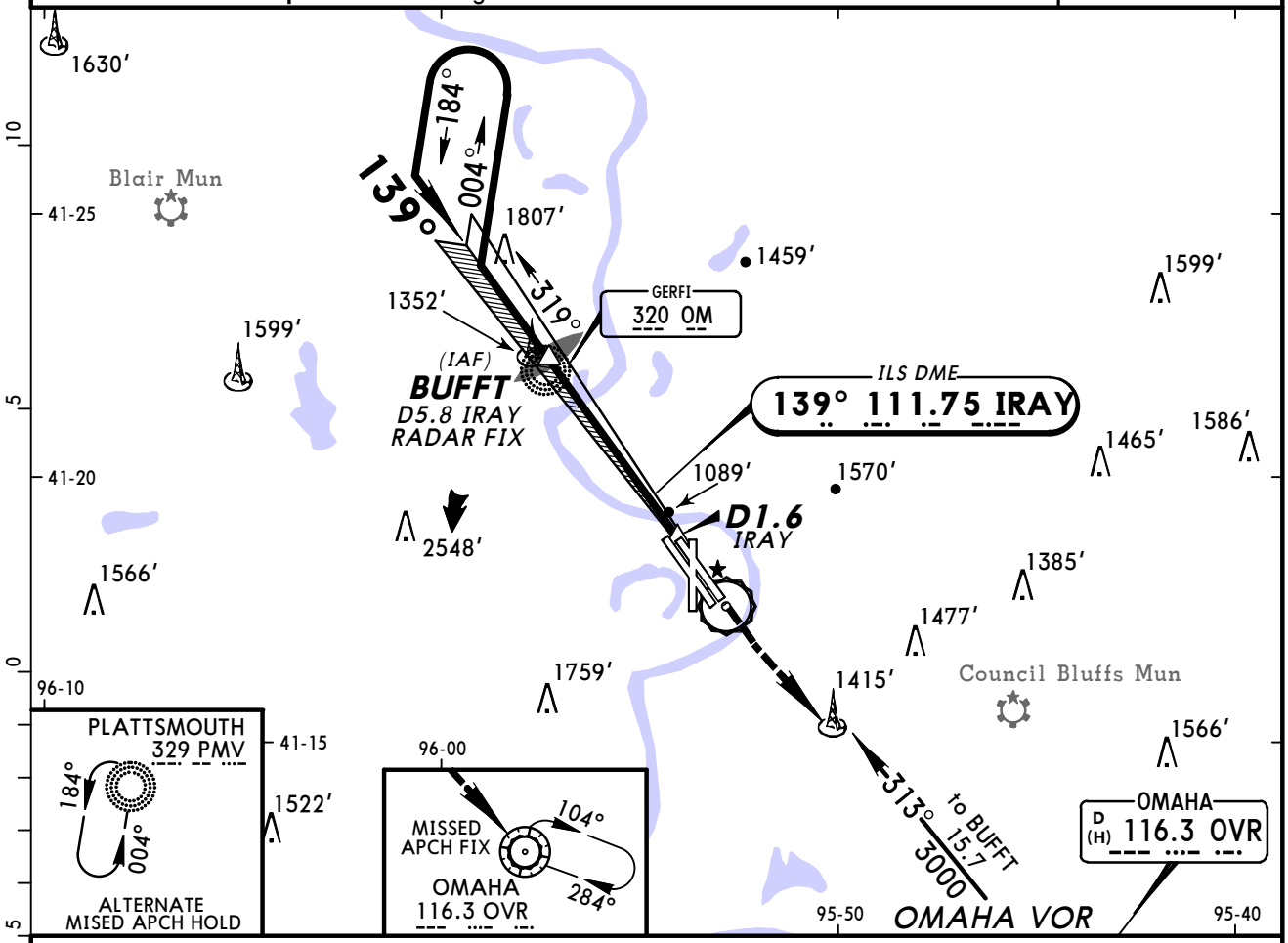
LOC IRAY	Final Apch Crs	GS BUFFT	ILS DA(H)	Apt Elev 984′
111.75	139°	2400′ (1416′)	1184′ (200′)	TDZE 984′

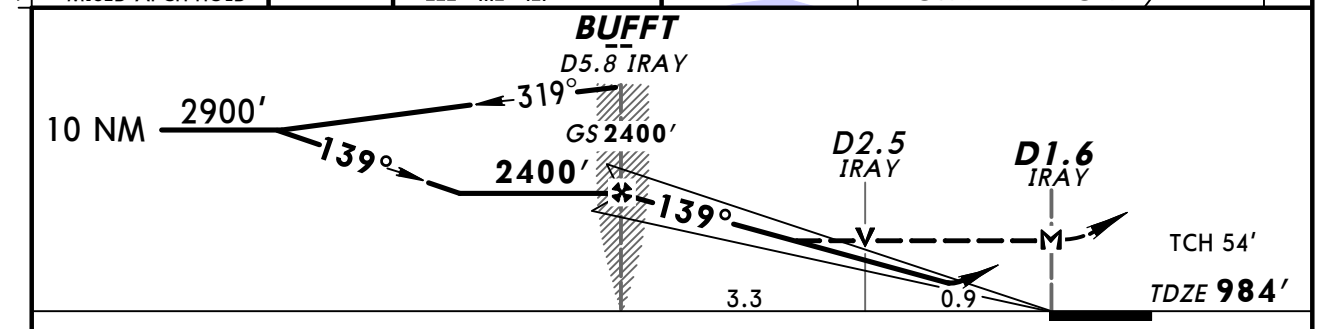
MISSED APCH: Climb to 1900′, then climbing LEFT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Disregard outer marker indication.

4100′
MSA OVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IRAY						

MALSR PAPI 1900′ 3000′ LT OVR 116.3

STRAIGHT-IN LANDING RWY14L

	ILS DA(H) 1184′ (200′) FULL	ILS DA(H) 1184′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1340′ (356′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C					
D			RVR 40 or 3/4	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1660′ (676′) -1
120	1680′ (696′) -1
140	1720′ (736′) -2
165	1720′ (736′) -2 1/4

TERPS AMEND 1B

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Lighting.

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BRIEFING STRIP™

D-ATIS	OMAHA Approach (R)		OMAHA Tower	Ground
120.4	West 120.1	East 124.5	132.1	121.9

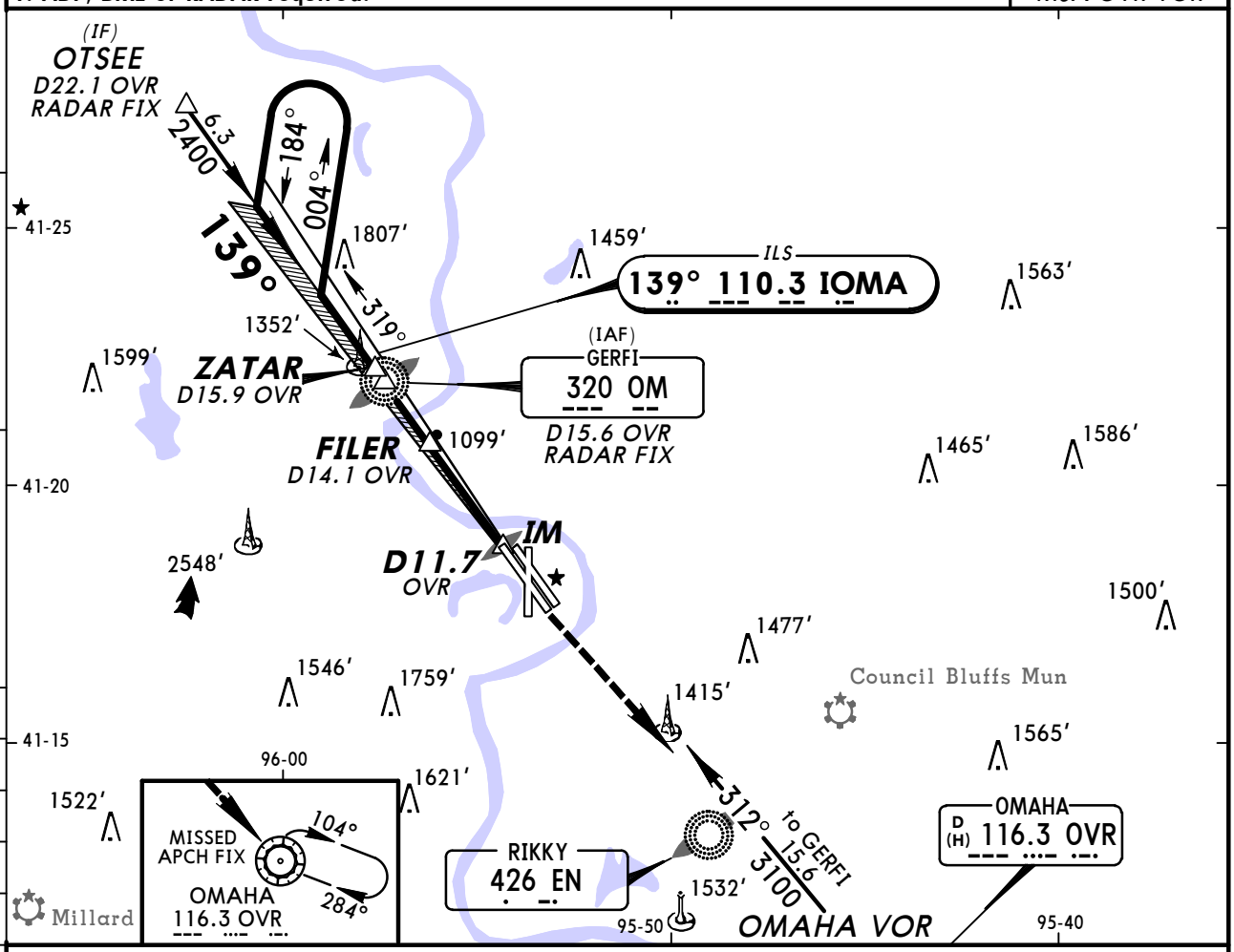
LOC IOMA	Final Apch Crs	GS ZATAR	ILS DA(H)	Apt Elev 984′
110.3	139°	2400′ (1416′)	1184′ (200′)	TDZE 984′

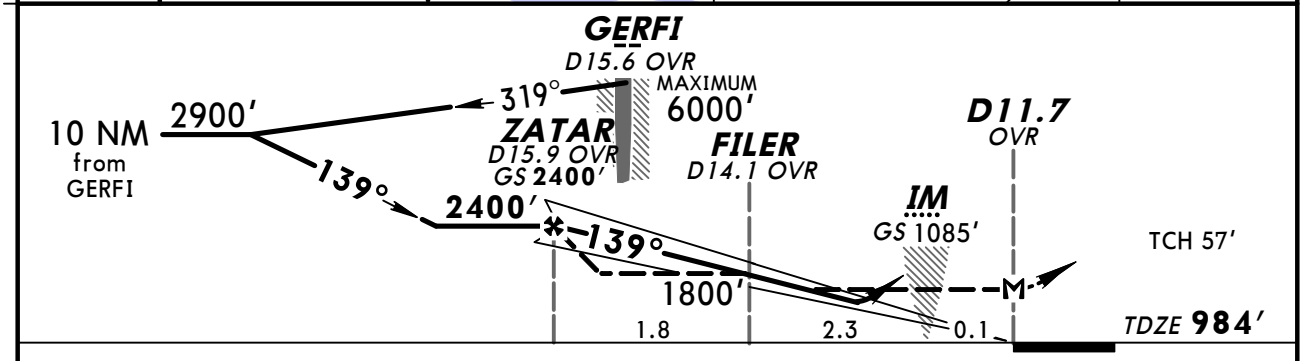
MISSED APCH: Climb to 1900′ then climbing LEFT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. ADF, DME or RADAR required.

4100′
MSA OVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D11.7 OVR						

ALSF-II
PAPI

1900′	3000′		OVR
	LT	D	116.3

STRAIGHT-IN LANDING RWY14R

	ILS DA(H) 1184′ (200′)			LOC (GS out) MDA(H) 1360′ (376′)		CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	1660′ (676′) -1
B						120	1680′ (696′) -1
C						140	1720′ (736′) -2
D				RVR 40 or ¾	RVR 60 or 1¼	165	1720′ (736′) -2¼

AMEND 4A
TERPS

CHANGES: MSA

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KOMA/OMA
EPPLEY

JEPPESEN

26 DEC 08 (11-2A)

OMAHA, NEBR
ILS Rwy 14R CAT II & III

D-ATIS	OMAHA Approach (R)		OMAHA Tower	Ground
120.4	West 120.1	East 124.5	132.1	121.9

BRIEFING STRIP ™

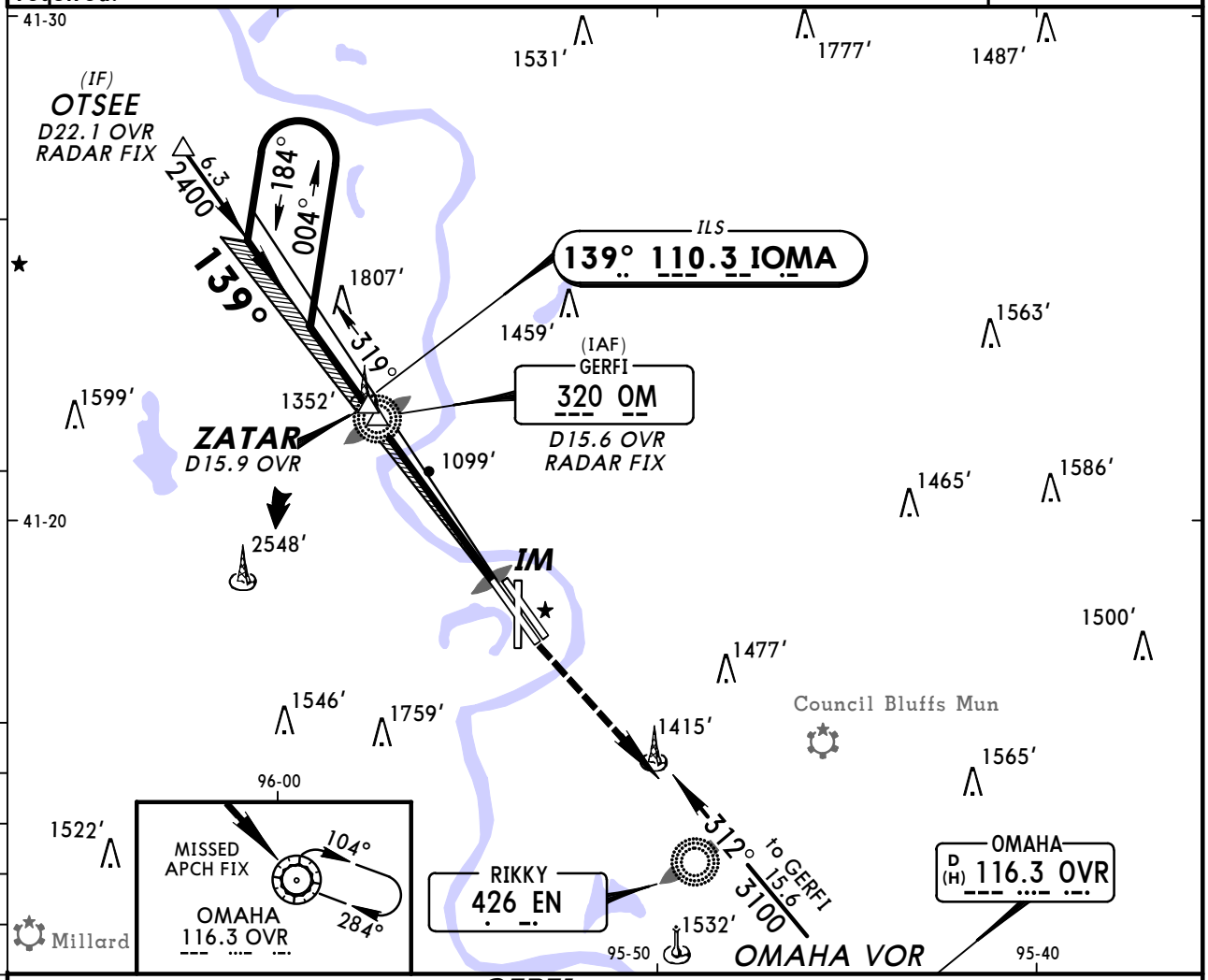
LOC IOMA	Final Apch Crs	GS ZATAR	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
110.3	139°	2400′ (1416′)	NA	Refer to Minimums	RA 99′ DA(H) 1084′ (100′)	984′ TDZE 984′

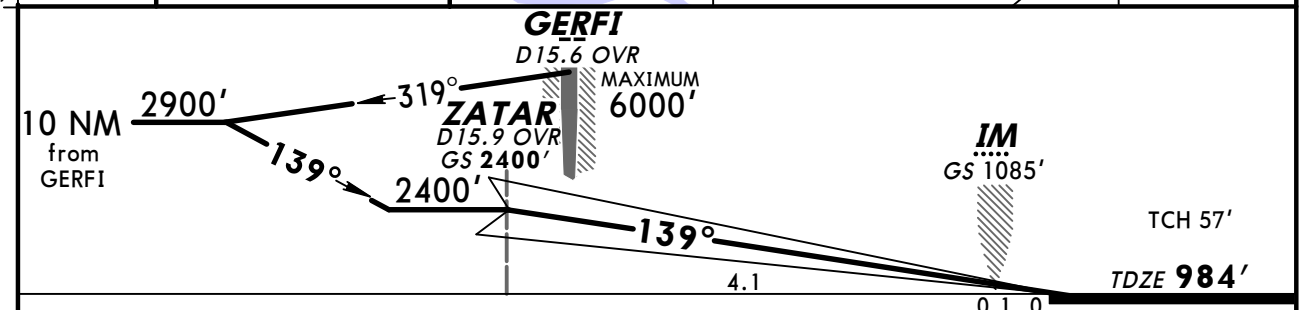
MISSED APCH: Climb to 1900′ then climbing LEFT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. ADF, DME or RADAR required.

