

LOC I-LNK <b>109.9</b>	APP CRS <b>357°</b>	Rwy Idg <b>12901</b> TDZE <b>1175</b> Apt Elev <b>1219</b>
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ILS Y or LOC Y RWY 36  
LINCOLN (LNK)

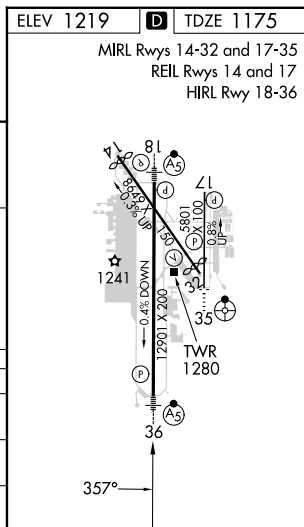
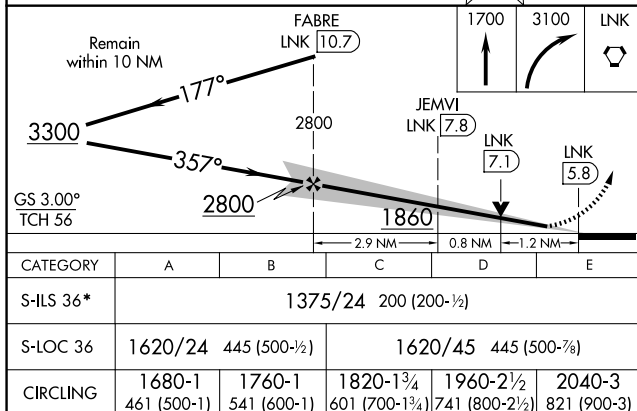
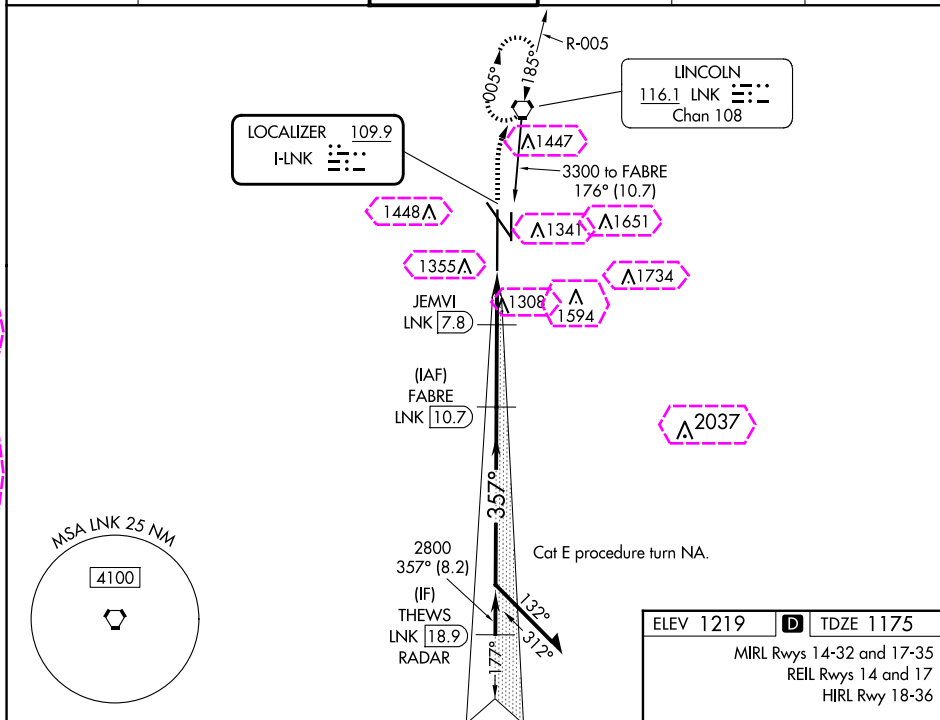
DME required. RADAR required for procedure entry at THEWS.

- T** For inop ALS, increase S-ILS 36 Cat E visibility to RVR 4000,  
**A** S-LOC 36 Cat E visibility to 1 $\frac{3}{8}$  SM. DME from LNK VORTAC.  
DME use requires simultaneous reception of I-LNK and LNK DME.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3100 direct LNK VORTAC and hold, continue climb-in-hold to 3100.

