



OMAHA LEGEND

SYMBOLS

- Airport
- Airport with Class E airspace
- Airport with Class G airspace
- Airport with Class D airspace
- Airport with Class C airspace
- Airport with Class B airspace
- Airport with Class A airspace
- Airport with Class G airspace (unimproved)
- Airport with Class G airspace (improved)
- Airport with Class G airspace (unimproved) and Class E airspace
- Airport with Class G airspace (improved) and Class E airspace
- Airport with Class G airspace (unimproved) and Class D airspace
- Airport with Class G airspace (improved) and Class D airspace
- Airport with Class G airspace (unimproved) and Class C airspace
- Airport with Class G airspace (improved) and Class C airspace
- Airport with Class G airspace (unimproved) and Class B airspace
- Airport with Class G airspace (improved) and Class B airspace
- Airport with Class G airspace (unimproved) and Class A airspace
- Airport with Class G airspace (improved) and Class A airspace

ADDITIONAL AIRPORT INFORMATION

- Airport with Class E airspace (unimproved)
- Airport with Class E airspace (improved)
- Airport with Class E airspace (unimproved) and Class D airspace
- Airport with Class E airspace (improved) and Class D airspace
- Airport with Class E airspace (unimproved) and Class C airspace
- Airport with Class E airspace (improved) and Class C airspace
- Airport with Class E airspace (unimproved) and Class B airspace
- Airport with Class E airspace (improved) and Class B airspace
- Airport with Class E airspace (unimproved) and Class A airspace
- Airport with Class E airspace (improved) and Class A airspace

COMMUNICATION BONES

- Unicom
- Tower
- Tower with Class E airspace
- Tower with Class G airspace
- Tower with Class D airspace
- Tower with Class C airspace
- Tower with Class B airspace
- Tower with Class A airspace
- Tower with Class G airspace (unimproved)
- Tower with Class G airspace (improved)
- Tower with Class G airspace (unimproved) and Class E airspace
- Tower with Class G airspace (improved) and Class E airspace
- Tower with Class G airspace (unimproved) and Class D airspace
- Tower with Class G airspace (improved) and Class D airspace
- Tower with Class G airspace (unimproved) and Class C airspace
- Tower with Class G airspace (improved) and Class C airspace
- Tower with Class G airspace (unimproved) and Class B airspace
- Tower with Class G airspace (improved) and Class B airspace
- Tower with Class G airspace (unimproved) and Class A airspace
- Tower with Class G airspace (improved) and Class A airspace

NAVIGATION AIDS

- VORTAC
- VORT
- VORT with Class E airspace
- VORT with Class G airspace
- VORT with Class D airspace
- VORT with Class C airspace
- VORT with Class B airspace
- VORT with Class A airspace
- VORT with Class G airspace (unimproved)
- VORT with Class G airspace (improved)
- VORT with Class G airspace (unimproved) and Class E airspace
- VORT with Class G airspace (improved) and Class E airspace
- VORT with Class G airspace (unimproved) and Class D airspace
- VORT with Class G airspace (improved) and Class D airspace
- VORT with Class G airspace (unimproved) and Class C airspace
- VORT with Class G airspace (improved) and Class C airspace
- VORT with Class G airspace (unimproved) and Class B airspace
- VORT with Class G airspace (improved) and Class B airspace
- VORT with Class G airspace (unimproved) and Class A airspace
- VORT with Class G airspace (improved) and Class A airspace

OBSTRUCTIONS

- Obstruction
- Obstruction with Class E airspace
- Obstruction with Class G airspace
- Obstruction with Class D airspace
- Obstruction with Class C airspace
- Obstruction with Class B airspace
- Obstruction with Class A airspace
- Obstruction with Class G airspace (unimproved)
- Obstruction with Class G airspace (improved)
- Obstruction with Class G airspace (unimproved) and Class E airspace
- Obstruction with Class G airspace (improved) and Class E airspace
- Obstruction with Class G airspace (unimproved) and Class D airspace
- Obstruction with Class G airspace (improved) and Class D airspace
- Obstruction with Class G airspace (unimproved) and Class C airspace
- Obstruction with Class G airspace (improved) and Class C airspace
- Obstruction with Class G airspace (unimproved) and Class B airspace
- Obstruction with Class G airspace (improved) and Class B airspace
- Obstruction with Class G airspace (unimproved) and Class A airspace
- Obstruction with Class G airspace (improved) and Class A airspace

MISCELLANEOUS

- Obstruction with Class E airspace (unimproved)
- Obstruction with Class E airspace (improved)
- Obstruction with Class E airspace (unimproved) and Class D airspace
- Obstruction with Class E airspace (improved) and Class D airspace
- Obstruction with Class E airspace (unimproved) and Class C airspace
- Obstruction with Class E airspace (improved) and Class C airspace
- Obstruction with Class E airspace (unimproved) and Class B airspace
- Obstruction with Class E airspace (improved) and Class B airspace
- Obstruction with Class E airspace (unimproved) and Class A airspace
- Obstruction with Class E airspace (improved) and Class A airspace

OMAHA SECTIONAL

SECTIONAL CHART FOR THE OMAHA AREA, NEBRASKA

Scale: 1:500,000

Federal Aviation Administration

EFFECTIVE 0912 20 APR 2023
TO 0912 15 JUN 2023

General NOTAMS for latest information
Consult NOTAMS for the Omaha Area and Change Notices at
http://www.faa.gov/air_traffic/flight_info/aeronava/notams.html

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Warning: Never fly over terrain or light obstructions without proper clearance.

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SECURITY CLASSIFICATION

CENTRAL TIME PRECEDENCE IN OMAHA SECTIONAL CHART

As of 0912 20 APR 2023, the Central Time Precedence Area (CTPA) for the Omaha Area is defined as follows:

CLASS	TIME	START	END
Class A	0000Z	100° 00' W	95° 00' W
Class B	0000Z	100° 00' W	95° 00' W
Class C	0000Z	100° 00' W	95° 00' W
Class D	0000Z	100° 00' W	95° 00' W
Class E	0000Z	100° 00' W	95° 00' W
Class G	0000Z	100° 00' W	95° 00' W

CLASS A, CLASS C, TRIA, AND SELECTED APPROACH CENTER PRECEDENCE

CLASS	TIME	START	END
Class A	0000Z	100° 00' W	95° 00' W
Class C	0000Z	100° 00' W	95° 00' W
TRIA	0000Z	100° 00' W	95° 00' W
Selected Approach Center	0000Z	100° 00' W	95° 00' W

SPECIAL USE AIRSPACE IN OMAHA SECTIONAL CHART

As of 0912 20 APR 2023, the Special Use Airspace (SUA) for the Omaha Area is defined as follows:

CLASS	TIME	START	END
Class A	0000Z	100° 00' W	95° 00' W
Class B	0000Z	100° 00' W	95° 00' W
Class C	0000Z	100° 00' W	95° 00' W
Class D	0000Z	100° 00' W	95° 00' W
Class E	0000Z	100° 00' W	95° 00' W
Class G	0000Z	100° 00' W	95° 00' W

CAUTION: This chart is primarily designed for VFR navigational purposes and should not be used for IFR navigation. It is not intended to replace the information provided in the Instrument Procedures Manual (IPM) and other IFR sources. Pilots are responsible for ensuring they have the correct information for their flight.

WARNING: This chart is not intended to be used for flight planning or navigation. It is not intended to replace the information provided in the Instrument Procedures Manual (IPM) and other IFR sources. Pilots are responsible for ensuring they have the correct information for their flight.

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