4100′
MSA OVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
PAPI

1900′

3000′ LT

D

OVR 116.3

STRAIGHT-IN LANDING RWY 14R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 99′ DA(H) 1084′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 4A

CHANGES: MSA.

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D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

BRIEFING STRIP™

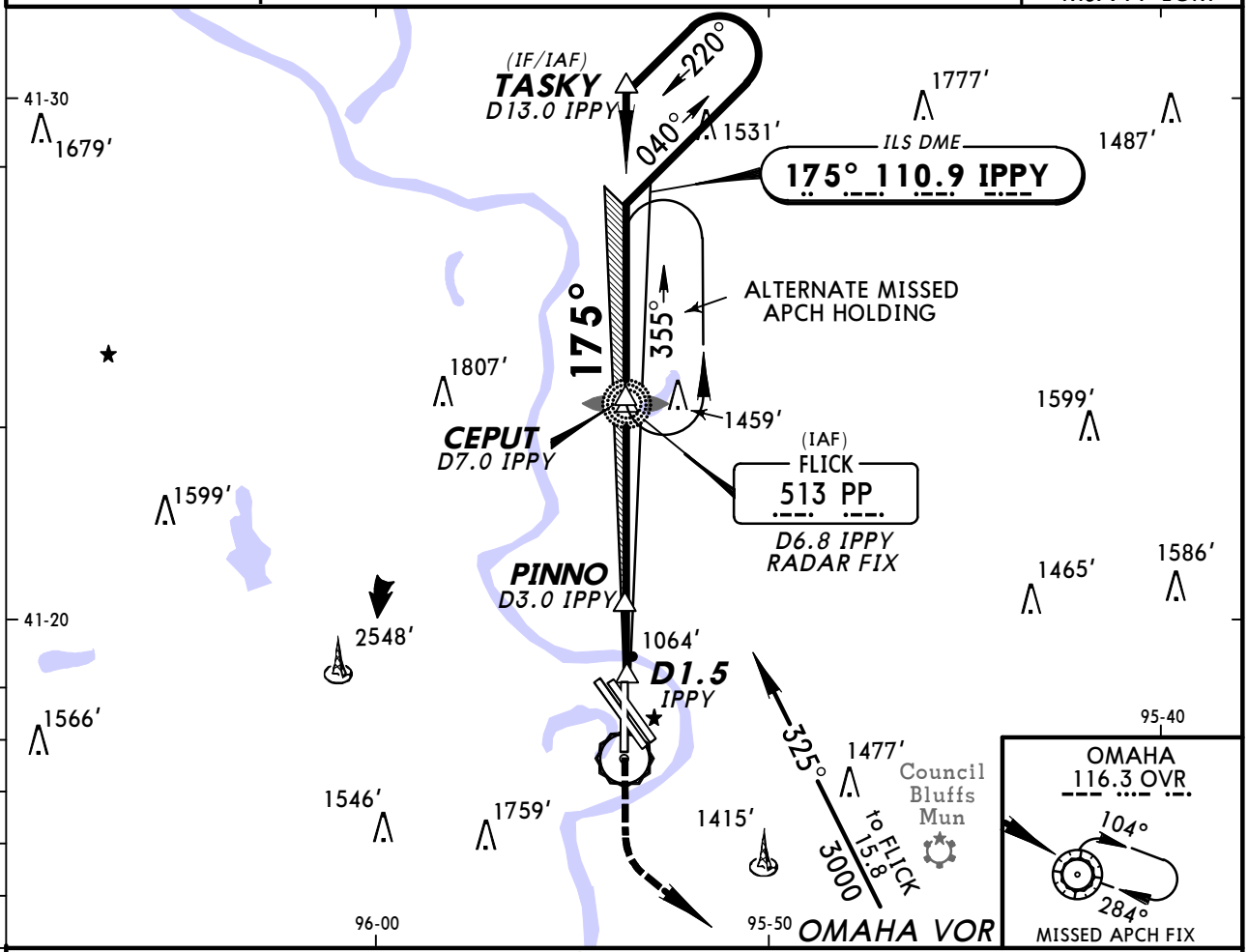
LOC IPPY	Final Apch Crs	GS CEPUT	ILS DA(H)	Apt Elev 984′
110.9	175°	2800′ (1819′)	1181′ (200′)	TDZE 981′

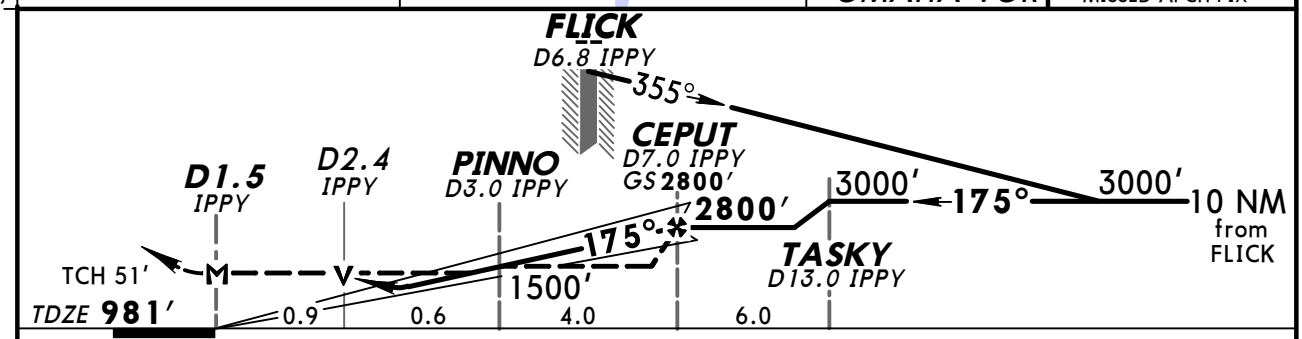
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or RADAR required.

3800′
MSA PP LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 IPPY						

MALSR
PAPI
1800′
3000′ LT
OVR 116.3

STRAIGHT-IN LANDING RWY 18

	ILS DA(H) 1181′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1320′ (339′)	LOC RAIL out	LOC ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660′(676′) -1
120	1680′(696′) -1
140	1720′(736′) -2
165	1720′(736′) -2¼

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 8A

CHANGES: None.

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BRIEFING STRIP™

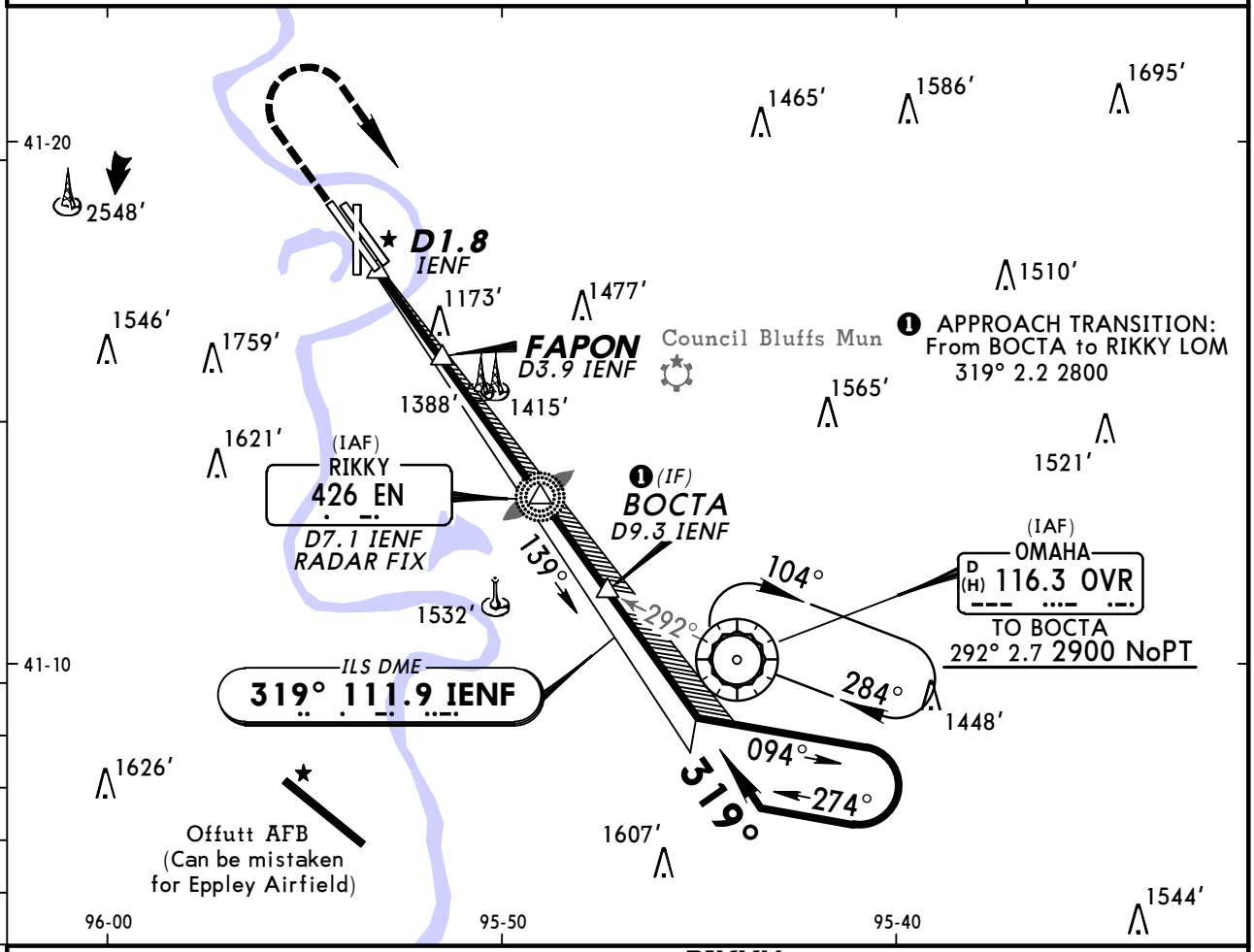
D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

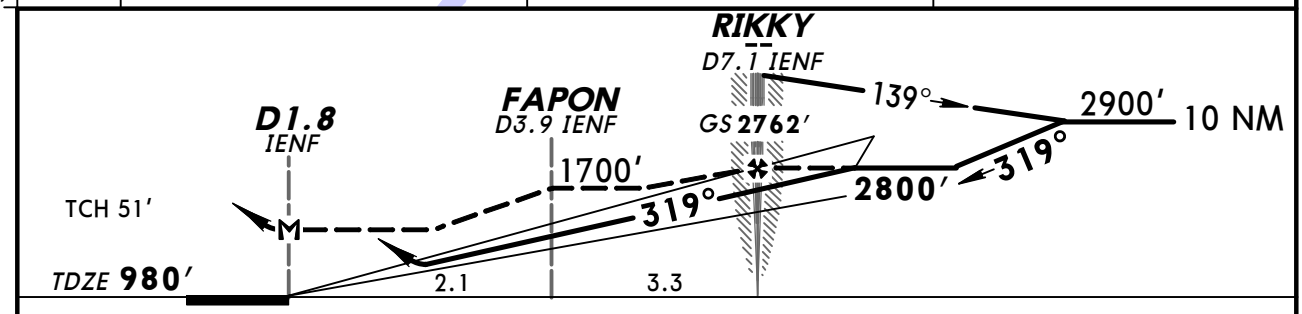
LOC IENF	Final Apch Crs	GS RIKKY	ILS DA(H)	Apt Elev 984′
111.9	319°	2762′ (1782′)	1180′ (200′)	TDZE 980′

MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

4100′
MSA OVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 IENF or RIKKY to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
PAPI

1800′	3000′	D	OVR 116.3
↑	RT		

STRAIGHT-IN LANDING RWY32L

ILS DA(H) 1180′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1620′ (640′) With FAPON			LOC (GS out) MDA(H) 1700′ (720′) Without FAPON		
			RAIL out	ALS out		RAIL out	ALS out
A		RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B	❶ RVR 24 or ½	RVR 40 or ¾					
C		RVR 60 or 1¼	1¾		1½	2	
D		1½	2		1¾	2¼	

CIRCLE-TO-LAND

Max Kts	With FAPON MDA(H)	Without FAPON MDA(H)
90	1660′ (676′)-1	1700′ (716′)-1
120	1680′ (696′)-1	
140	1720′ (736′)-2	1720′ (736′)-2
165	1720′ (736′)-2¼	1720′ (736′)-2¼

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 13 JAN 2011

CHANGES: Procedure.

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BRIEFING STRIP™

D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

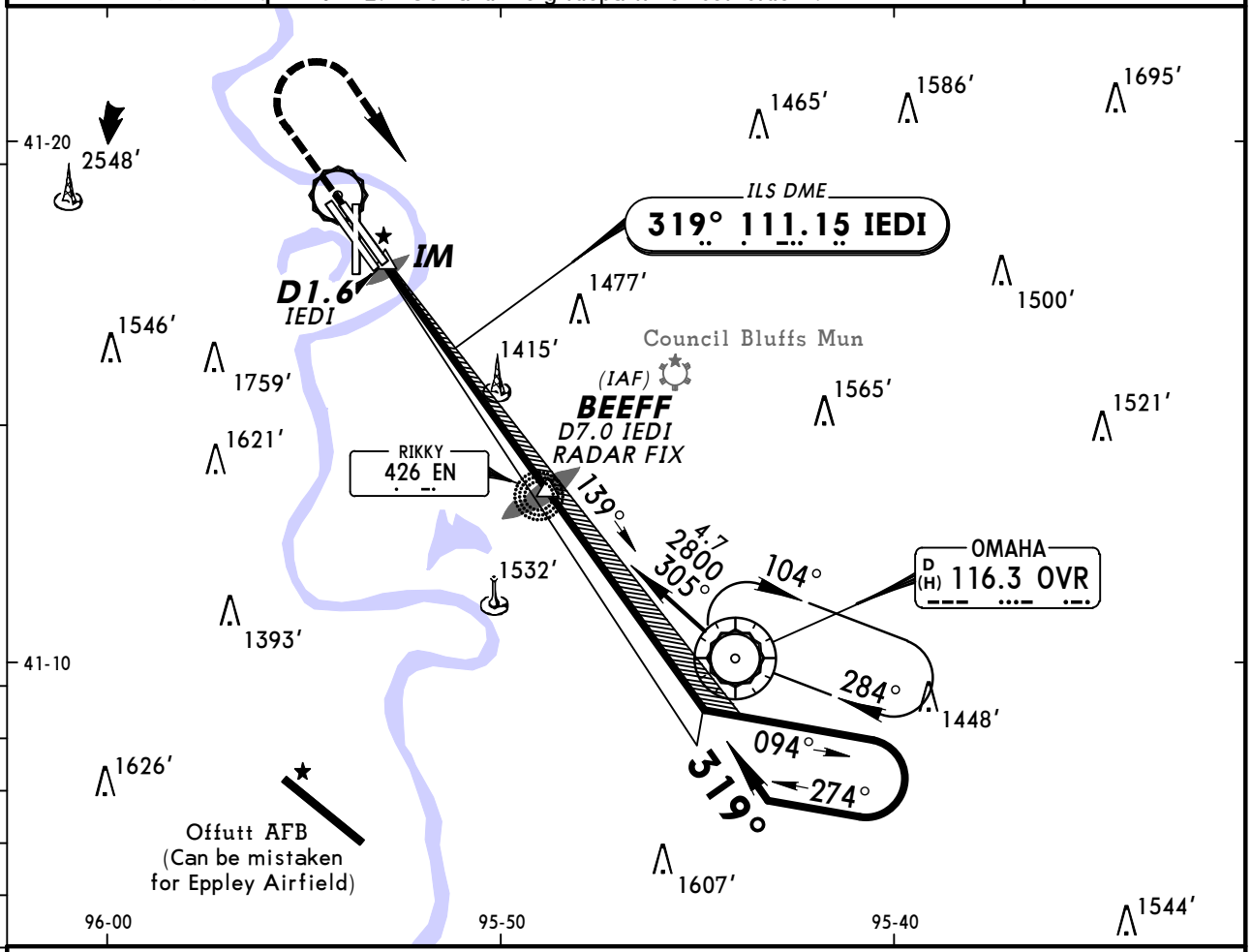
LOC IEDI	Final Apch Crs	GS BEEFF	ILS DA(H)	Apt Elev 984′
111.15	319°	2800′ (1816′)	1184′ (200′)	TDZE 984′

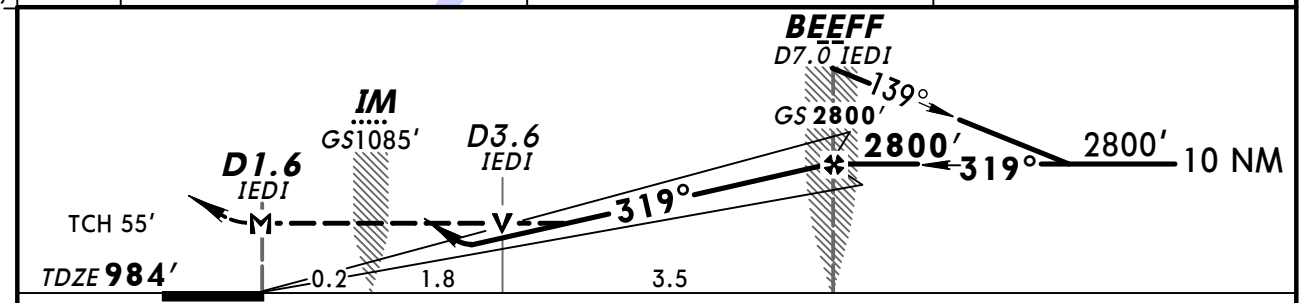
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.

