

Eppley Airfield

IATA/ICAO CODE: OMA/KOMA
CITY: Omaha
STATE: NE
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 983 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
14R/32L	9500	-	3	150
14L/32R	8500	-	3	150
18/36	8153	18/140	3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Omaha Airport Traffic Control Tower
and
Omaha Airport Authority
and
Omaha TRACON
Letter of Agreement

Effective: April 12, 2002

SUBJECT: Noise Mitigation Procedures

Purpose: This Letter of Agreement establishes procedures for a program of noise mitigation in conjunction with aircraft operations at Omaha Eppley Airfield.

Distribution: This letter of Agreement is distributed to Omaha ATCT personnel, Omaha TRACON personnel, Omaha HUB, Omaha Airport Authority and to the Central

Region Air Traffic Division, ACE-530.

Cancellation: Omaha ATC and Omaha Airport Authority Letter of Agreement dated December 1, 2001, subject: Noise Abatement Procedures.

Scope: This Letter of Agreement applies to turbojet aircraft operations conducted at, and in the vicinity of, Omaha Eppley Airfield (hereinafter referred to as "the airport") under jurisdiction of Omaha Air ATCT and Omaha TRACON.

Background: The Omaha Airport Authority has declared that it is in the public interest for all turbojet aircraft operations at the airport to be compatible with urban development in areas and communities adjacent to the airport. The undersigned have resolved to cooperate in the effort to reduce turbojet noise impacts upon those areas and communities and agree to actively support the following procedures.

Procedures: These procedures are supplemental to applicable Federal Air Regulations and FAA Directives, and shall not in any manner, abrogate the authority and responsibility of the Pilot in Command to assure the safe operation of his or her aircraft, nor shall they hinder Air Traffic Control Specialists in the provision of safe, orderly and expeditious movement of air traffic.

a. Preferential Runway Use Program

(1) Runway 14R is designated as the preferential runway for arrival aircraft. Runway 32L and Runway 36 are designated as preferential runways for departure aircraft. To comply with the preferential runway use program, the following conditions must be met:

(a) Crosswind component within 90 degrees of runway heading and crosswind velocity not exceeding 15 knots.

(b) Tailwind component not exceeding 5 knots.

(c) Runway conditions clear and dry (i.e., no ice, slush, etc)

NOTE: Pilot requests for a different runway will be honored, the pilot shall be advised that the requested runway is noise sensitive.

(2) Between the hours of 2200 and 0700 (local time), when practical, pilots shall be encouraged to use Runways 14R and 18 for arrival, and Runways 32L and 36 for departure.

b. Noise Abatement Departure Procedures - When Runways 14R and 18 are in use, aircraft shall be instructed to comply with the following:

(1) When initial departure routing is between 320 degrees clockwise to 060 degrees, utilize heading 040.

(2) When initial departure routing is between 061 degrees clockwise to 180 degrees, or when operational considerations do not allow assignment of heading 040 or 240, utilize heading 140 for Eastbound departures and 180 for Westbound departures.

(3) When initial departure routing is between 181 degrees clockwise

to 319 degrees, utilize heading 240.

(4) Turns shall be commenced as soon as possible, and aircraft should continue on these headings until leaving 4000 MSL.

c. Noise Abatement Arrival Procedures - When Runways 32L and 36 are in use, aircraft shall be vectored/instructed to comply with the following:

1) When arrival heading is between 321 degrees clockwise to 140 degrees, base leg/final approach shall not be less than 5 miles from the airport.

(2) When arrival heading is between 141 degrees clockwise to 320 degrees, base leg/final approach shall not be less than 3 miles from the airport.

d. Noise Mitigation Procedures for Military Turbojet Practice Approach Aircraft when Runways 32L and 36 are in use, aircraft shall be vectored/instructed to comply with the following:

(1) Between the hours of 2300 and 0600 (local time), Visual Flight Regulations (VFR) pattern operations are prohibited.

(2) Between the hours of 2300 and 0600 (local time), Instrument Flight Regulations (IFR) aircraft shall be established on the final approach course at or outside of RIKKI LOM or at or outside 5NM from the airport.

e. Noise Mitigation Procedures for Military Turbojet Approach Aircraft when Runways 14R and 18 are in use, aircraft shall be vectored/instructed to comply with the following:

(1) Between the hours of 2300 and 0600 (local time), VFR pattern operations are prohibited.

(2) Between the hours of 2300 and 0600 (local time), IFR aircraft, after the completion of and instrument approach or visual approach or on initial departure, shall be assigned heading 140 and assigned 4,000' MSL. The departure shall not begin a crosswind until at or passing RIKKI LOM or at or outside 5NM from the airport.

f. Noise Mitigation Procedures for All Engine Run-Ups and Engine tests:

(1) Aircraft engine run-ups and engine tests shall be conducted at the run-up pads for runways 32L, 32R and 18 or as designated by the tower, but under no circumstances at gates, ramps or hangars.

NOTE: West side ramp Turboprop and Piston Driven engine morning warm-ups may be conducted on taxiway Foxtrot between taxiways Delta and Echo.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

a. Preferential Runway Use Program

(1) Runway 14R is designated as the preferential runway for arrival aircraft. Runway 32L and Runway 36 are designated as preferential runways for departure aircraft. To comply with the preferential runway use program, the following conditions must be met:

(a) Crosswind component within 90 degrees of runway heading and crosswind velocity not exceeding 15 knots.

(b) Tailwind component not exceeding 5 knots.

(c) Runway conditions clear and dry (i.e., no ice, slush, etc)

NOTE: Pilot requests for a different runway will be honored, the pilot shall be advised that the requested runway is noise sensitive.

(2) Between the hours of 2200 and 0700 (local time), when practical, pilots shall be encouraged to use Runways 14R and 18 for arrival, and Runways 32L and 36 for departure.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Omaha Airport Authority (OAA) Rules and Regulations

4.5 Aircraft Engine Starts and Run-ups

A. All aircraft shall be started and run-up in locations designated for such purposes by the Executive Director. Aircraft engines shall not be operated in such position or direction in such manner that persons, structures, property, runways and taxiways may be injured or endangered by the path of the aircraft propeller slip-stream or jet blast.

B. No aircraft engine shall be started or run unless a licensed pilot or certificated A&P mechanic is attending the aircraft controls. Wheel blocks equipped with ropes or other suitable means of shocking the wheels of an aircraft to deter movement shall always be placed in front of the main landing wheels before starting the engine or engines, unless the aircraft is locked into position by functioning locking brakes.

C. Aircraft engine maintenance runs at ground idle speeds may be conducted at Terminal Gates and Apron Areas, Cargo Ramps "A" and "B", east side General Aviation Aprons, airfield run-up pads (Runways 14L, 32L, and 32R), and the north end of Taxiway Foxtrot.

D. If an engine run above ground idle is required, it must be performed at one of the airfield run-up pads (Runways 14L, 32L, and 32R) or the north end of Taxiway Foxtrot. The maintenance crew performing the engine maintenance run must be qualified to operate the aircraft on the movement area and contact FAA ATCT (Ground Control frequency 121.9) for taxi instructions to these locations.

E. Between the hours of 2200L and 0600L, all engine runs shall be coordinated and approved by Airport Operations (661-8100). The duration of the engine run should be kept to a minimum during this time for noise abatement.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)