ATIS 118.05 290.9	OMAHA APP CON 124.0 270.3	LINCOLN TOWER ★ 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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LINCOLN, NEBRASKA

AL-232 (FAA)

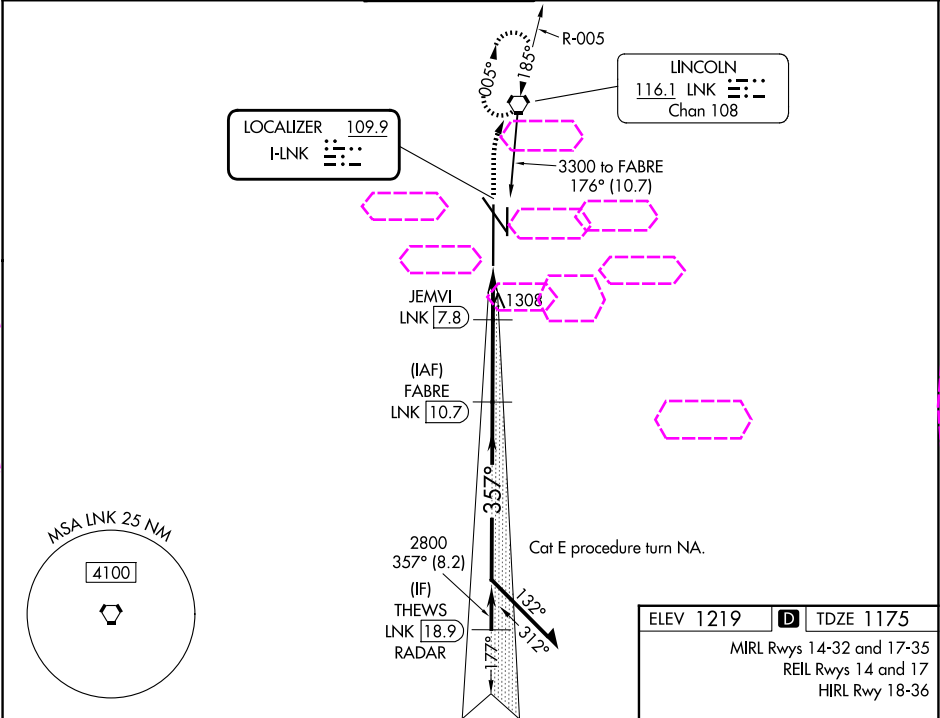
25219

LOC I-LNK	APP CRS	Rwy Ldg
<b>109.9</b>	<b>357°</b>	<b>12901</b>
		TDZE <b>1175</b>
		Apt Elev <b>1219</b>

ILS Y or LOC Y RWY 36  
LINCOLN (LNK)

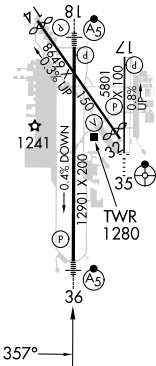
DME required. RADAR required for procedure entry at THEWS.	MALSR	MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct LNK VORTAC and hold, continue climb-in-hold to 3100.
For inop ALS, increase S-ILS 36 Cat E visibility to RVR 4000, S-LOC 36 Cat E visibility to 1¾ SM. DME from LNK VORTAC. DME use requires simultaneous reception of I-LNK and LNK DME. *RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS	OMAHA APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL	UNICOM
<b>118.05 290.9</b>	<b>124.0 270.3</b>	<b>118.5 (CTAF) 253.5</b>	<b>121.9 275.8</b>	<b>120.7 225.4</b>	<b>122.95</b>



ELEV 1219	D	TDZE 1175
MIRL Rwy 14-32 and 17-35		
REIL Rwy 14 and 17		
HIRL Rwy 18-36		

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LINCOLN, NEBRASKA  
Amdt 12 16MAY24

40°51'N-96°46'W

ILS Y or LOC Y RWY 36  
LINCOLN (LNK)

NC-2, 07 AUG 2025 to 04 SEP 2025

NC-2, 07 AUG 2025 to 04 SEP 2025