4100′
MSA OVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 IEDI or BEEFF to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-II
PAPI

1800′ ↑ | 3000′ ↱ RT | D | OVR 116.3

STRAIGHT-IN LANDING RWY32R

TERPS AMENDED	ILS DA(H) 1184′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 1680′ (696′)	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	1680′ (696′)-1
B						120	
C				1½	2	140	1680′ (696′)-2
D				1¾	2¼	165	1680′ (696′)-2¼

CHANGES: TDZE, minimums.

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ILS Rwy 32R CAT II & III

D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

BRIEFING STRIP™

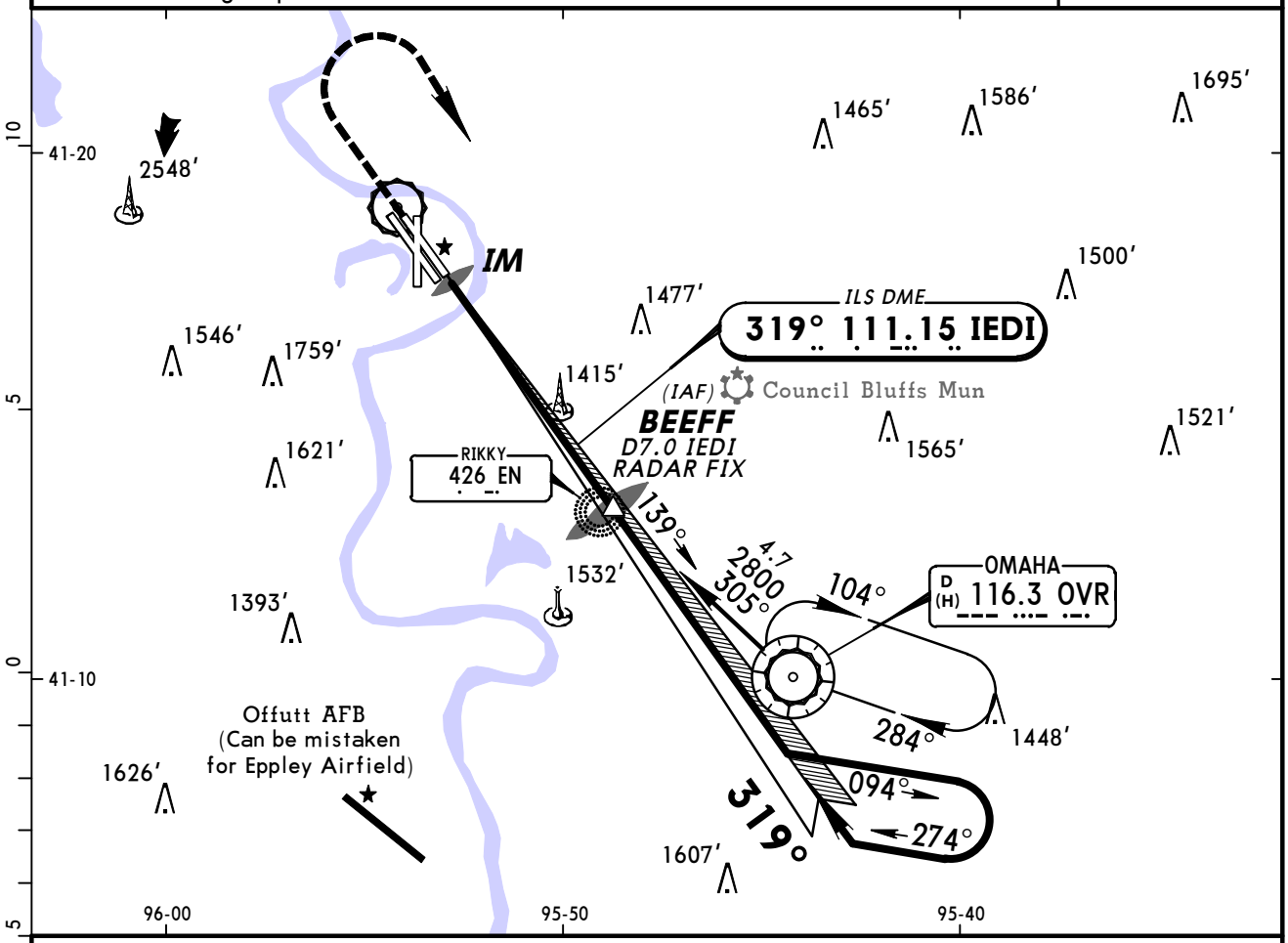
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
IEDI 111.15	319°	BEEFF 2800′ (1816′)	NA	Refer to Minimums		RA 100′ DA(H)1084′(100′)	984′ TDZE 984′

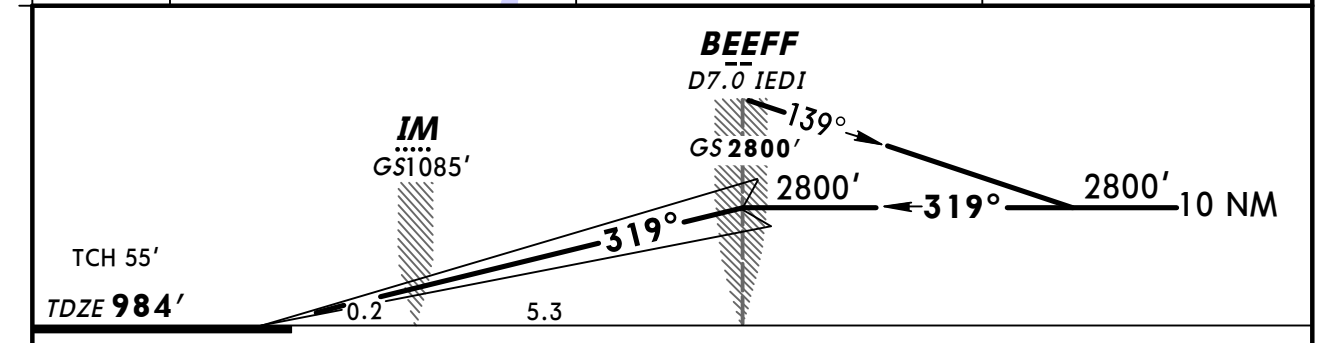
MISSED APCH: Climb to 1800′, then climbing RIGHT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required.
3. VGSI and ILS glidepath not coincident.

4100′
MSA OVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
PAPI
1800′
3000′ RT
D
OVR 116.3

STRAIGHT-IN LANDING RWY32R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 1084′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND OB

CHANGES: TDZE, minimums.

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D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

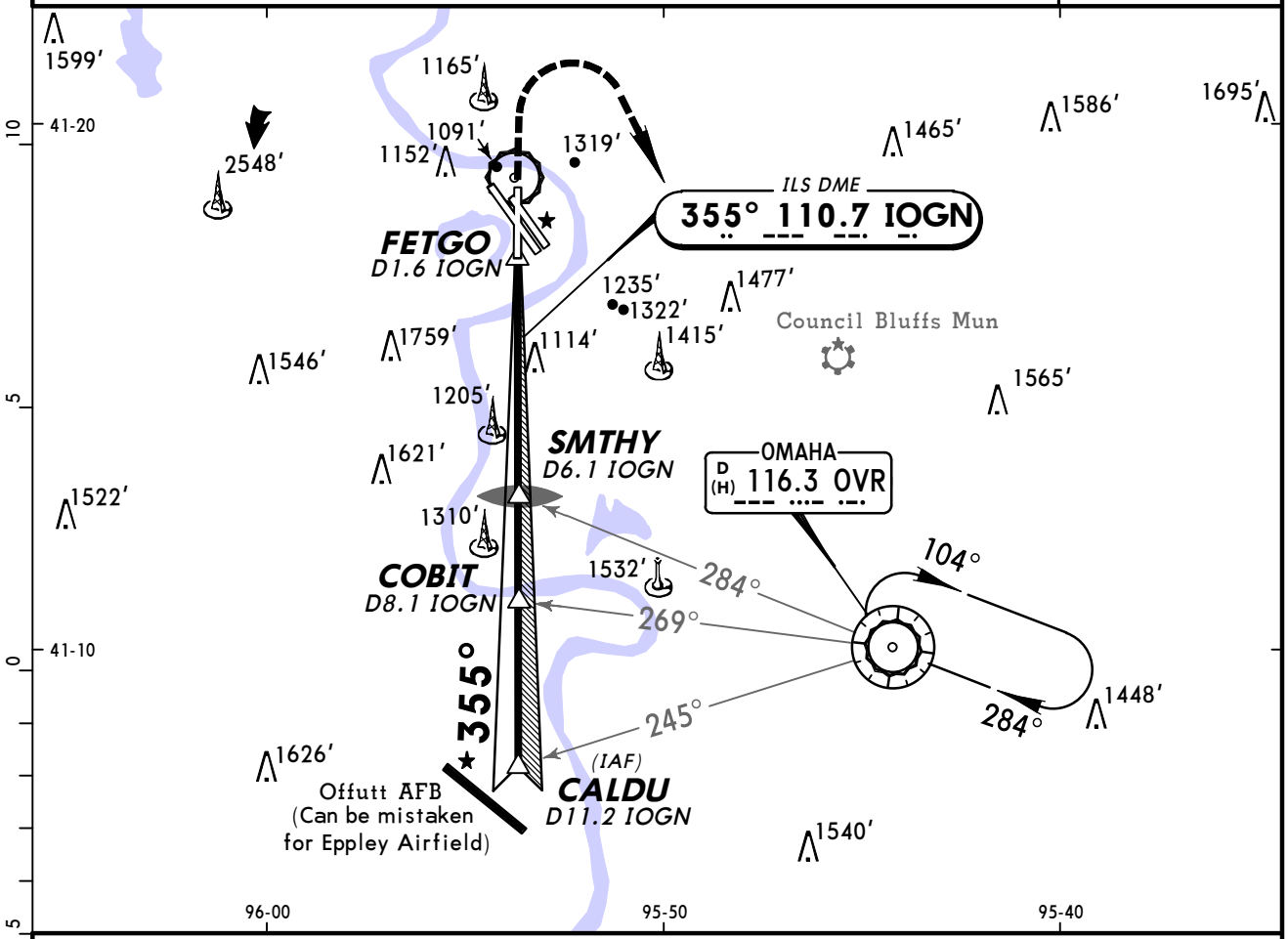
BRIEFING STRIP™

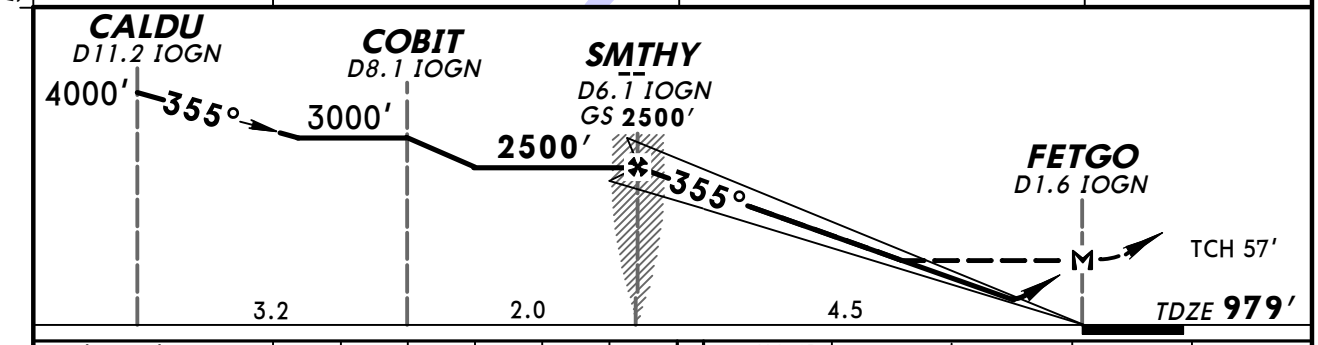
LOC IOGN	Final Apch Crs	GS SMTHY	ILS DA(H)	Apt Elev 984'
110.7	355°	2500' (1521')	1179' (200')	TDZE 979'

MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3000' direct OVR VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

4100'
MSA OVR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at FETGO or SMTHY to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR | PAPI | 2000' | 3000' RT | D | OVR 116.3

STRAIGHT-IN LANDING RWY36

	ILS DA(H) 1179' (200') FULL	ILS DA(H) 1179' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1380' (401')	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660' (676') -1
120	1680' (696') -1
140	1720' (736') -2
165	1720' (736') -2¼

TERPS AMEND 0

CHANGES: Chart reindexed.

