

**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> 12	<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SUPERSEDED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/LNK VORTAC 10.74 DME					175.98	10.74	3300
THEWS/LNK VORTAC 18.90 DME/RADAR	IF	POTTS/LNK VORTAC 10.74 DME	NOPT				357.28	8.18 (I-LNK)	2800

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.93 NM AFTER POTTS/LNK VORTAC 10.74 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3100 DIRECT LNK VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 177.28 OUTBOUND 3300 FT WITHIN 10 MILES OF POTTS/LNK VORTAC 10.74 DME (IAF)
- 2.
3. FAC: 357.28 FAF: POTTS/LNK VORTAC 10.74 DME DIST FAF TO MAP: 4.93 DIST FAF TO THLD: 4.93
4. MIN ALT: POTTS/LNK VORTAC 10.74 DME 2800, JEMVI/LNK VORTAC 7.76 DME 1840
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1300
6. MIN GS INCPT: 2800 GS ALT AT PFAF: POTTS/LNK VORTAC 10.74 DME 2800 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 55.5
8. MSA FROM: LNK VORTAC 4100

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
DME OR RADAR REQUIRED FOR PROCEDURE ENTRY.



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 AND S-LOC 36 CAT E VISIBILITY TO RVR 6000.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LNK VORTAC AIRWAY RADIALS 137 CW 190.

CHART NOTE: DME FROM LNK VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-LNK AND LNK DME REQUIRED.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON

HOLD N, RT, 175.00 INBOUND.

CHART FAS OBST: 1308 TOWER (31-038795) 404810N/0964528W.

CHART VDP AT 6.86 DME

DISTANCE VDP TO THLD 1.03 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/2, CAT E 900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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	1560	2400	385	1560	2400	385	1560	3500	385	1560	3500	385	1560	3500	385
CIRCLING	1680	1	461	1760	1	541	1820	1 3/4	601	1960	2 1/2	741	2040	3	821



