

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KLNK	<u>PROCEDURE NAME</u> ILS Y OR LOC Y RWY 36	<u>ORIGINAL/AMENDMENT</u> 11L	<u>CITY</u> LINCOLN	<u>STATE</u> NE		
<u>AIRPORT ELEVATION</u> 1219	<u>TDZE</u> 1175	<u>SUPERSEDED</u> ILS Y OR LOC Y RWY 36	<u>ORIGINAL/AMENDMENT</u> 11K	<u>DATED</u> 10/07/2021	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-LNK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
LNK VORTAC		POTTS LOM					176.02	10.63	3300
THEWS/LNK 18.90 DME/RADAR	IF	POTTS LOM					357.28	8.28 (I-LNK)	2800

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.82 NM AFTER POTTS LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LNK VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 3000 DIRECT POTTS LOM AND HOLD (ADF REQUIRED).

PROFILE:

1. PT L SIDE OF COURSE 177.28 OUTBOUND 3300 FT WITHIN 10 MILES OF POTTS LOM (IAF)

2.

3. FAC: 357.28 FAF: POTTS LOM DIST FAF TO MAP: 4.82 DIST FAF TO THLD: 4.82

4. MIN ALT: POTTS LOM 2800

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1300

6. MIN GS INCPT: 2800 GS ALT AT PFAF : OM: 2788 MM: IM:

7. GS ANGLE: 3.00 34:1: 20:1: TCH: 55.5

8. MSA FROM: POTTS LOM 4100

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
ADF REQUIRED FOR LOC ONLY.
RADAR REQUIRED FOR PROCEDURE ENTRY AT THEWS.



NOTES:
CHART PLANVIEW NOTE: CAT E PROCEDURE TURN NA.
CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 36 CAT E VISIBILITY TO RVR 4000, S-LOC 36 CAT E VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:
HOLD N, RT, 185.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S POTTS LOM, RT, 357.28 INBOUND.
FAS OBST: 1429 AAO 404551N/0964546W.
1499 AAO 404512N/0964615W.
CHART IN PLANVIEW: POTTS LOM.

MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 36*	1375	2400	200	1375	2400	200	1375	2400	200	1375	2400	200	1375	2400	200
S-LOC 36	1680	2400	505	1680	2400	505	1680	5500	505	1680	5500	505	1680	5500	505
CIRCLING	1680	1	461	1760	1	541	1760	1 1/2	541	1820	2	601	2040	3	821

- CHANGES - REASONS**
- 1. EQUIPMENT REQUIREMENTS NOTES: ADDED DME REQUIRED AND RADAR REQUIRED FOR PROCEDURE ENTRY AT THEWS AND ADF REQUIRED FOR LOC ONLY - PER FPT REQUEST.
 - 2. TERMINAL ROUTES: CHANGED THEWS FROM "THEWS INT" TO "THEWS/LNK 18.90 DME/RADAR" FOR BOTH THE IAF AND IF/IAF SEGMENTS - REQUIRED/THEWS NO LONGER AN INTERSECTION/PWE SCHEDULED DECOMMISSIONING.
 - 3. MOVED BACKUP ALTIMETER AND ASSOCIATED NOTES FROM 8260-3 TO REMARKS - PRIMARY ASOS ON WMSCR, NOTE ADDED TO 8260-9 FOR CONTINGENCY USE.
 - 4. DELETED INITIAL SEGMENT: BIE VOR TO THEWS - BIE SCHEDULED DECOMMISSIONING.

COORDINATED WITH:
A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ **OTHER:** ZMP, OMAHA APP CON, LNK ATCT, AMGR

FLIGHT CHECKED BY
PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by
CASIMIR L TABAKA
Aug 09, 2022

DEVELOPED BY
CASIMIR L. TABAKA (GREG LINDSEY)

Digitally signed by
CASIMIR L TABAKA
Aug 09, 2022

OFFICE
AJV-A432

DATE
06/13/2022

APPROVED BY
JOHNNIE BAKER

Digitally signed by
CASIMIR L TABAKA
Aug 09, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KLNK	<u>PROCEDURE NAME</u> ILS Y OR LOC Y RWY 36	<u>AMDT NO.</u> 11L	<u>CITY</u> LINCOLN	<u>STATE</u> NE	<u>AIRPORT ELEVATION</u> 1219	<u>FACILITY</u> I-LNK
---------------------------	--	------------------------	------------------------	--------------------	----------------------------------	--------------------------

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
LNK VORTAC

TO
POTTS LOM

<u>RNP</u>	<u>DISTANCE</u> 10.63	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TWR (31-000054)	404538.00N/0964210.00W		1660	50	20	2C	1000				AT640	3300
2.TERRAIN	405436.00N/0964418.00W		1419 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
THEWS/LNK 18.90 DME/RADAR

TO
POTTS LOM

<u>RNP</u>	<u>DISTANCE</u> 8.28	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TWR (31-000758)	403726.49N/0964211.58W		1663	500	50	5D	500				AT637	2800
6.TERRAIN	404051.00N/0964839.00W		1418 (1400)								AS1000	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: PT

FROM
10 NM (IF/IAF)

TO
POTTS LOM

RNP	DISTANCE 10.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TWR (31-000758)	403726.49N/0964211.58W		1663	500	50	5D	500				AT637	2800
7.TERRAIN	403451.00N/0964212.00W		1438 (1400)								AS1000	2400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
--------------	-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:

FINAL: ILS

FROM
GP INTCP

TO
RW36

<u>RNP</u>	<u>DISTANCE</u> 4.93	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				1375

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
--------------	-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:



FINAL: LOC

FROM
POTTS LOM

TO
4.82 NM AFTER POTTS LOM

RNP	DISTANCE 4.82	PAT	MAP 4.82 NM AFTER POTTS LOM	HAT 505	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.AAO	404551.00N/0964546.00W		1429	50	20	2C	250					1680

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:

PROCEDURE TURN

FROM
POTTS LOM

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (31-000696)	403106.00N/0964608.00W		2249	500	50	5D	1000					3300
9.TERRAIN	403130.00N/0965151.00W		1497 (1500)								AS1500	3000

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM
DA

TO
LNK VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1207					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
10.AAO	405507.00N/0964424.00W		1569	50	20	2C	1000					2600
11.TERRAIN	405507.00N/0964424.00W		1369 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
--------------	-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM
4.82 NM AFTER POTTS LOM

TO
LNK VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1430					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
10.AAO	405507.00N/0964424.00W		1569	50	20	2C	1000					2600
11.TERRAIN	405507.00N/0964424.00W		1369 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
--------------	-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE : ILS

FROM

DA

TO

POTTS LOM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1207					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
12.AAO	404833.00N/0965824.00W		1674	164	98	4E	1000					2700
13.TERRAIN	404833.00N/0965824.00W		1474 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : LOC

FROM

4.82 NM AFTER POTTS LOM

TO

POTTS LOM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1430					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
12.AAO	404833.00N/0965824.00W		1674	164	98	4E	1000					2700
13.TERRAIN	404833.00N/0965824.00W		1474 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

KLNK

PROCEDURE NAME

ILS Y OR LOC Y RWY 36

AMDT NO.

11L

CITY

LINCOLN

STATE

NE

AIRPORT ELEVATION

1219

FACILITY

I-LNK

CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
14.TREE (KLNKT0266)	405225.21N/0964410.09W	1.30	461	1370	20	10	1B	300			1680
CATEGORY B											
15.TOWER (31-020210)	405130.34N/0964802.34W	1.50	541	1444	20	3	1A	300			1760
CATEGORY C											
15.TOWER (31-020210)	405130.34N/0964802.34W	1.70	541	1444	20	3	1A	300			1760
CATEGORY D											
16.TOWER (31-001074)	404955.32N/0964212.77W	2.30	601	1512	20	3	1A	300			1820
CATEGORY E											
17.TOWER (31-000056)	404912.00N/0963930.00W	4.50	821	1734	100	20	3C	300			2040

CIRCLING REMARKS:

MSA

CENTER

POTTS LOM

RADIUS

25

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

OBST #5 - CONTROLLING OBSTACLE FOR ILS AND LOC INTERMEDIATE SEGMENTS.

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 6 of 10

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZMP ARTCC, LNK TOWER, OMA APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	KLNK	24	KLNK	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	KBIE	24	KBIE	33.01	Y	91

WX REMARKS:

RASS PRESSURE PATTERNS SAME
KLNK 1219, KBIE 1324
RA = 90.5.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-LNK			

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - MIRL, REIL, PAPI-4L	NPI-G	
RW17 - MIRL, REIL, PAPI-4L	NPI-G	
RW32 - MIRL, VASI-4L	NPI-G	
RW35 - MIRL, PAPI-4L, ODALS	NPI-G	
RW18 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW36 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	1174.6	55.5	1154.5	1300	3.00	55.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' TREES USED PER FPT.

DID NOT APPLY NEW CIRCLING CRITERIA PER FPT.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, USE BEATRICE ALTIMETER SETTING AND INCREASE ALL DA TO 1466 FEET, AND ALL MDA 100 FEET, INCREASE S-LOC 36 CAT C, D AND E VISIBILITY 3/8 SM, CIRCLING CAT C AND D VISIBILITY 1/4 SM.

FOR INOPERATIVE ALS WHEN USING BEATRICE ALTIMETER SETTING, INCREASE S-ILS 36 ALL CATS VISIBILITY TO RVR 4500, S-LOC 36 CAT E VISIBILITY TO 1 3/4 SM.

*RVR 1800 NA WHEN USING BEATRICE ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1499 AAO 404512.00N/0964615.00W.



<div>AIRPORT ID KLNK</div>	<div>PROCEDURE NAME ILS Y OR LOC Y RWY 36</div>	<div>AMDT NO. 11L</div>	<div>CITY LINCOLN</div>	<div>STATE NE</div>	<div>AIRPORT ELEVATION 1219</div>	<div>FACILITY I-LNK</div>
--------------------------------	---	-----------------------------	-----------------------------	-------------------------	---------------------------------------	-------------------------------

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.05
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	4.62
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.22
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	000.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD
COORDINATES
(IF STR-IN)

404939.30N/0964542.86W

ARP COORDINATES

405103.20N/0964532.80W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 36 DISTANCE 1.40 NM

FAF
COORDINATES

404449.77N/0964544.72W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 9 of 10

PART E: PREPARED BY

<u>NAME</u> CASIMIR L. TABAKA (GREG LINDSEY)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 06/13/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
---	---------------------------	---------------------------	---