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BRIEFING STRIP™

D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

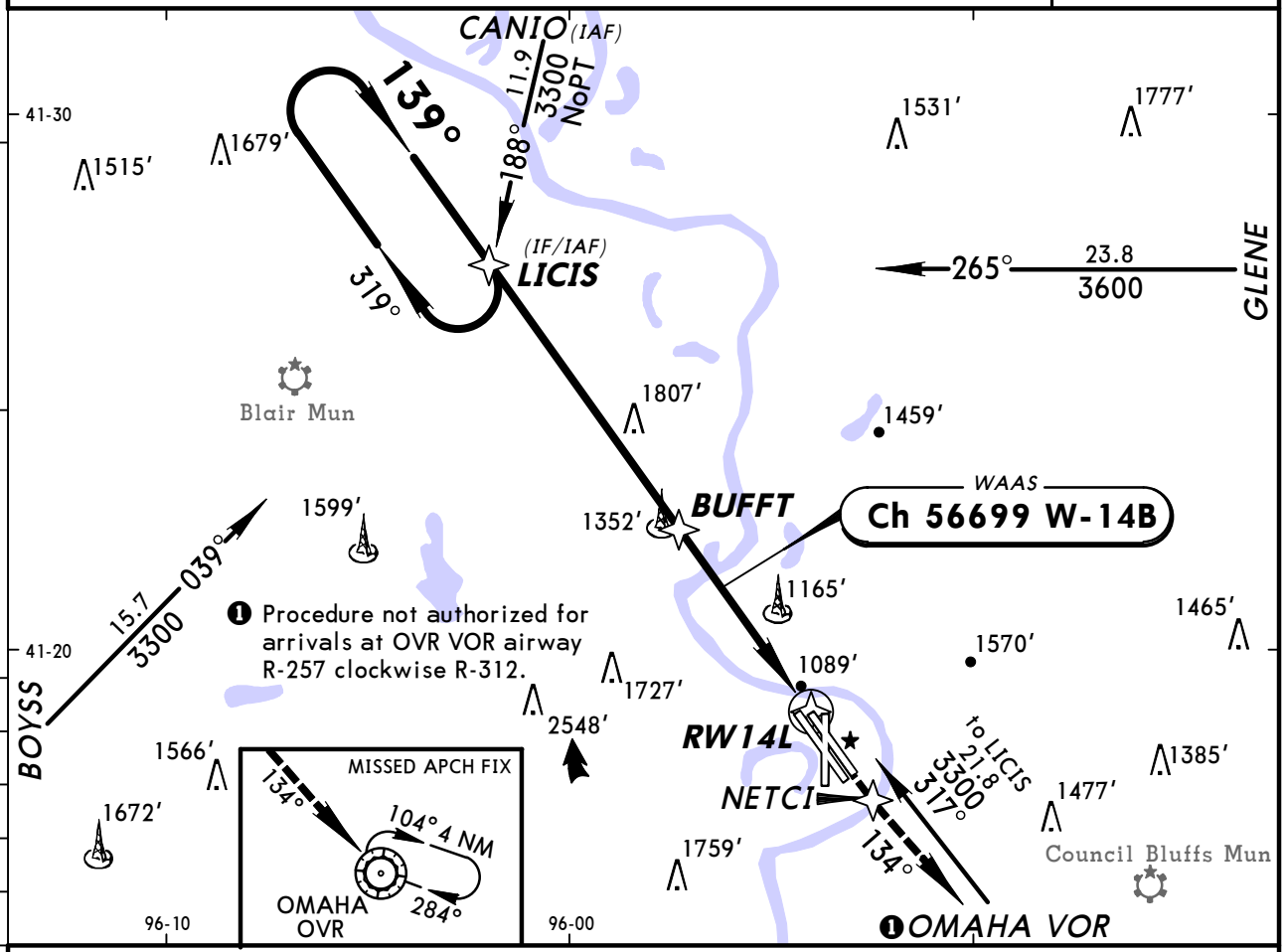
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 984′
Ch 56699 W-14B	139°	BUFFT 2400′(1416′)	1273′(289′)	TDZE 984′

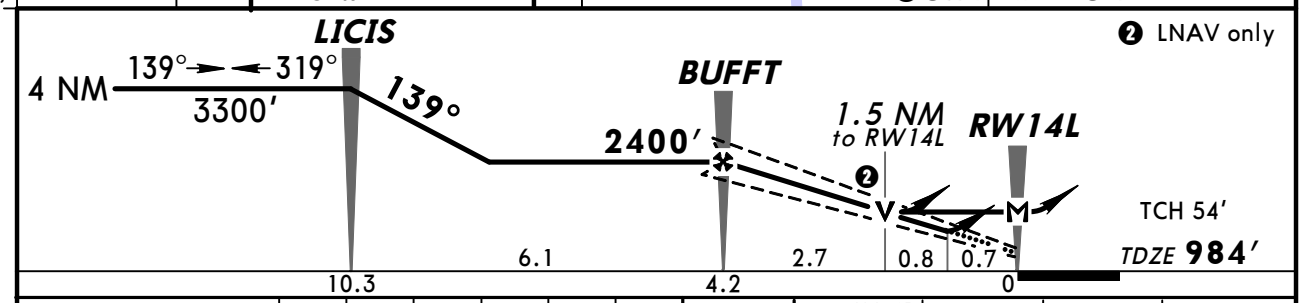
MISSED APCH: Climb to 3000′ direct NETCI and via 134° track to OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 46°C(114°F). 2. DME/DME RNP-0.3 not authorized.

4100′
MSA RW14L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14L						

MALSR PAPI 3000′ NETCI

STRAIGHT-IN LANDING RWY 14L

	LPV DA(H) 1273′(289′)		LNAV/VNAV DA(H) 1521′(537′)		LNAV MDA(H) 1520′(536′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660′(676′)-1
120	1680′(696′)-1
140	1720′(736′)-2
165	1720′(736′)-2¼

AMEND 1 TERPS

CHANGES: Lighting.

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D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

WAAS	Final Apch Crs	Minimum Alt ZATAR	LPV DA(H)	Apt Elev 984′
Ch 56217 W-14A	139°	2400′(1416′)	1273′(289′)	TDZE 984′

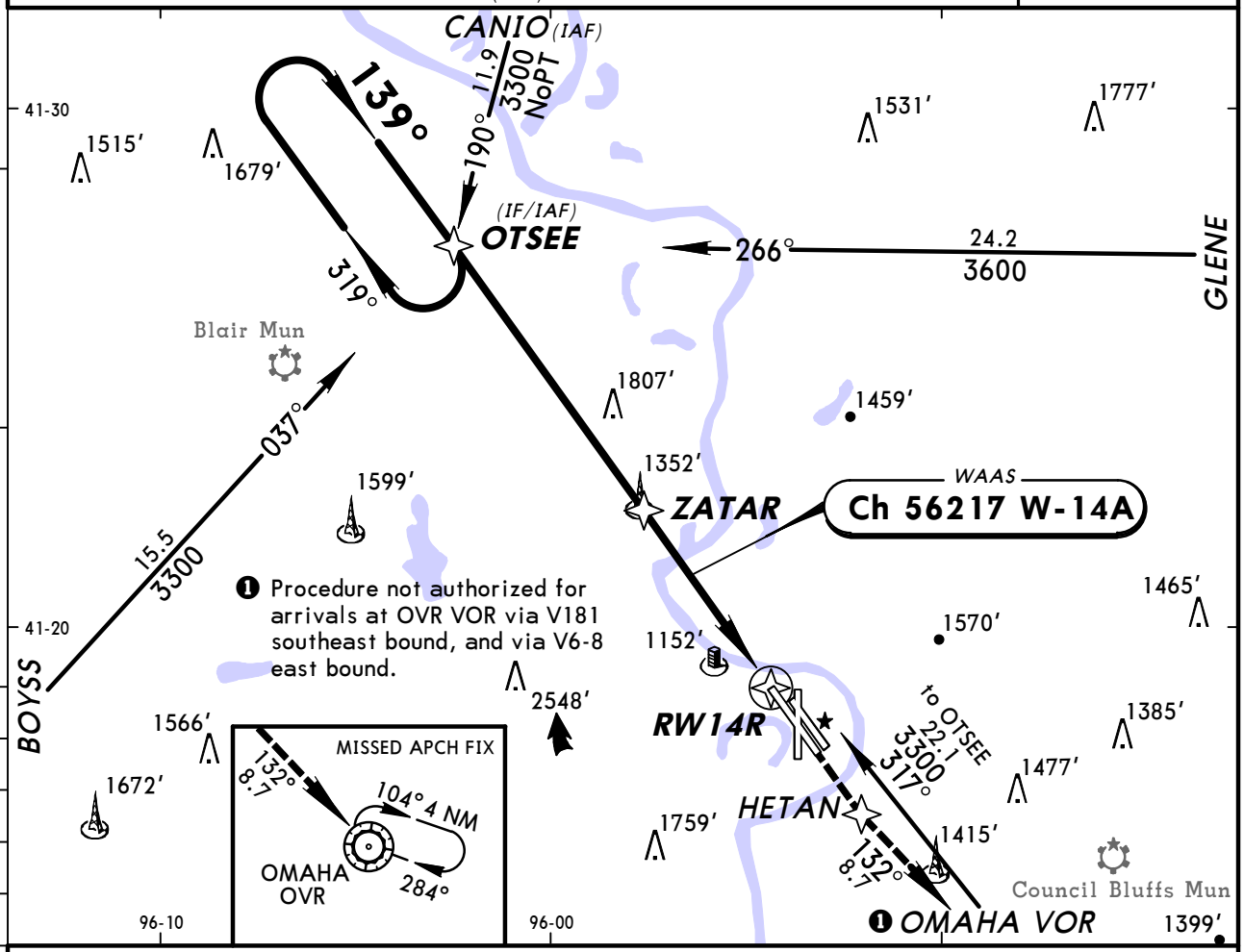
MISSED APCH: Climb to 3000′ direct HETAN and via 132° track to OVR VOR and hold.

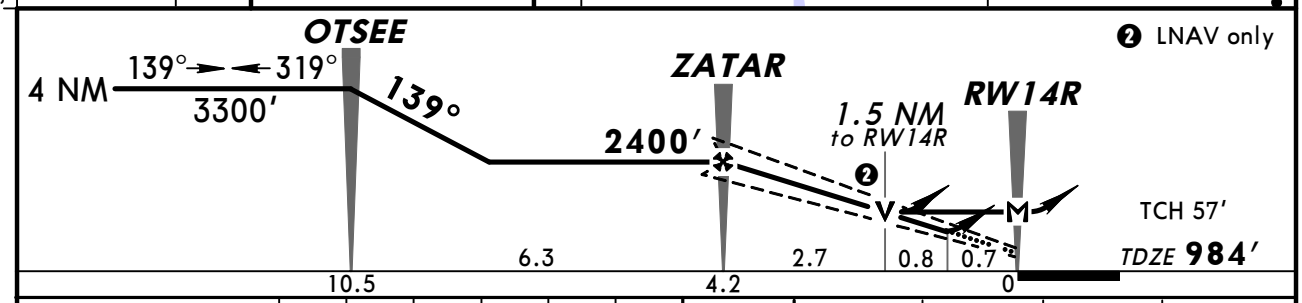
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.

4100′
MSA RW14R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14R						

ALSF-II
PAPI
3000′
HETAN

STRAIGHT-IN LANDING RWY 14R

	LPV DA(H) 1273′(289′)		LNAV/VNAV DA(H) 1471′(487′)		LNAV MDA(H) 1500′(516′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660′(676′)-1¾
120	1680′(696′)-1¾
140	1720′(736′)-2
165	1720′(736′)-2¼

AMEND 1 TERPS

CHANGES: None.

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D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

BRIEFING STRIP™

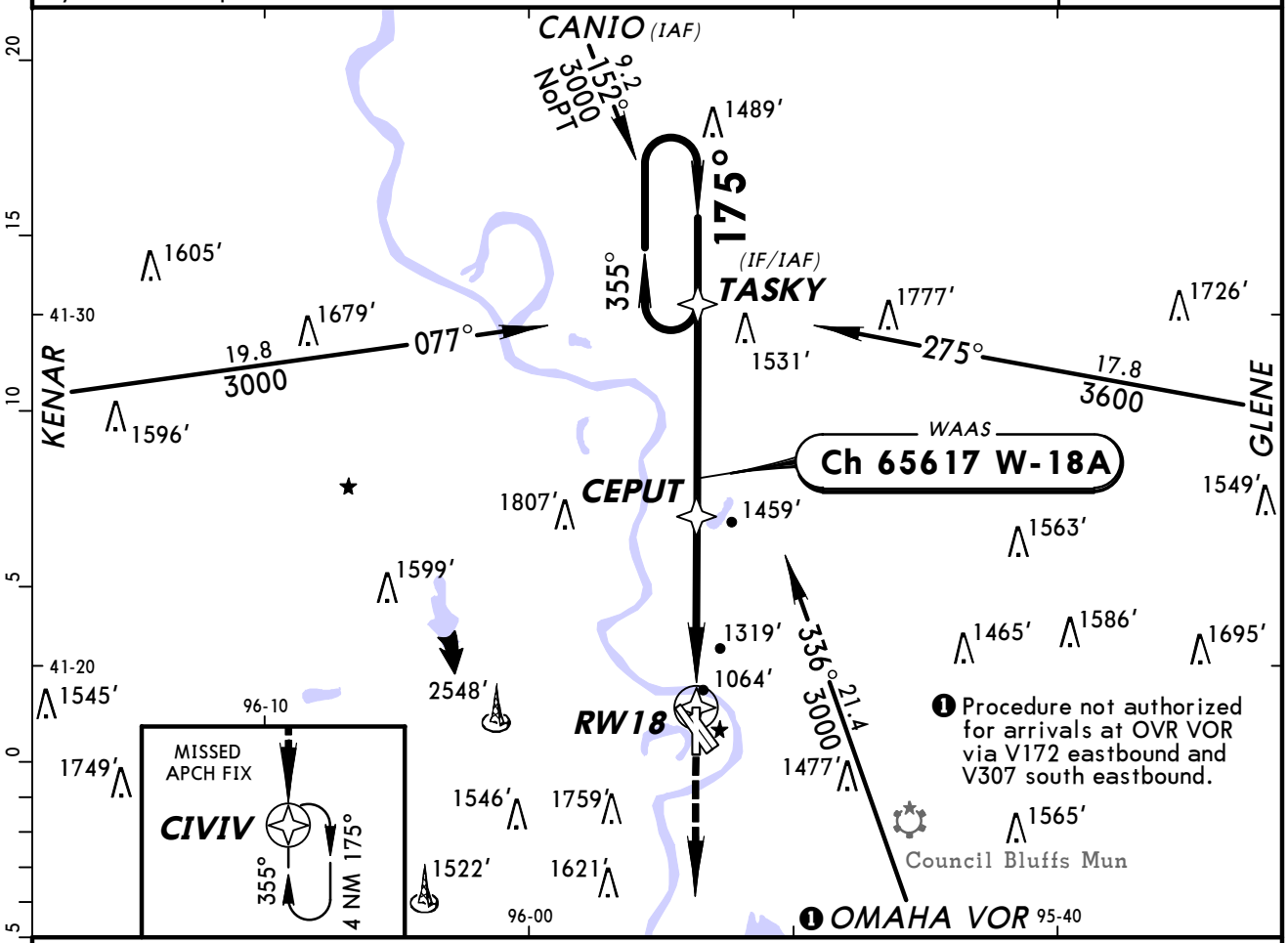
WAAS	Final Apch Crs	Minimum Alt CEPUT	LPV (CONDITIONAL) DA(H)	Apt Elev 984′
Ch 65617 W-18A	175°	2800′ (1819′)	1261′ (280′)	TDZE 981′

MISSED APCH: Climb to 3000′ direct CIVIV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. For LNAV/VNAV, fly visual to airport 175° - 2.0 NM.

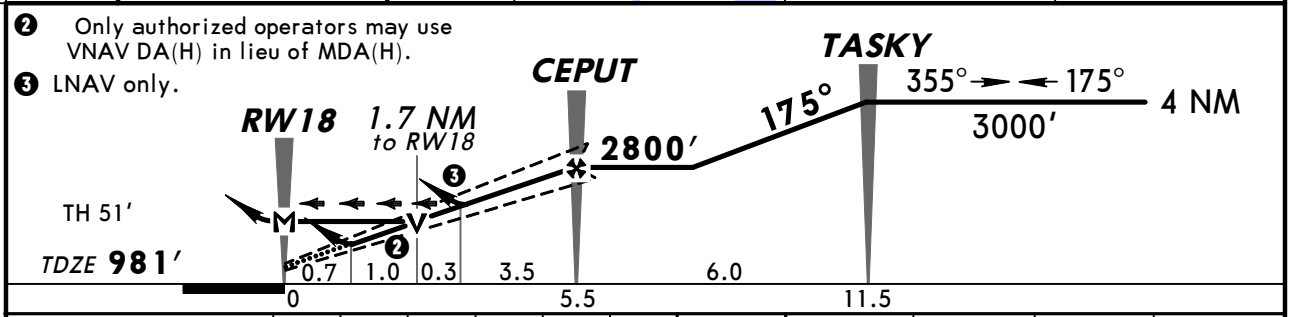
3900′
MSA RW18



❶ Procedure not authorized for arrivals at OVR VOR via V172 eastbound and V307 south eastbound.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

❸ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALSR
PAPI
3000′
CIVIV

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 1261′ (280′)		LNAV/VNAV DA(H) 1681′ (700′)		LNAV MDA(H) 1580′ (599′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	2	2½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D			2¼		RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660′ (676′)-1
120	1680′ (696′)-1
140	1720′ (736′)-2
165	1720′ (736′)-2¼

AMEND 2 TERPS

CHANGES: Procedure.