CHANGES - REASONS

1. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LNK VORTAC AND HOLD." TO "CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LNK VORTAC AND HOLD, CONTINUE CLIMB IN HOLD TO 3100." - CLEARANCE LIMIT ALTITUDE OF 3000 NOT REACHED AT LNK VORTAC.
2. REMOVED IAF LEG FROM BIE VOR TO THEWS - FPT REQUEST, BIE VOR DOES NOT HAVE DME AND THEWS CHANGED FROM AN INT TO DME/RADAR.
3. ALTERNATE MISSED APPROACH CHART IN PLANVIEW OF POTTS LOM REMOVED. - POTTS LOM IS BEING DECOMMISSIONED.
4. MOVED ALL REFERENCE OF BEATRICE ALTIMETER SETTING TO CONTINGENCY NOTE ON -9 - LOCAL WEATHER TRANSMITTED ON WMSCR.
5. ADDED FINAL STEPDOWN FIX JEMVI 1.94 NM FROM RWY 36 - BASED ON OBSTACLE EVALUATION LOWERS FINAL MDA 180 FEET.
6. CHANGED INTERMEDIATE ROUTE DISTANCE FROM 8.28 TO 8.18 - POTTS MOVED .10 NM SOUTH TO COLLOCATE ILS PFAF AND LOC FAF.
7. PROFILE VIEW LINE 1 CHANGED FROM POTTS LOM (IAF) TO POTTS (IAF) - REPLACED POTTS LOM WITH POTTS, POTTS LOM IS BEING DECOMMISSIONED.
8. UPDATED TERMINAL ROUTES FINAL SEGMENT FAF FROM POTTS LOM TO POTTS/LNK VORTAC 10.74 DME AND UPDATED DIST FAF TO MAP, DIST FAF TO THLD, AND LOC MAP FROM 4.82 NM TO 4.93 NM - POTTS LOM IS BEING DECOMMISSIONED, POTTS MOVED .10 NM SOUTH TO COLLOCATE ILS PFAF AND LOC FAF.
9. UPDATED PROFILE LINE 6 REMOVED OM: 2788 AND ADDED GS ALT AT FAF: POTTS/LNK VORTAC 10.74 DME 2800 - POTTS LOM IS BEING DECOMMISSIONED, FAF AND PFAF ARE COLLOCATED.
10. UPDATED MSA LOCATION FROM LN LOM 4100 TO LNK VORTAC 4100 - LN LOM BEING DECOMMISSIONED.
11. CHANGED 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" TO "FOR INOPERATIVE ALS, INCREASE S-ILS 36 CAT E VISIBILITY TO RVR 4000 AND S-LOC 36 CAT E VISIBILITY TO RVR 6000". - APPLICATION OF A SDF TO LOWER MDA.
12. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LNK VORTAC AIRWAY RADIALS 137 CW 190 - MAXIMUM ALLOWABLE COURSE CHANGE IS 120 DEGREES.
13. CHANGED FAS OBSTACLE FROM "1429 AAO 404551N/0964546W" TO "1308 TOWER 404810N/0964528W" - ADDED STEP DOWN FIX TO ACHIEVE LOWER MINIMUMS.
14. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - NEW CIRCLING CRITERIA APPLIED.
15. LOWERED LOC CATS C/D/E RVR FROM 5500 TO 3500 - ADDED STEP DOWN FIX TO ACHIEVE LOWEST POSSIBLE MINIMUMS.
16. LOWERED LOC ALL CATS MDA/HAT FROM 1680/505 TO 1560/385 - ADDED STEP DOWN FIX TO ACHIEVE LOWEST POSSIBLE MINIMUMS.
17. RAISED CIRCLING CAT C VISIBILITY FROM 1 1/2 SM TO 1 3/4 SM, AND CIRCLING CAT D VISIBILITY FROM 2 SM TO 2 1/2 SM - IAW 8260.3E TABLE 3-3-7.
18. RAISED CIRCLING CAT C CAT C MDA/HAA FROM 1760/541 TO 1820/601 AND CIRCLING CAT D MDA/HAA FROM 1820/601 TO 1960/741 - APPLIED NEW CIRCLING CRITERIA, NEW OBSTACLE DATA.
19. FEEDER SEGMENT FROM LNK VORTAC TO POTTS COURSE/DISTANCE CHANGED FROM 176.02/10.63 TO 175.98/10.74 - LOCATION OF POTTS MOVED .10 NM SOUTH.
20. ADDED CHART VDP AT 6.86 DME DISTANCE VDP TO THLD 1.03 NM TO ADDITIONAL FLIGHT DATA - FINAL FACILITY HAS DME.
21. ADDED EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED FOR PROCEDURE ENTRY - LOM DECOMMISSIONED REPLACED WITH DME REQUIRED FAF.
22. ADDED NOTE "DME FROM LNK VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-LNK AND LNK DME REQUIRED". - NOTE ADDED IAW 8260.19I PARA 8-6-9K.
23. UPDATED CLEARANCE LIMIT LNK VORTAC HOLDING COURSE FROM 185.00 TO 175.00. - UPDATED TO ACCOMMODATE CLIMB-IN-HOLD FOR ILS OR LOC RWY 18 PROCEDURE TO ENCOMPASS MISSED APPROACH TRAPEZOID FOR FULL HOLDING EVALUATION.

COORDINATED WITH:

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

FLIGHT CHECKED BY**OFFICE****DATE****DEVELOPED BY***Digitally signed by*

NICHOLAS K. JACKSON

NICHOLAS JACKSON

Dec 03, 2021

OFFICE

AJV-A431

DATE

08/10/2021

APPROVED BY

LONNIE EVERHART

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> 12	<u>CITY</u> LINCOLN	<u>STATE</u> NE	<u>AIRPORT ELEVATION</u> 1219	<u>FACILITY</u> I-LNK
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
LNK VORTAC

TO
POTTS/LNK VORTAC 10.74 DME

<u>RNP</u>	<u>DISTANCE</u> 10.74	<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.TOWER (31-000764)	405111.01N/0964034.57W		1651	50	20	2C	1000				AT649	3300
2.TERRAIN	405154.00N/0965003.00W		1361 (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 VORTAC 18.90 DME/RADAR

TO
POTTS/LNK VORTAC 10.74 DME

<u>RNP</u>	<u>DISTANCE</u> 8.18	<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>
3.TWR (31-000758)	403726.49N/0964211.58W		1663	500	50	5D	500				AT637	2800
4.TERRAIN	403751.00N/0965036.00W		1420 (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/LNK VORTAC 10.74 DME

RNP	DISTANCE 15.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (31-000758)	403726.49N/0964211.58W		1663	500	50	5D	500				AT637	2800
5.TERRAIN	403445.00N/0964142.00W		1440 (1400)								AS1000	2400

