UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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.

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE

AIRPORT ELEVATION	TDZE	SUPERSEDED	ORIGINAL/AMENDMENT	DATED	MAG VAR	EPOCH YEAR
1219	1195	HI - ILS OR LOC RWY 18	2A	12/10/2015	3E	2015

FACILITY	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE	CANCEL/SUSPEND
I-OCZ			ROUTINE	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
JOUST/LNK 29.00 DME	IAF	FABRO/LNK 11.72 DME					167.00	17.30 (LNK R-347)	3100
FABRO/LNK 11.72 DME	IF	CLONE OM/INT					177.28	10.43 (I-OCZ)	2900

MISSED APPROACH

MAP:
ILS: DA
LOC: 4.91 NM AFTER CLONE OM/INT

MISSED APPROACH INSTRUCTIONS:
CLIMB TO 3300 ON LNK VORTAC R-185 TO JOGAN/LNK 13.98 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)

2. PROFILE STARTS AT JOUST

3. FAC: 177.28 **FAF:** CLONE OM/INT **DIST FAF TO MAP:** 4.91 **DIST FAF TO THLD:** 4.91

4. MIN ALT: JOUST/LNK 29.00 DME 18000, FABRO/LNK 11.72 DME 3100, CLONE OM/INT 2900

5. DIST TO THLD FROM OM: 4.91 **MM:** **IM:** **150 HAT:** **GS ANT:** 1099

6. MIN GS INCPT: 2900 **GS ALT AT FAF :** **OM:** 2837 **MM:** **IM:**

7. GP ANGLE: 3.00 **34:1:** **20:1:** **TCH:** 54.8

8. MSA FROM: LNK VORTAC 4100, ESA W/IN 100 NM 4800

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR AND DME REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEATRICE ALTIMETER SETTING AND INCREASE ALL DA TO 1486 FEET AND ALL MDA 100 FEET; INCREASE S-LOC CAT C, D AND E VISIBILITY 1/4 SM, CIRCLING CAT C AND D VISIBILITY 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 18 CAT E RVR TO 4000, VISIBILITY TO 3/4 SM, INCREASE S-LOC 18 VISIBILITY TO 1 3/4 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING BEATRICE ALTIMETER SETTING, INCREASE S-ILS 18 CATS C/D/E TO RVR 4500 AND INCREASE S-LOC 18 CAT C/D/E TO 2 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 005.02 INBOUND.
CHART ARRIVAL HOLDING AT JOUST/LNK 29.00 DME: HOLD N, RT, 167.00 INBOUND, 18000.
FAS OBST: 1569 AAO 405841N/0964628W.

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

ALTERNATE: NA [X]

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 18		NA			NA		1395	2400	200	1395	2400	200	1395	2400	200
S-LOC 18		NA			NA		1820	1 3/8	625	1820	1 3/8	625	1820	1 3/8	625
CIRCLING		NA			NA		1820	1 3/4	601	1820	2	601	2040	3	821

CHANGES - REASONS

1. CHANGED APPROACH NAME FROM HI-ILS OR LOC RWY 18 TO HI-ILS Z OR LOC Z RWY 18. - MULTIPLE ILS APPROACHES TO RUNWAY 18.
2. MOVED CHART NOTE: DME REQUIRED TO PBN NOTES SECTION. - 8260.19I REQUIREMENT.
3. MOVED CHART PLANVIEW NOTE: RADAR AND DME REQUIRED TO PBN NOTES SECTION AS RADAR AND DME REQUIRED FOR PROCEDURE ENTRY. - 8260.19I REQUIREMENT.
4. UPDATED CHART NOTE: WHEN ALS INOP, INCREASE RVR TO 4000, VIS TO 3/4 MILE TO CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 18 RVR TO 4000, VISIBILITY TO 3/4 SM, INCREASE S-LOC 18 VISIBILITY TO 1 3/4 SM. - 8260.32F FORMAT.
5. CHANGED BACKUP ALTIMETER NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEATRICE ALTIMETER SETTING AND INCREASE ALL DA 91 FT AND ALL MDA 100 FT; INCREASE S-LOC 18 CATS C/D/E AND CIRCLING CATS C/D VISIBILITIES 1/4 MILE TO CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEATRICE ALTIMETER SETTING AND INCREASE ALL DA TO 1486 FEET AND ALL MDA 100 FEET; INCREASE S-LOC CAT C, D AND E VISIBILITY 1/4 SM, CIRCLING CAT C AND D VISIBILITY 1/4 SM. - NEW VISIBILITY CHECK.
6. CHANGED CHART NOTE: WHEN ALS INOP, WHEN USING BEATRICE ALTIMETER SETTING, INCREASE S-ILS 18 CATS C/D/E TO RVR 4500 AND INCREASE S-LOC 18 CAT C/D/E TO 2 MILE. TO FOR INOPERATIVE ALS WHEN USING BEATRICE ALTIMETER SETTING, INCREASE S-ILS 18 CATS C/D/E TO RVR 4500 AND INCREASE S-LOC 18 CAT C/D/E TO 2 SM. - 8260.19I REQUIREMENT.