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D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

BRIEFING STRIP ™

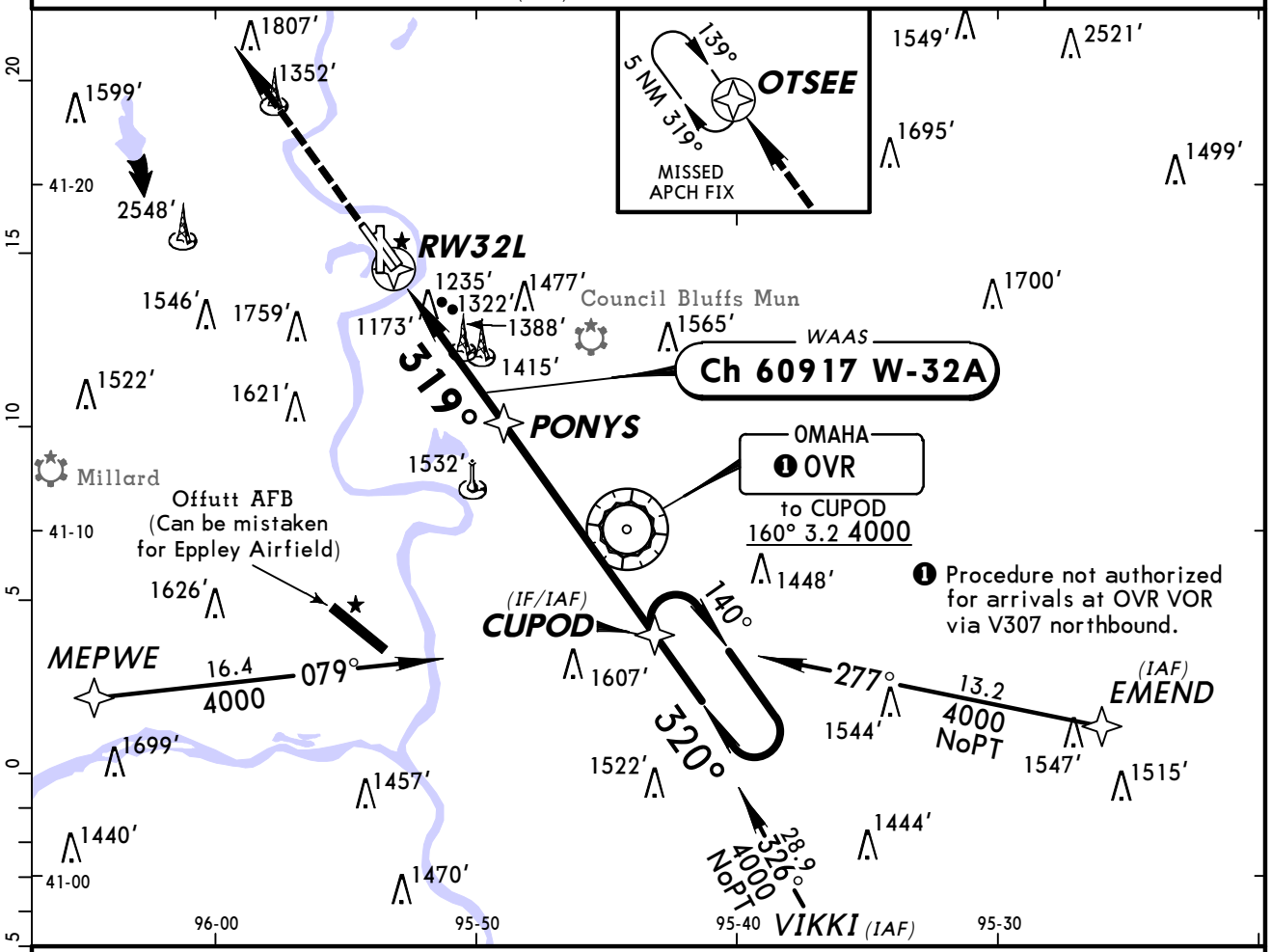
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 984′
Ch 60917 W-32A	319°	PONYS 2800′ (1820′)	1277′ (297′)	TDZE 980′

MISSED APCH: Climb to 3300′ direct OTSEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

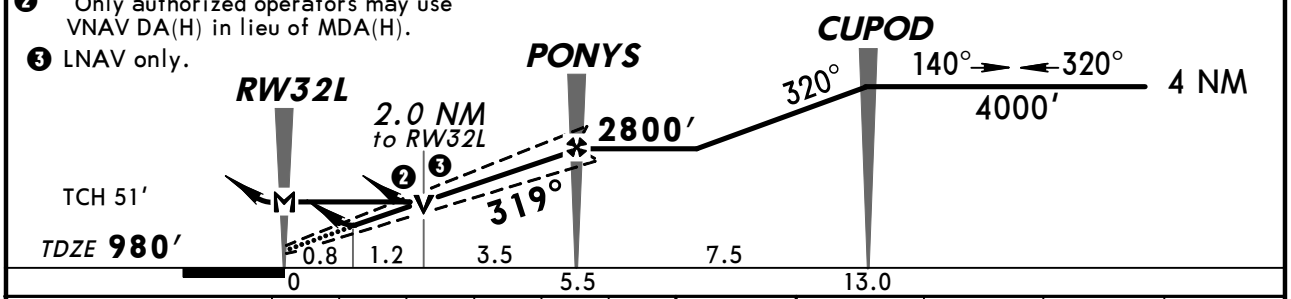
1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.

4100′
MSA RW32L



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

❸ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32L						

MALSR
PAPI
3300′
OTSEE

STRAIGHT-IN LANDING RWY 32L

	LPV DA(H) 1277′ (297′)		LNAV/VNAV DA(H) 1683′ (703′)		LNAV MDA(H) 1680′ (700′)			CIRCLE-TO-LAND
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts / MDA(H)
A	RVR 24 or ½	RVR 50 or 1	2	2½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90 / 1680′ (696′)-2½
B								120
C					1½	2		140 / 1720′ (736′)-2½
D					1¾	2¼		165

AMEND 1 TERPS

CHANGES: None.

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D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

BRIEFING STRIP™

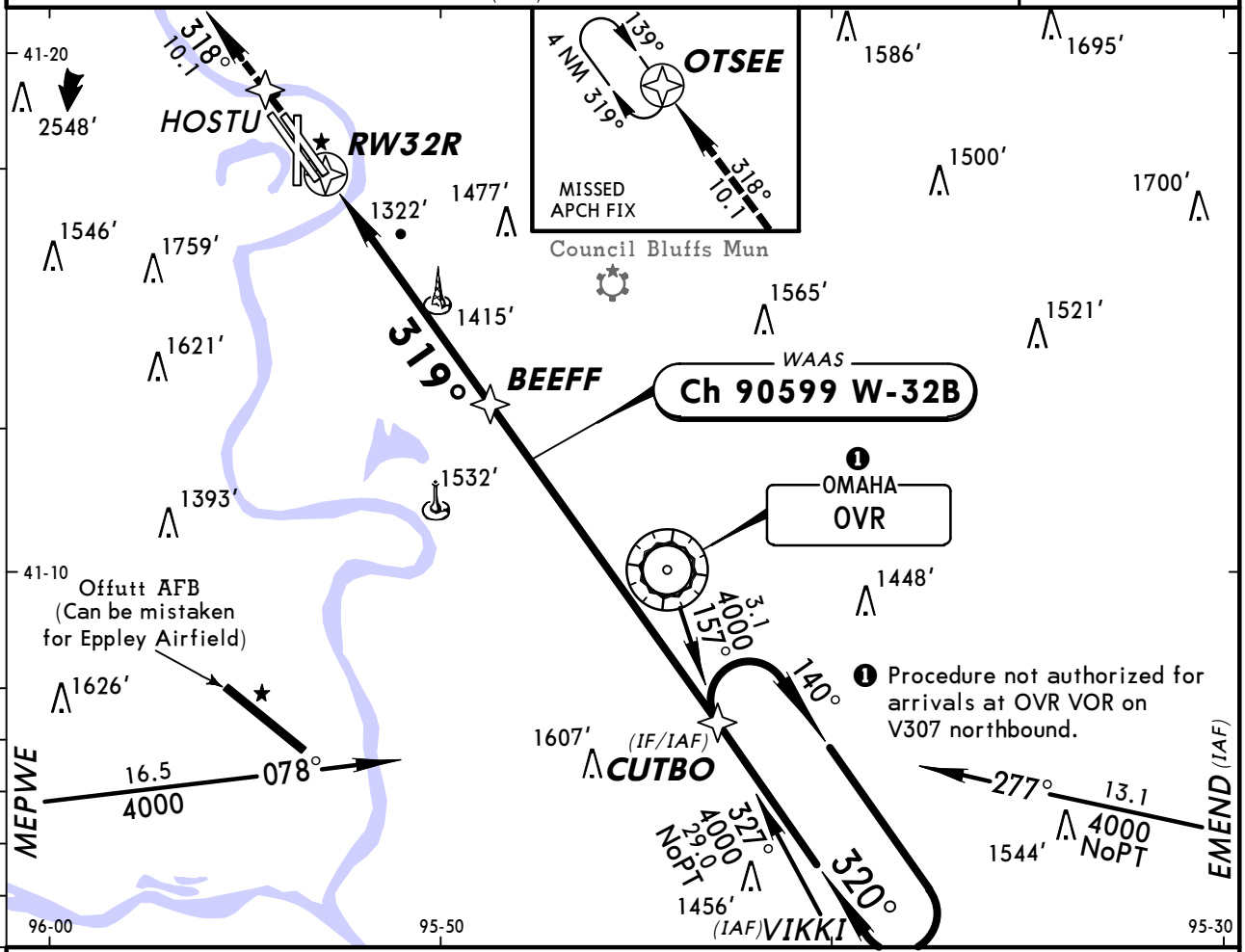
WAAS	Final Apch Crs	Minimum Alt BEEFF	LPV DA(H)	Apt Elev 984′
Ch 90599 W-32B	319°	2800′(1816′)	1326′(342′)	TDZE 984′

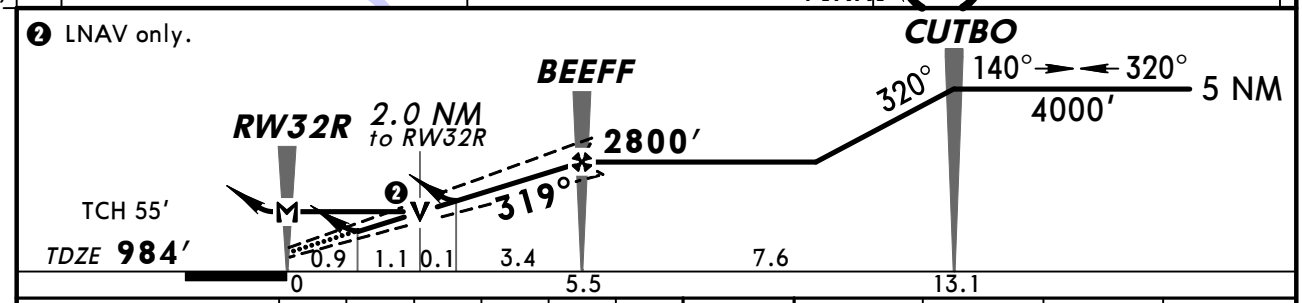
MISSED APCH: Climb to 3300′ direct HOSTU and via 318° track to OTSEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.

4100′
MSA RW32R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32R						

ALSF-II
PAPI
3300′
HOSTU

STRAIGHT-IN LANDING RWY 32R

	LPV DA(H) 1326′(342′)		LNAV/VNAV DA(H) 1690′(706′)		LNAV MDA(H) 1680′(696′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	2	2½	RVR 24 or ½	RVR 50 or 1
B						
C					1½	2
D					1¾	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1700′(716′)-2½
120	
140	
165	

AMEND OA TERPS

CHANGES: TDZE, minimums.

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BRIEFING STRIP ™

D-ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

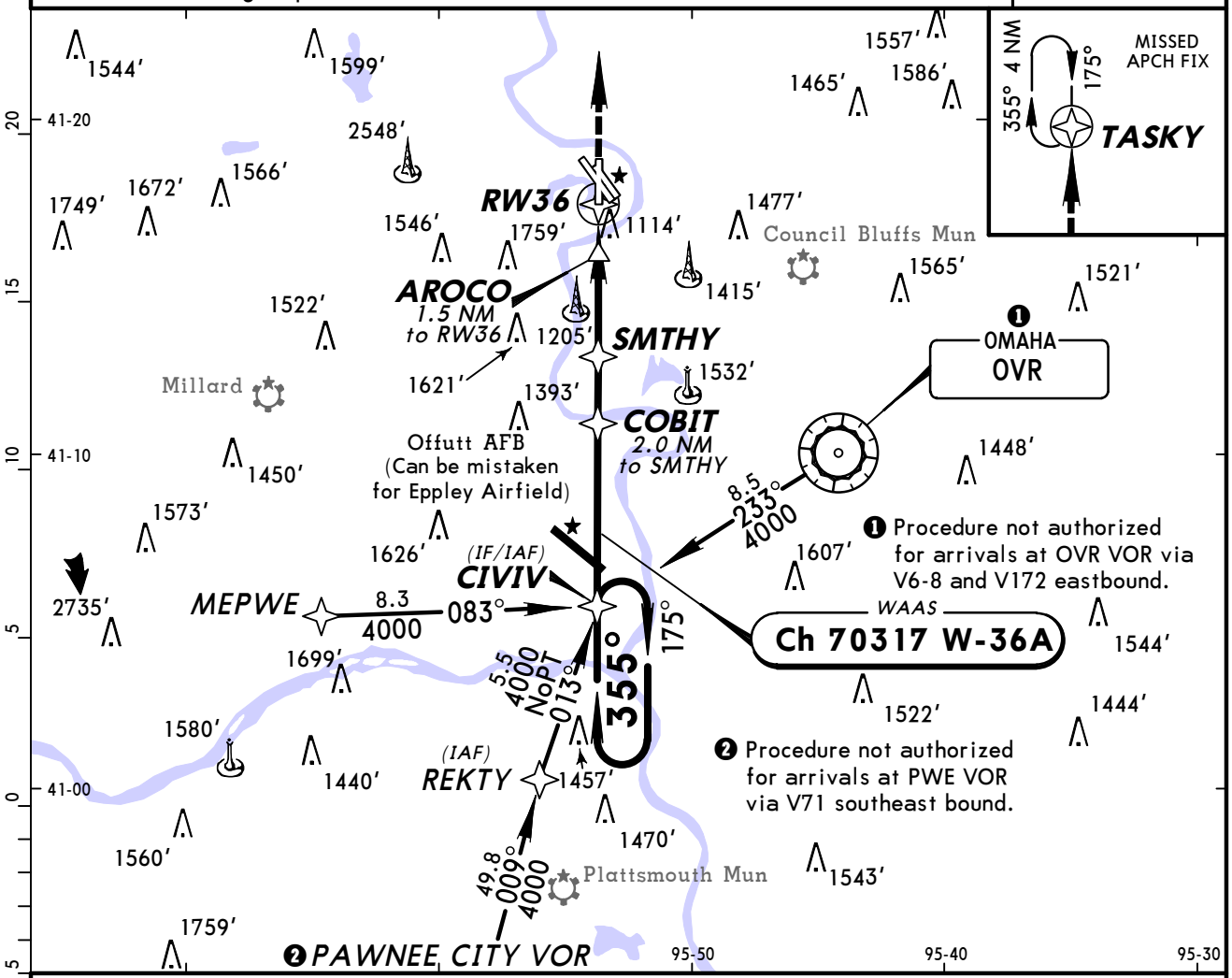
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 984′
Ch 70317 W-36A	355°	SMTHY 2500′ (1521′)	1229′ (250′)	TDZE 979′

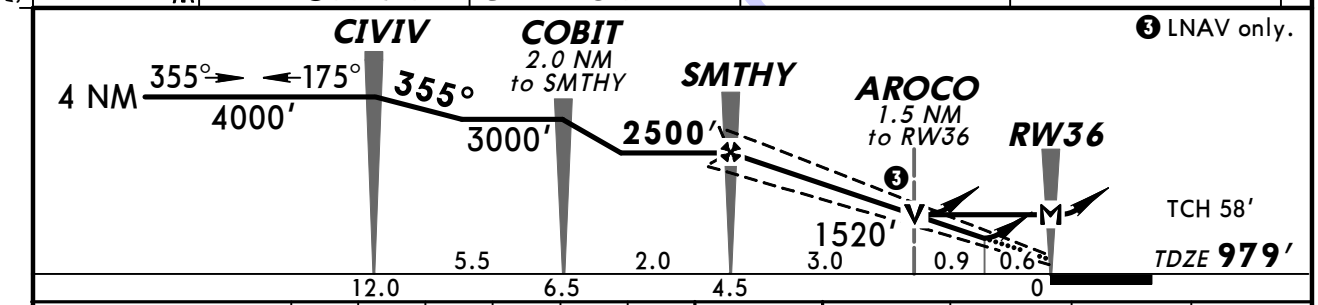
MISSED APCH: Climb to 3000′ direct TASKY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.
3. VGSI and RNAV glidepath not coincident.

4100′
MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR
PAPI
3000′
TASKY

STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 1229′ (250′)		LNAV/VNAV DA(H) 1473′ (494′)		LNAV MDA(H) 1420′ (441′)	
		RAIL or ALS out		RAIL out / ALS out		RAIL out / ALS out
A	RVR 40 or ¾		RVR 60 or 1¼	1¾	RVR 40 or ¾	RVR 50 or 1
B						
C					RVR 60 or 1¼	
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660′ (676′)-1¾
120	1680′ (696′)-1¾
140	1720′ (736′)-2
165	1720′ (736′)-2¼

AMEND 1 TERPS

CHANGES: Mims, profile note removed.