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

FINAL: ILS

FROM
POTTS/LNK VORTAC 10.74 DME

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
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SEGMENT REMARKS:



FINAL: LOC

FROM
POTTS/LNK VORTAC 10.74 DME

TO
JEMVI/LNK VORTAC 7.76 DME

<u>RNP</u>	<u>DISTANCE</u> 2.99	<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>
6.AAO	404510.40N/0964615.23W		1490	50	20	2C	250				RA100	1840

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

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM
JEMVI/LNK VORTAC 7.76 DME

TO
4.93 NM AFTER POTTS/LNK VORTAC 10.74 DME

<u>RNP</u>	<u>DISTANCE</u> 1.94	<u>PAT</u>	<u>MAP</u> 4.93 NM AFTER POTTS/LNK VORTAC 10.74 DME	<u>HAT</u> 385				<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>
7.TOWER (31-038795)	404810.40N/0964527.50W		1308	50	20	2C	250					1560

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

SEGMENT REMARKS:



PROCEDURE TURN

FROM
POTTS/LNK VORTAC 10.74 DME

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.TOWER (31-000696)	403105.60N/0964606.40W		2257	250	50	4D	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				3100
10.AAO	405524.00N/0964433.00W		1559	164	98	4E	1000					2600
11.TERRAIN	405524.00N/0964433.00W		1359 (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
4.93 NM AFTER POTTS/LNK VORTAC 10.74 DME

TO
LNK VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1310					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
10.AAO	405524.00N/0964433.00W		1559	164	98	4E	1000					2600
11.TERRAIN	405524.00N/0964433.00W		1359 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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											
12.TREE (31-028044)	405225.21N/0964410.09W	1.31	461	1370	20	10	1B	300			1680
CATEGORY B											
13.TOWER (31-001040)	404922.71N/0964312.98W	1.85	541	1446	20	3	1A	300			1760
CATEGORY C											
14.TOWER (31-001074)	404955.32N/0964212.77W	2.91	601	1512	20	3	1A	300			1820
CATEGORY D											
15.TOWER (31-000764)	405111.01N/0964034.57W	3.80	741	1651	50	20	2C	300			1960
CATEGORY E											
16.TOWER (31-000056)	404912.00N/0963930.00W	4.75	821	1734	100	20	3C	300			2040

CIRCLING REMARKS:



MSA

CENTER

LNK VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (31-000909)	405259.00N/0971821.00W	256	25.8	3048	500	50	5D	1000			4100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

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

NO ALTERNATE MISSED PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZMP ARTCC, LNK TOWER, OMA APP CON

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

WX REMARKS:

RASS PRESSURE PATTERNS SAME
KLNK 1219, KBIE 1324
RA = 90.7.

<u>PRIMARY NAVAID</u> I-LNK	<u>MONITOR POINT</u> LNK ATCT AND ZMP	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<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> 3.00	<u>ELEV RWY THRESHOLD</u> 1174.6	<u>TCH</u> 55.5	<u>ELEV GS ANTENNA</u> 1154.5	<u>DISTANCE FROM RWY</u> 1300	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 55.8
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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>
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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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES ONLY:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEATRICE ALTIMETER SETTING AND INCREASE ALL DA TO 1466 FEET; AND ALL MDAS 100 FEET AND VISIBILITY S-LOC 36 CATS C/D/E TO RVR 5000 AND CIRCLING CAT C/D 1/4 SM.
FOR INOPERATIVE ALS, WHEN USING BEATRICE ALTIMETER SETTING, INCREASE S-ILS 36 ALL CATS VISIBILITY TO RVR 4500 AND INCREASE S-LOC 36 CAT C/D/E VISIBILITY TO 1 3/8 SM.
VDP NA WHEN USING BEATRICE ALTIMETER SETTING.

RVR 1800 NA WHEN USING BEATRICE ALTIMETER SETTING

50' VEGETATION USED PER FPT CHECKLIST.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID KLNK	PROCEDURE NAME ILS Y OR LOC Y RWY 36	AMDT NO. 12	CITY LINCOLN	STATE NE	AIRPORT ELEVATION 1219	FACILITY I-LNK
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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	3.67
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.01
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	FAF	TO 1500FT POINT	7.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	6.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	000.28
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1400

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

404443.34N/0964544.76W

FIX NAME
COORDINATES

REMARKS

1500 FT POINT LOCATED 7 NM FROM POTTS ON THE PT INBOUND LEG.

QUALITY
25
CHECKED

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