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE

COORDINATED WITH:

A4A [X] ALPA [X] AOPA [X] APA [X] HAI [ ] NBAA [X] **OTHER:** ZMP, OMAHA APP CON, LNK ATCT, AMGR

FLIGHT CHECKED BY PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED		**OFFICE**	**DATE**	
DEVELOPED BY JON DENTON (JOHN KEEFER)	*Digitally signed by* ***LONNIE EVERHART*** Jun 24, 2021	**OFFICE** AJV-A432	**DATE** 01/22/2021	
RECOMMENDED BY LONNIE EVERHART	*Digitally signed by* ***LONNIE EVERHART*** Jun 24, 2021	**OFFICE** AJV-A430	**DATE**	**TITLE** MANAGER
APPROVED BY *Digitally signed by* ***LONNIE EVERHART*** Jun 24, 2021		**OFFICE**	**DATE**	**TITLE**

QUALITY 19 CHECKED

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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
JOUST/LNK 29.00 DME

TO
FABRO/LNK 11.72 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	17.30				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (31-000415)	410726.00N/0965004.00W	2049	500	50	5D	1000					3100
2.TERRAIN	411033.00N/0965103.00W	1572 (1600)								AS1500	3100

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
FABRO/LNK 11.72 DME

TO
CLONE OM/INT

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	10.43				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (31-000415)	410726.00N/0965004.00W	2049	500	50	5D	500				AT351	2900
3.TERRAIN	410706.00N/0964948.00W	1549 (1500)								AS1000	2500

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

FINAL: ILS

FROM	TO
GP INTCP	RW18

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	5.10		DA	200	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				1395

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM	TO
CLONE OM/INT	4.91 NM AFTER CLONE OM/INT

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.91		4.91 NM AFTER CLONE OM/INT	625	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.AAO	405840.91N/0964627.93W	1569	50	20	2C	250					1820

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

MISSED APPROACH : ILS

FROM	TO
DA	JOGAN/LNK 13.98 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					1227

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3300
5.AAO	404155.00N/0964912.00W	1629	50	20	2C	1000					2700
6.TERRAIN	405021.00N/0964548.00W	1408 (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	TO
4.91 NM AFTER CLONE OM/INT	JOGAN/LNK 13.98 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					1530

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3300
5.AAO	404155.00N/0964912.00W	1629	50	20	2C	1000					2700
6.TERRAIN	405021.00N/0964548.00W	1408 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

CIRCLING [ ] ALL CATS [ ] CAT A [ ] CAT B [X] CAT C [X] CAT D [X] CAT E [ ] NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY C											
7.TOWER (31-020210)	405130.34N/0964802.34W	1.70	601	1444	20	3	1A	300			1820
CATEGORY D											
8.TOWER (31-001074)	404955.32N/0964212.77W	2.30	601	1512	20	3	1A	300			1820
CATEGORY E											
9.TOWER (31-000056)	404912.00N/0963930.00W	4.50	821	1734	100	20	3C	300			2040

CIRCLING REMARKS:

ESA

CENTER	RADIUS
LNK VORTAC	100

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (31-000596)	413228.00N/0974046.00W	306	58.7	3730	500	50	5D	1000			4800

ESA REMARKS:

MSA

CENTER	RADIUS
LNK VORTAC	25

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

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ILS AND LOC HAVE SAME INTERMEDIATE CONTROLLING OBSTACLE.

VDP NA: FINAL FACILITY DOES NOT HAVE DME.

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

LNK TOWER, ZMP ARTCC, OMA APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	KLNK	24	KLNK	0	Y	0

BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3	KBIE	24	KBIE	33	Y	91

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KLNK 1218.7, KBIE 1323.6
RA = 90.5.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-OCZ	LNK ATCT	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
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

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1195.2	54.8	1188.8	1099	3.00	55.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA

CRITICAL TEMPERATURE REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

"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.

100 FOOT VEGETATION USED PER FPT.

NEW CIRCLING CRITERIA NOT APPLIED PER FPT.

S-LOC MDA WILL REMAIN AT 1820 PER BRANCH LEAD.

NO ADDITIONAL AIRSPACE REQUIRED.

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

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	3.30
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.93
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	4.87
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.27
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD COORDINATES (IF STR-IN)	405146.77N/0964542.03W
ARP COORDINATES	405103.20N/0964532.80W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 1.40 NM
FAF COORDINATES	405641.62N/0964540.13W
FIX NAME COORDINATES	
REMARKS	

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KLNK	HI - ILS Z OR LOC Z RWY 18	2B	LINCOLN	NE	1219	I-OCZ

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JON DENTON (JOHN KEEFER)	AJV-A432	01/22/2021	AERONAUTICAL INFORMATION SPECIALIST