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BRIEFING STRIP ™

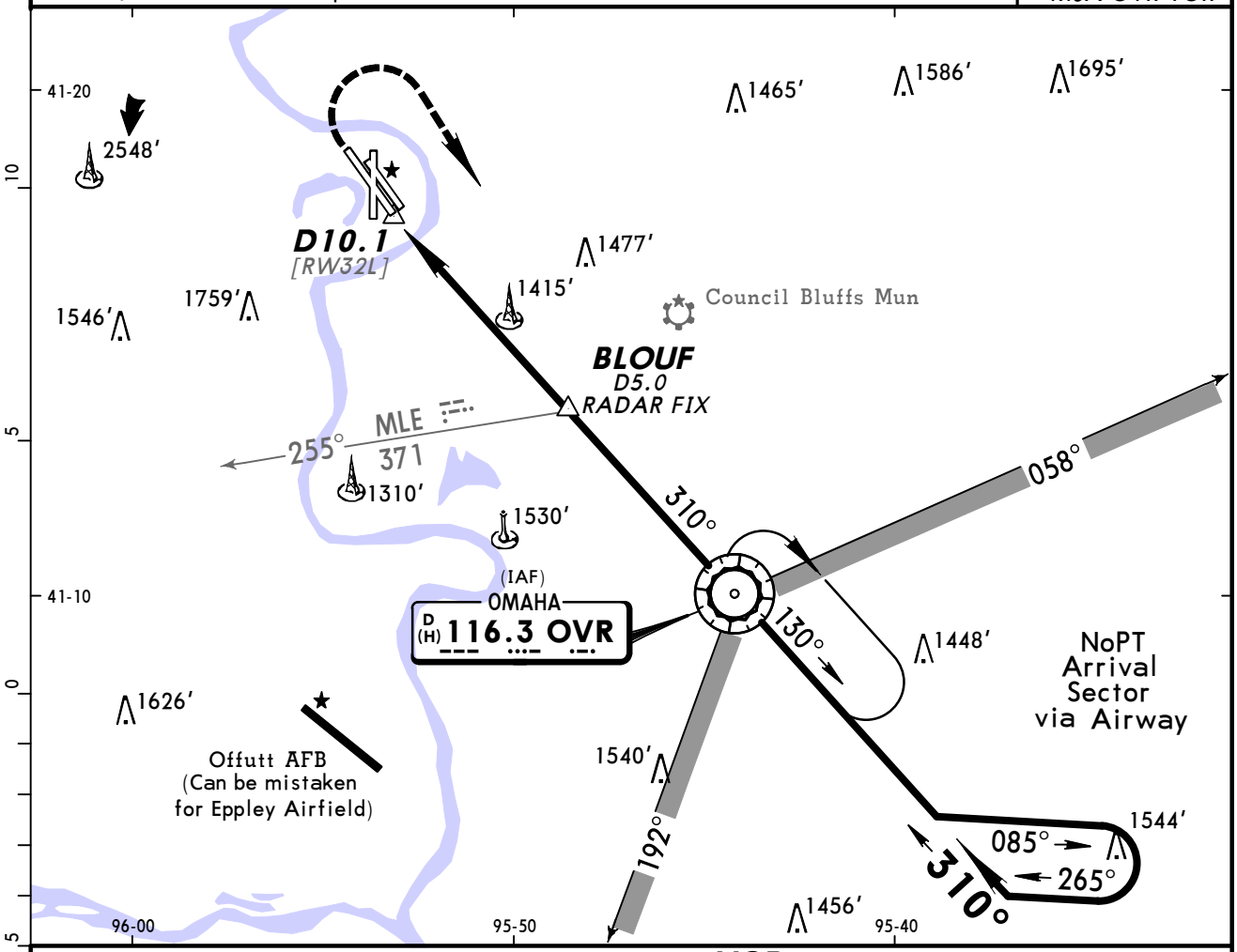
ATIS	OMAHA Approach (R) West	OMAHA Approach (R) East	OMAHA Tower	Ground
120.4	120.1	124.5	132.1	121.9

VOR OVR	Final Apch Crs	Minimum Alt BLOUF	MDA(H)	Apt Elev 984′ / TDZE 980′
116.3	310°	2700′ (1720′)	1680′ (700′)	

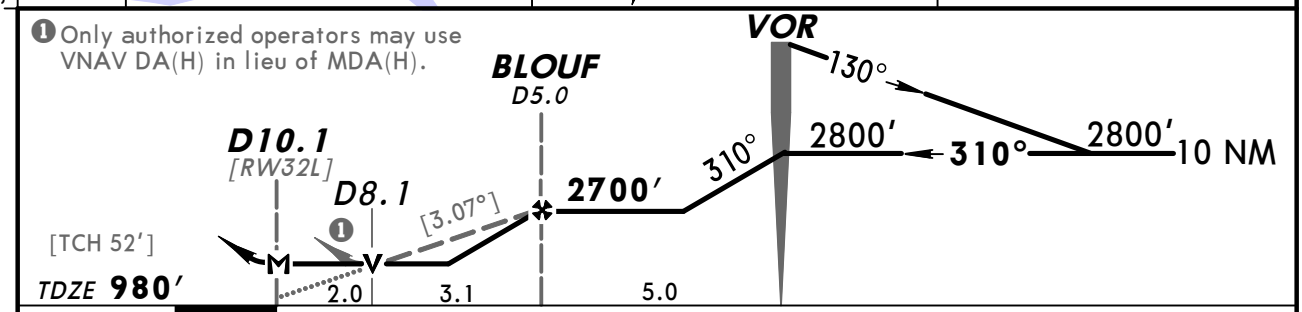
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct OVR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF, DME or RADAR required.

4100′
MSA OVR VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at D10.1 or BLOUF to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

2000′

3000′ RT

D

OVR 116.3

STRAIGHT-IN LANDING RWY32L

MDA(H) 1680′(700′)

	RAIL out	ALS out
A, B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
C	1½	2
D	1¾	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90, 120	1680′(696′)-1
140	1720′(736′)-2
165	1720′(736′)-2 ¼

TERPS AMEND 11

CHANGES: Printing sequence.

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General Information

Location: Sidney NE USA
IATA Code: SNY
Lat/Long: N41° 06.0' W102° 59.1'
Elevation: 4313 ft

Airport Use: Public
Magnetic Variation: 7.8°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Engine, Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1330 Z
Sunset: 0040 Z,

Runway Information

Runway: 03
Length x Width: 4700 ft x 75 ft
Surface Type: turf
TDZ-Elev: 4313 ft

Runway: 13
Length x Width: 6600 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 4313 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 4700 ft x 75 ft
Surface Type: turf
TDZ-Elev: 4313 ft

Runway: 31
Length x Width: 6600 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 4290 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

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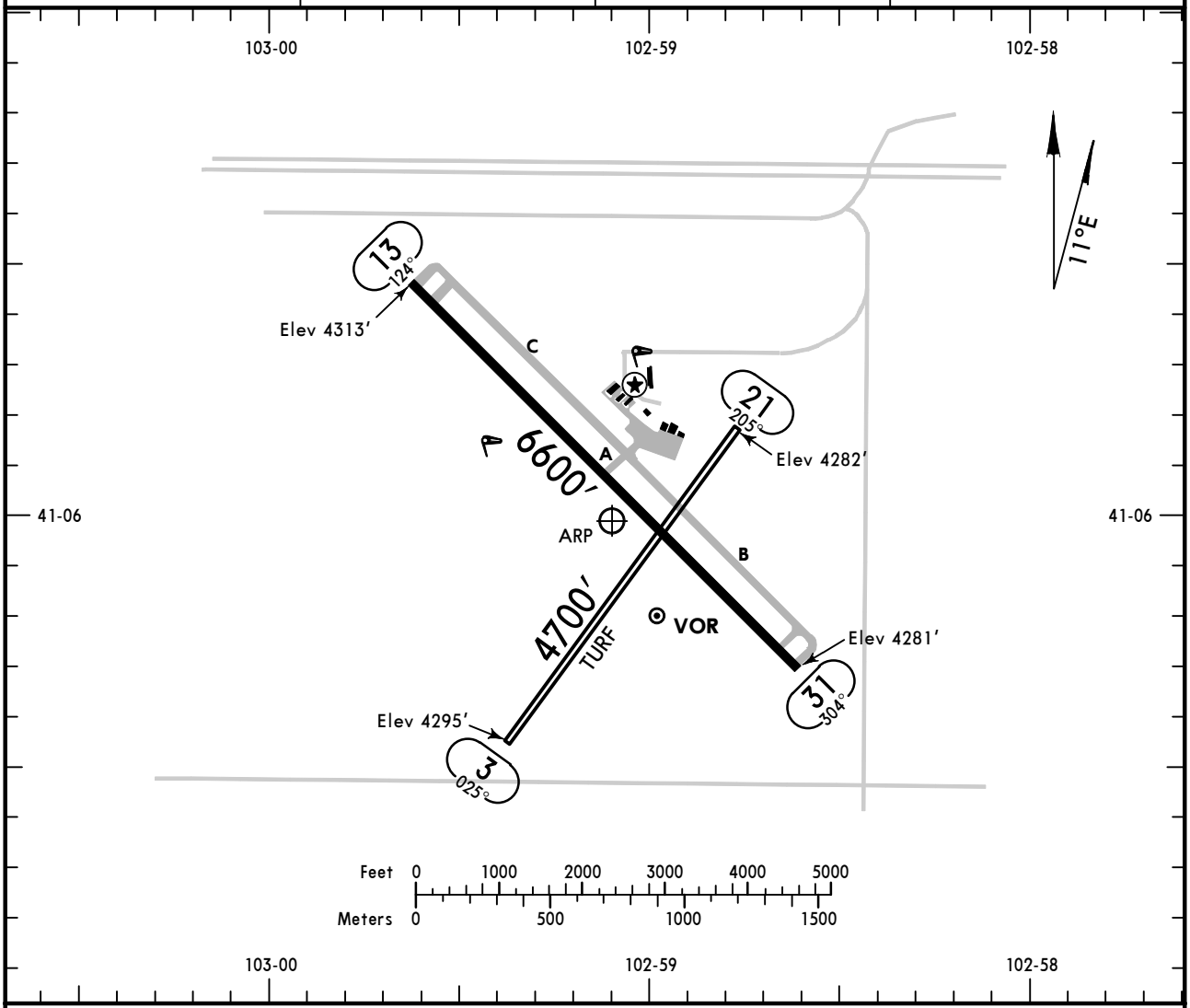
ASOS 125.775
Sidney Mun/Carr Unicom 122.8 CTAF PCL
Columbus Flight Service Station 122.45 RCO
Columbus Flight Service Station 122.1 RCO
Columbus Flight Service Station 115.9 RCO
Denver Center 118.475 Remote Communications Air-Ground

ASOS	COLUMBUS Radio	SIDNEY MUN/CARR UNICOM	DENVER Center
125.77	122.45 122.1G	CTAF 122.8	118.47



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 / 21					75′
13 / 31	❶ HIRL ❶ REIL PAPI-L (angle 3.0°)				100′

❶ Activate on 122.8.

TAKE-OFF	Rwys 13, 31 Adequate Vis Ref	Rwys 13, 31 STD	Rwys 3, 21	FOR FILING AS ALTERNATE (Authorized Only When Local Weather Available)	VOR Rwy 13 / VOR DME Rwy 13 / VOR DME Rwy 31 / RNAV (GPS) Rwy 13 / RNAV (GPS) Rwy 31	VOR Rwy 31
1 & 2 Eng	1/4	1	NA	A	800-2	800-2
3 & 4 Eng		1/2		B		
				C		
				D		800-2 1/4

AMEND 1

CHANGES: Alternate minimums.

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ASOS	DENVER Center	COLUMBUS Radio		SIDNEY MUN/CARR UNICOM
125.77	118.47	122.45	122.1G	CTAF 122.8

BRIEFING STRIP™

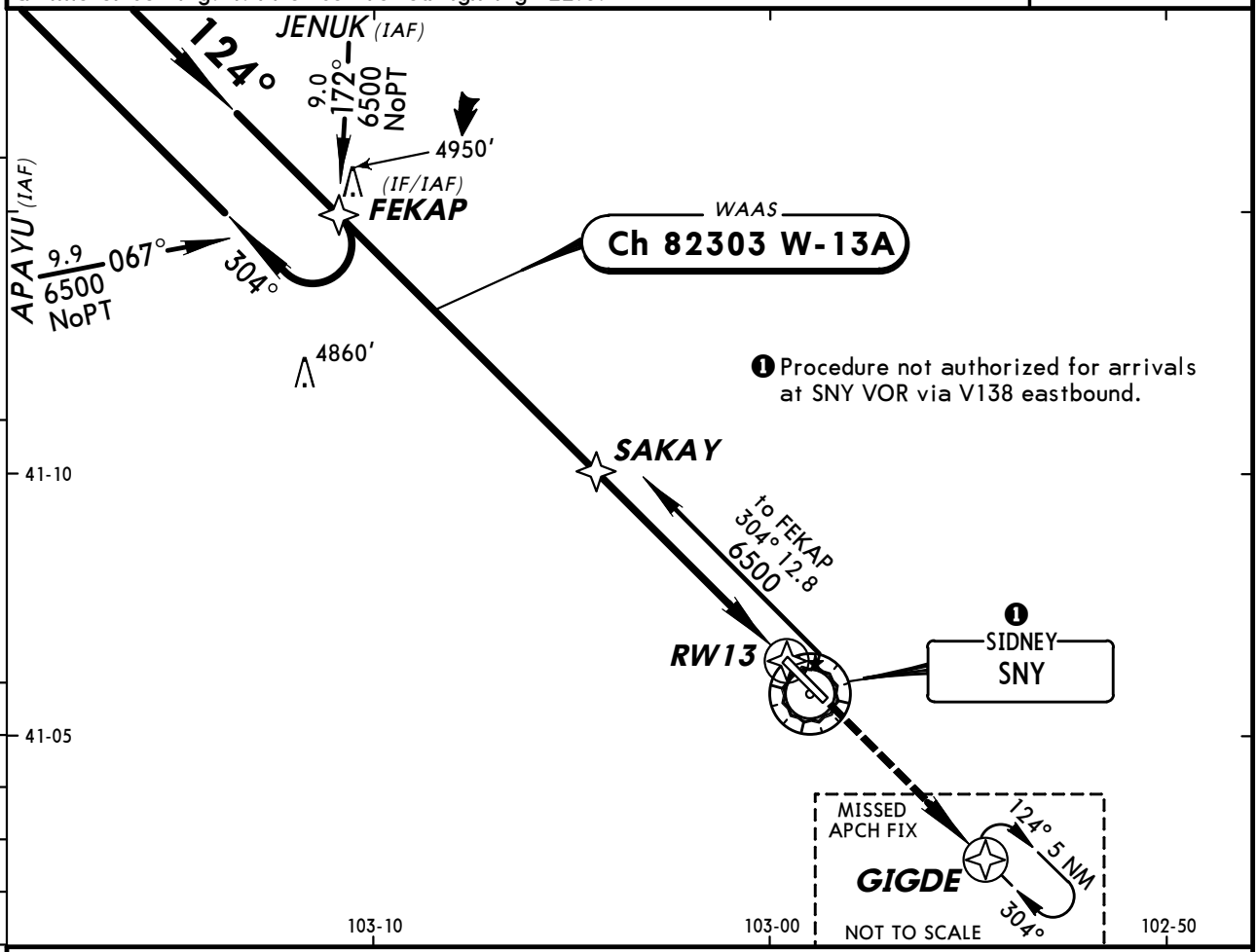
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 4313′
Ch 82303 W-13A	124°	SAKAY 6000′(1687′)	4563′(250′)	TDZE 4313′

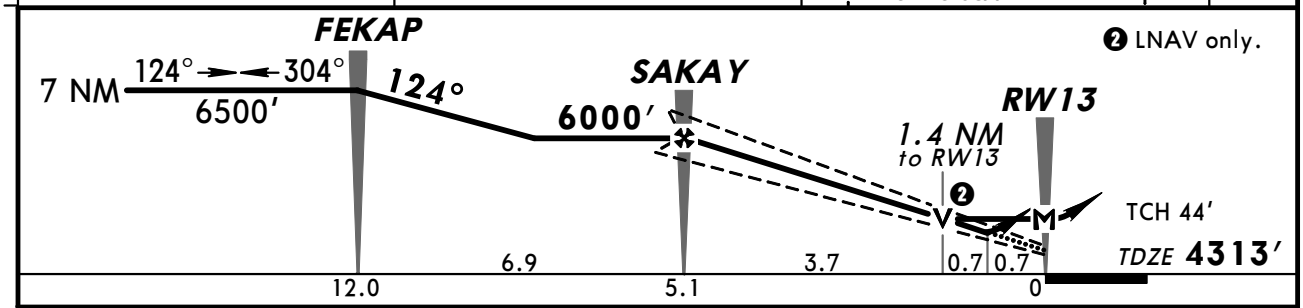
MISSED APCH: Climb to 6000′ direct GIGDE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kimball altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Kimball altimeter setting. 4. Pilot controlled lighting 122.8.

6300′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

REIL
PAPI-L
6000′
D
GIGDE

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
	❶ LPV DA(H) 4563′(250′)	❷ LNAV MDA(H) 4800′(487′)	Max Kts	With Local Altimeter Setting MDA(H)	With Kimball Altimeter Setting MDA(H)
A	3/4	1	90	4800′(487′)-1	4960′(647′)-1
B			120		
C		1 1/4	140	4800′(487′)-1 1/2	4960′(647′)-1 3/4
D		1 1/2	165	4880′(567′)-2	5040′(727′)-2 1/4

AMEND 2

TERPS
❶ DA(H) 4723′(410′), VIS 1 1/2, with Kimball altimeter setting.
❷ MDA(H) 4960′(647′), CAT C VIS 1 3/4, CAT D VIS 2, with Kimball altimeter setting.

CHANGES: Communications.

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ASOS	DENVER Center	COLUMBUS Radio		SIDNEY MUN/CARR UNICOM
125.77	118.47	122.45	122.1G	CTAF 122.8

BRIEFING STRIP™

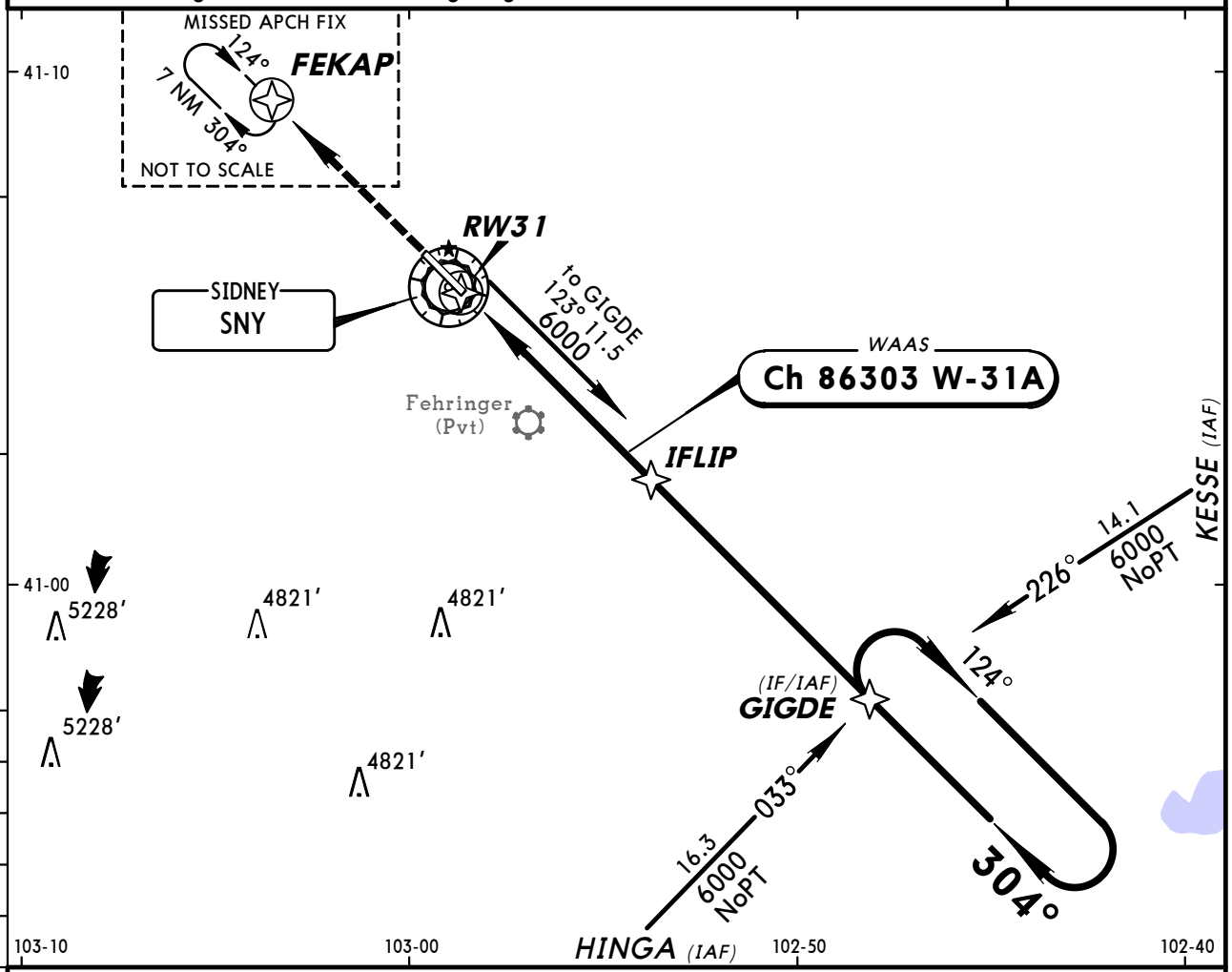
WAAS	Final Apch Crs	Minimum Alt IFLIP	LPV DA(H) (CONDITIONAL)	Apt Elev 4313′
Ch 86303 W-31A	304°	6000′(1710′)	4540′(250′)	TDZE 4290′

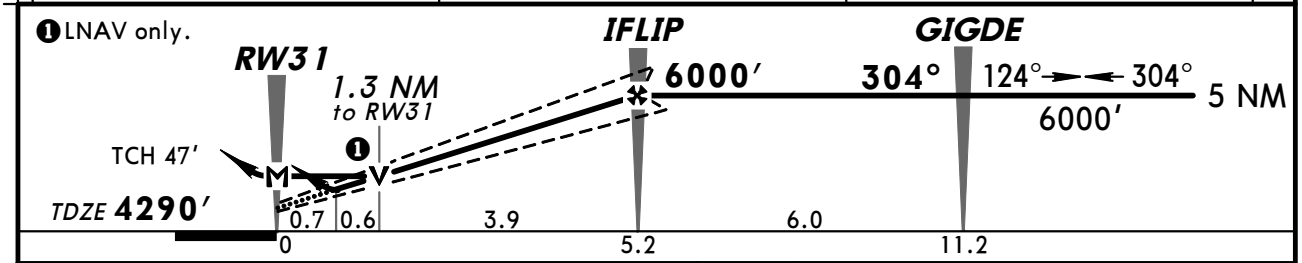
MISSED APCH: Climb to 6500′ direct FEKAP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kimball altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Kimball altimeter setting. 4. Pilot controlled lighting 122.8.

6300′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL
PAPI-L

6500′

FEKAP

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
	❶ LPV DA(H) 4540′(250′)	❷ LNAV MDA(H) 4740′(450′)	Max Kts	With Local Altimeter Setting MDA(H)	With Kimball Altimeter Setting MDA(H)
A	1	1	90	4760′(447′)-1	4920′(607′)-1
B			120	4780′(467′)-1	4940′(627′)-1
C		1¼	140	4780′(467′)-1½	4940′(627′)-1¾
D		1½	165	4880′(567′)-2	5040′(727′)-2¼

AMEND 2

TERPS

❶ DA(H) 4700′(410′), VIS 1½, with Kimball altimeter setting.
❷ MDA(H) 4900′(610′), CAT C VIS 1¾, CAT D VIS 2, with Kimball altimeter setting.

CHANGES: Communications, charted obstructions.

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BRIEFING STRIP™

ASOS	DENVER Center	COLUMBUS Radio		SIDNEY MUN/CARR UNICOM
125.77	118.47	122.45	122.1G	CTAF 122.8

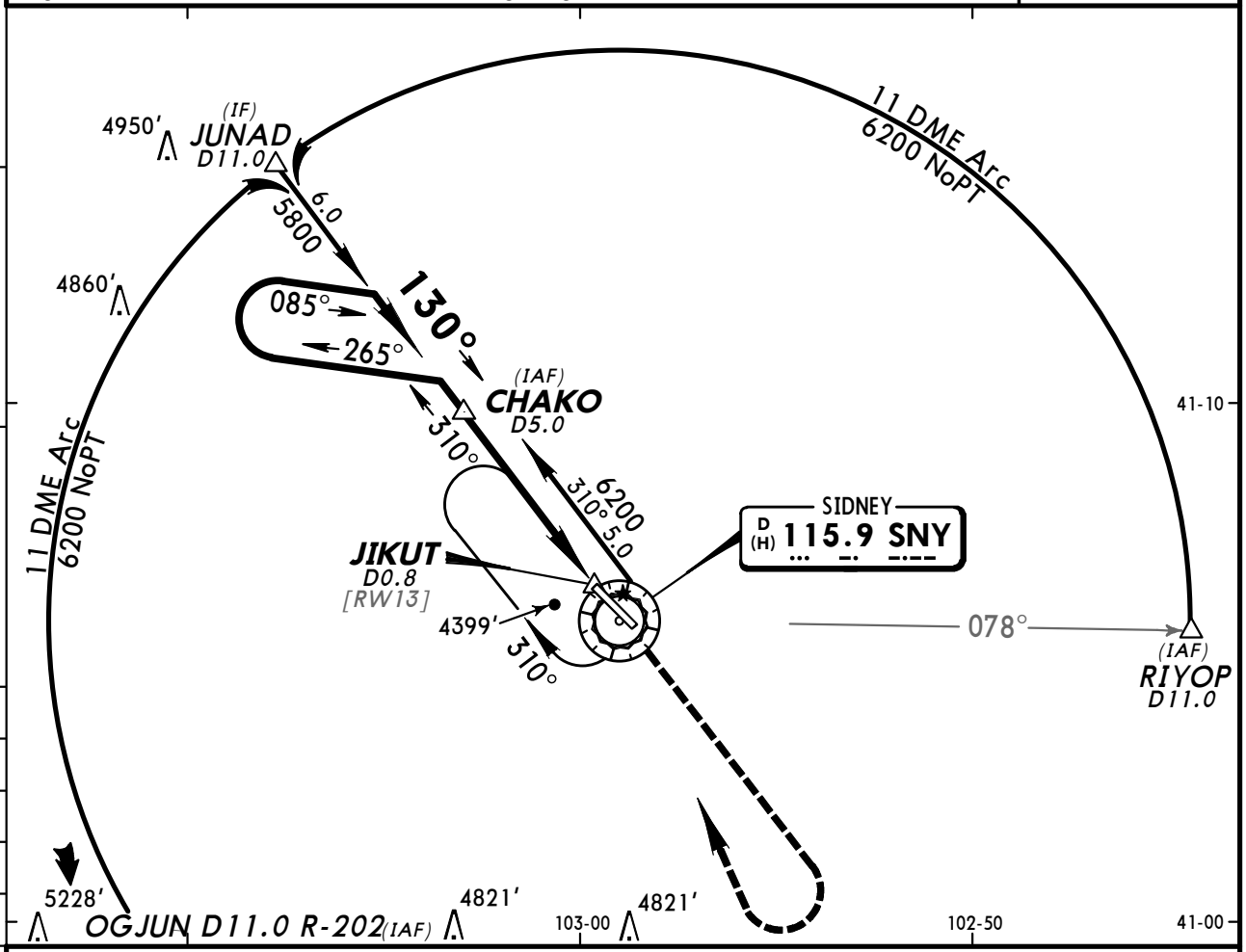
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4313′
SNY 115.9	130°	CHAKO 5800′ (1487′)	(CONDITIONAL) 4700′ (387′)	TDZE 4313′

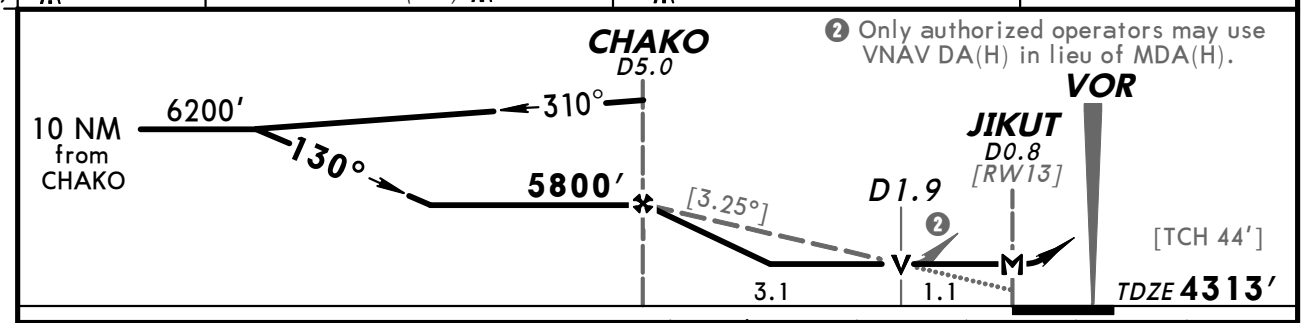
MISSED APCH: Climb to 6200′ then RIGHT turn direct SNY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kimball altimeter setting.
2. VDP not authorized when using Kimball altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.

6300′
MSA SNY VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.25°]	403	518	575	690	805	920
MAP at JIKUT						

REIL	6200′	RT	D	SNY 115.9
PAPI-L	↑			

	STRAIGHT-IN LANDING RWY13		CIRCLE-TO-LAND		
	MDA(H) 4700′ (387′) With Local Altimeter Setting	MDA(H) 4860′ (547′) With Kimball Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Kimball Altimeter Setting MDA(H)
A	1	1	90	4760′ (447′)-1	4920′ (607′)-1
B			120	4780′ (467′)-1	4940′ (627′)-1
C		1½	140	4780′ (467′)-1½	4940′ (627′)-1¾
D	1¼	1¾	165	4880′ (567′)-2	5040′ (727′)-2¼

AMEND 5 TERPS

CHANGES: Communications.

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BRIEFING STRIP™

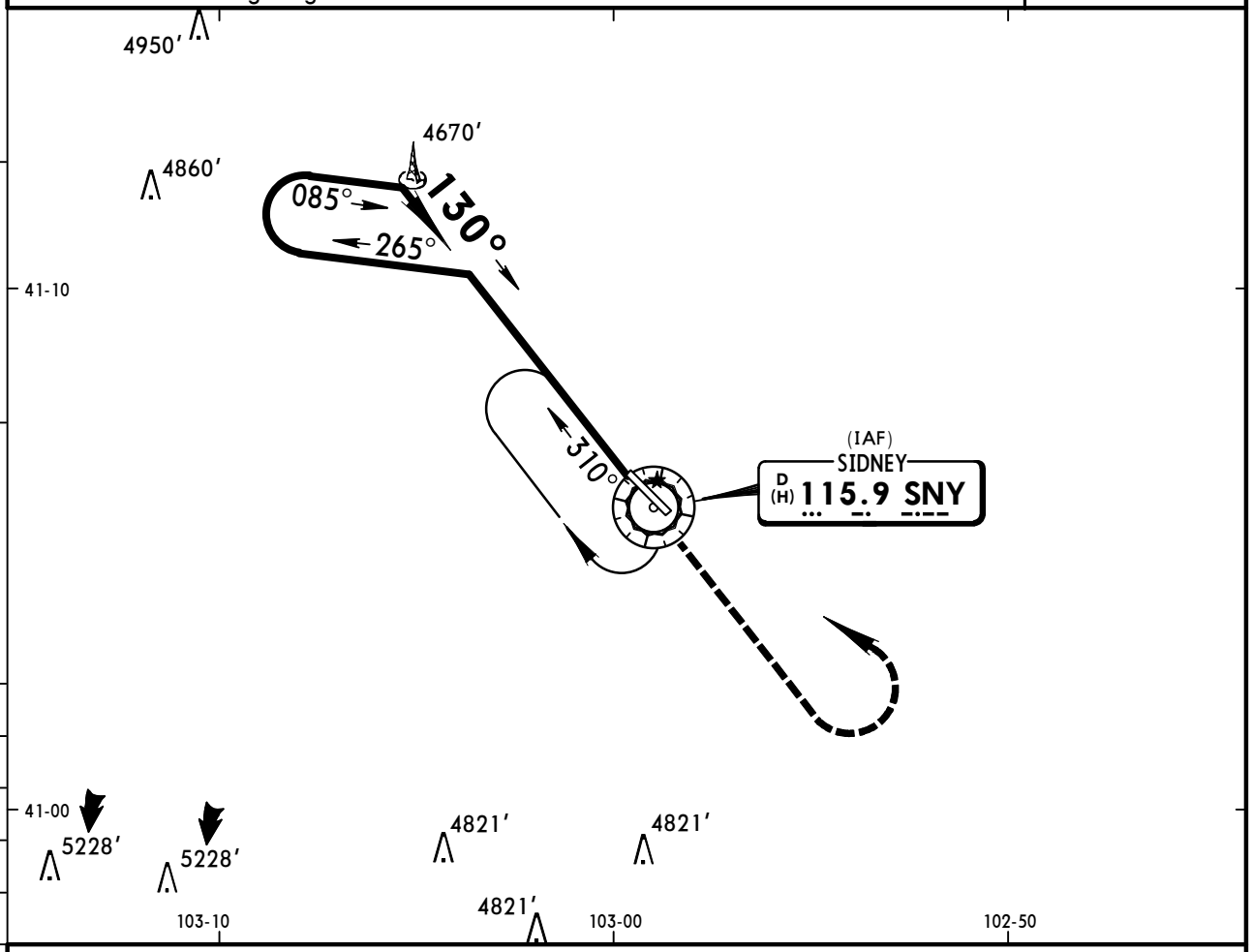
ASOS	DENVER Center	COLUMBUS Radio	SIDNEY MUN/CARR UNICOM
125.77	118.47	122.45 122.1G	CTAF 122.8

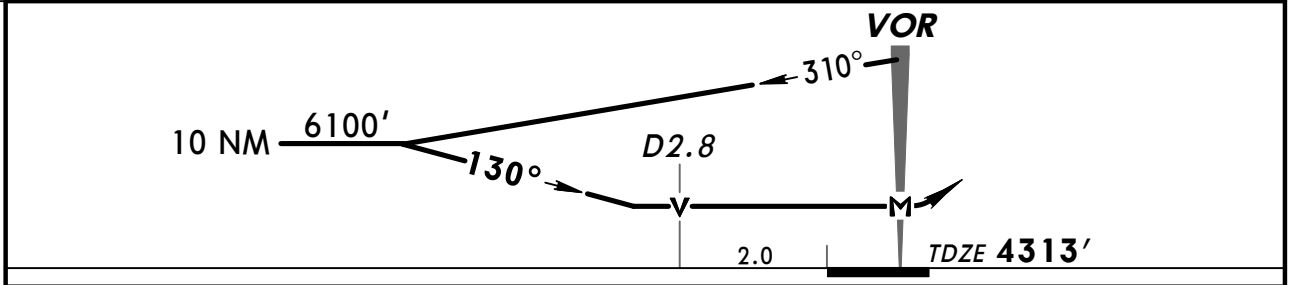
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 4313′
SNY 115.9	130°		4980′ (667′)	TDZE 4313′

MISSED APCH: Climb to 6100′ then LEFT turn direct SNY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Kimball altimeter setting.
2. VDP not authorized when using Kimball altimeter setting.
3. Pilot controlled lighting 122.8.

6300′
MSA SNY VOR





MAP at VOR								REIL PAPI-L	6100′	LT	SNY 115.9

	STRAIGHT-IN LANDING RWY13		CIRCLE-TO-LAND		
	MDA(H) 4980′ (667′) With Local Altimeter Setting	MDA(H) 5140′ (827′) With Kimball Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Kimball Altimeter Setting MDA(H)
A	1	1	90	4980′ (667′)-1	5140′ (827′)-1
B		1¼	120		5140′ (827′)-1¼
C	1¾	2½	140	4980′ (667′)-1¾	5140′ (827′)-2½
D	2	2¾	165	4980′ (667′)-2	5140′ (827′)-2¾

AMEND 7 TERPS

CHANGES: Communications, charted obstructions.

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BRIEFING STRIP™

ASOS	DENVER Center	COLUMBUS Radio		SIDNEY MUN/CARR UNICOM
125.77	118.47	122.45	122.1G	CTAF 122.8

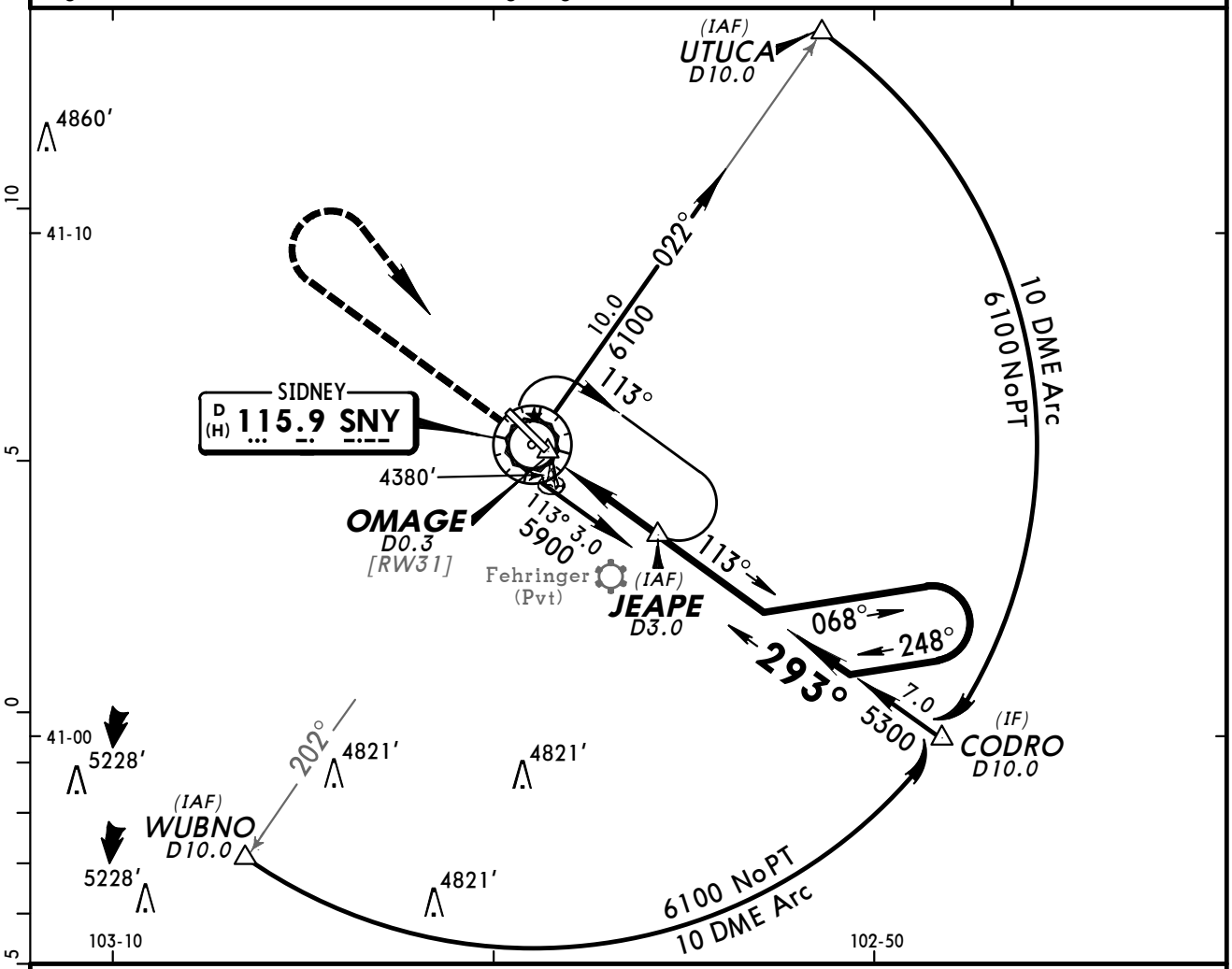
VOR SNY	Final Apch Crs	Minimum Alt JEAPE	MDA(H) (CONDITIONAL)	Apt Elev 4313′
115.9	293°	5300′ (1010′)	4680′ (390′)	TDZE 4290′

MISSED APCH: Climb to 6100′ then RIGHT turn direct SNY VOR and hold.

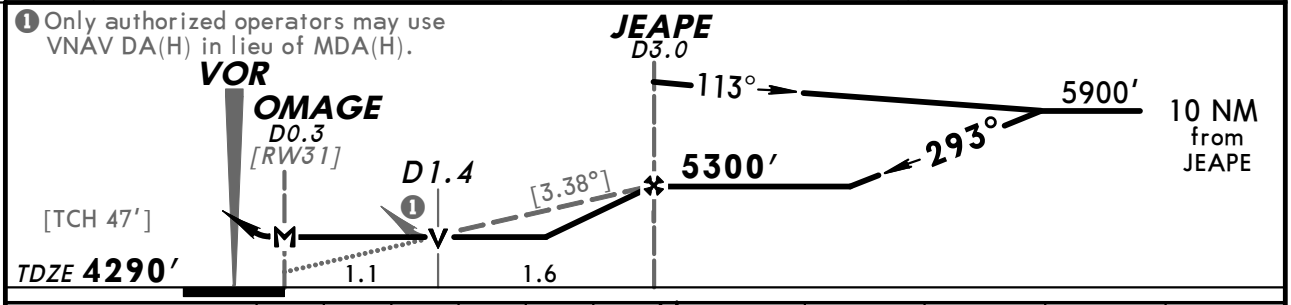
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kimball altimeter setting.
2. VDP not authorized when using Kimball altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.

6300′
MSA SNY VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.38°]	419	538	598	718	837	957
MAP at OMAGE						

REIL
PAPI-L

6100′

RT

SNY
115.9

	STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND		
	MDA(H) 4680′ (390′) With Local Altimeter Setting	MDA(H) 4840′ (550′) With Kimball Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Kimball Altimeter Setting MDA(H)
A	1	1	90	4760′ (447′)-1	4920′ (607′)-1
B			120	4780′ (467′)-1	4940′ (627′)-1
C		1½	140	4780′ (467′)-1½	4940′ (627′)-1½
D	1¼	1¾	165	4880′ (567′)-2	5040′ (727′)-2

AMEND 5 TERPS

CHANGES: None.

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BRIEFING STRIP ™

ASOS	DENVER Center	COLUMBUS Radio		SIDNEY MUN/CARR UNICOM
125.77	118.47	122.45	122.1G	CTAF 122.8

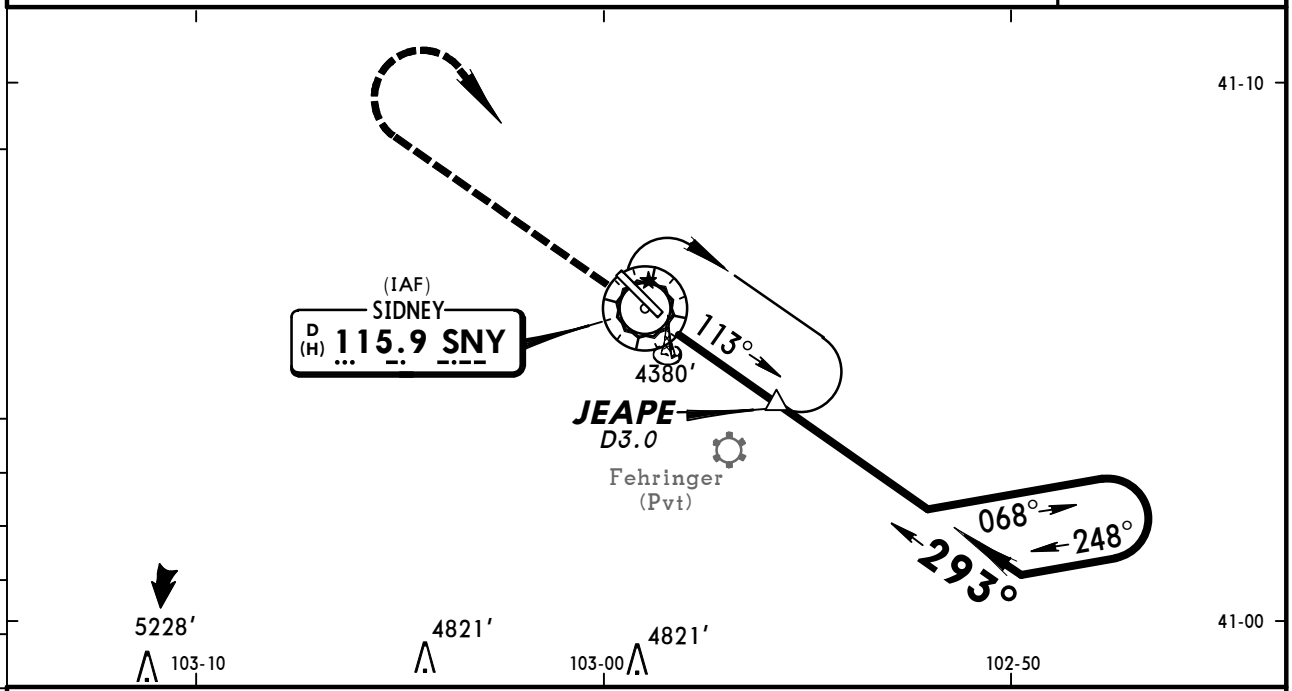
VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 4313′
SNY 115.9	293°	JEAPE 4980′ (690′)	4680′ (390′)	TDZE 4290′

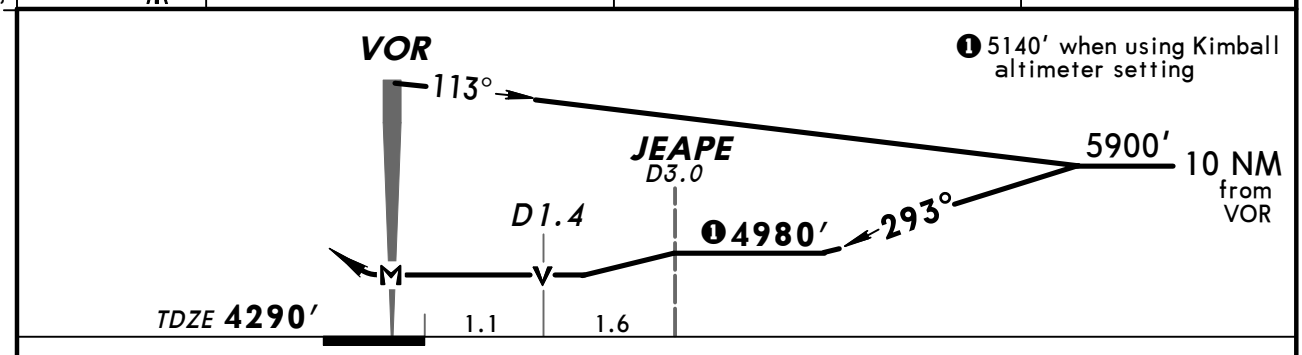
MISSED APCH: Climb to 6100′ then RIGHT turn direct SNY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kimball altimeter setting.
2. VDP not authorized when using Kimball altimeter setting.
3. Pilot controlled lighting 122.8.

6300′
MSA SNY VOR





MAP at VOR							REIL PAPI-L	6100′	RT		SNY 115.9

STRAIGHT-IN LANDING RWY 31	With JEAPE	Without JEAPE	CIRCLE-TO-LAND	With JEAPE	Without JEAPE
	With Local Altimeter Setting			With Local Altimeter Setting	
	MDA(H) 4680′ (390′)	MDA(H) 4980′ (690′)	Max Kts	MDA(H)	MDA(H)
A	1	1	90	4700′ (387′)-1	4980′ (667′)-1
B			120	4780′ (467′)-1	
C		2	140	4780′ (467′)-1½	4980′ (667′)-2
D	1¼	2¼	165	4880′ (567′)-2	4980′ (667′)-2¼

	With Kimball Altimeter Setting			With Kimball Altimeter Setting	
	MDA(H) 4840′ (550′)	MDA(H) 5140′ (850′)	Max Kts	MDA(H)	MDA(H)
A	1	1	90	4860′ (547′)-1	5140′ (827′)-1
B	1¼	1¼	120	4940′ (627′)-1¼	5140′ (827′)-1¼
C	1½	2½	140	4940′ (627′)-2	5140′ (827′)-2½
D	1¾	2¾	165	5040′ (727′)-2½	5140′ (827′)-2¾

TERPS AMEND 8 17 DEC 2009

CHANGES: Procedure.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALLIANCE, NE (ALLIANCE MUN - KAIA)

AINSWORTH, NE (AINSWORTH REGL - KANW)

SCOTTSBLUFF, NE (WESTERN NEBR. REGL/WILLIAM B. - KBFF)

KEARNEY, NE (KEARNEY REGIONAL - KEAR)

GRAND ISLAND, NE (CENTRAL NEBRASKA REGL - KGRI)

NORTH PLATTE, NE (NORTH PLATTE REGL-BIRD - KLBF)

LINCOLN, NE (LINCOLN - KLNK)

OMAHA, NE (OFFUTT AFB - KOFF)

REV	ILS OR LOC DME RWY 30	31-2	17 Feb 2012	
REV	RNAV (GPS) RWY 12	32-1	17 Feb 2012	
REV	RNAV (GPS) RWY 30	32-2	17 Feb 2012	

COLUMBUS, NE (COLUMBUS MUN - KOLU)

OMAHA, NE (EPPLEY - KOMA)

SIDNEY, NE (SIDNEY MUN/CARR - KSNY)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAIA

No Chart Change Notices for Airport KANW

No Chart Change Notices for Airport KBFF

No Chart Change Notices for Airport KEAR

No Chart Change Notices for Airport KGRI

No Chart Change Notices for Airport KLBF

No Chart Change Notices for Airport KLNK

No Chart Change Notices for Airport KOFF

No Chart Change Notices for Airport KOLU

No Chart Change Notices for Airport KOMA

No Chart Change Notices for Airport KSNY