

**UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE
HI - 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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
LNK	HI - ILS Z OR LOC Z RWY 36	5	LINCOLN	NE
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>
1219	1175	HI - ILS Z OR LOC Z RWY 36	4B	10/07/2021
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>MAG VAR</u>
I-LNK			ROUTINE	3E
				<u>EPOCH YEAR</u>
				2015
				<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>
TONKE/LNK 35.00 DME	IAF	IYXUN/LNK 18.00 DME					354.08	17.00 (LNK R-174)	4000
IYXUN/LNK 18.00 DME	IF	FABRE/LNK 10.74 DME					357.28	7.28 (I-LNK)	2800

MISSED APPROACH

MAP:

ILS: DA
LOC: LNK 5.84 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LNK VORTAC AND ON LNK VORTAC R-360 TO BUMBE/12.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|----------------------------|--|-----------------|--------------------------|------------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | PROFILE STARTS AT TONKE/LNK 35.00 DME | | | | |
| 3. FAC: | 357.28 | FAF: | FABRE/LNK 10.74 DME | DIST FAF TO MAP: | DIST FAF TO THLD: 4.93 |
| 4. MIN ALT: | TONKE/LNK 35.00 DME 18000, IYXUN/LNK 18.00 DME 4000, FABRE/LNK 10.74 DME 2800, JEMVI/LNK 7.80 DME 1860 | | | | |
| 5. DIST TO THLD FROM PFAF: | 4.93 | MM: | IM: | 150 HAT: | GS ANT: 1300 |
| 6. MIN GS INCPT: | 2800 | GS ALT AT PFAF: | FABRE/LNK 10.74 DME 2800 | OM: | MM: |
| 7. GS ANGLE: | 3.00 | 34:1: | 20:1: | TCH: | 55.5 |
| 8. MSA FROM: | LNK VORTAC 4100, ESA W/IN 100 NM 4800 | | | | |

QUALITY
10
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 36 CAT E RVR TO 4000, INCREASE S-LOC 36 CAT E VISIBILITY TO 1 3/8 SM.
CHART NOTE: DME FROM LNK VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-LNK AND LNK DME.

ADDITIONAL FLIGHT DATA:

OBST: 1496 AAO 404503N/0964612W
CHART FAS OBST: 1308 TOWER (31-038795) 404810N/0964528W.
HOLD N, RT, 180.00 INBOUND.
CHART ARRIVAL HOLDING AT TONKE/LNK 35.00 DME: HOLD S, RT, 354.08 INBOUND, 18000.
CHART VDP AT 7.05 DME.
DISTANCE VDP TO THLD 1.22 NM.

MINIMUMS:

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

ALTERNATE: NA ☒

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		NA			NA		1375	2400	200	1375	2400	200	1375	2400	200
S-LOC 36		NA			NA		1620	4500	445	1620	4500	445	1620	4500	445
CIRCLING		NA			NA		1820	1 1/2	601	1960	2 1/4	741	2040	3	821

CHANGES - REASONS

1. TERMINAL ROUTES: DELETED "POTTS LOM/LNK 10.63 DME" AND REPLACED WITH "FABRE/LNK 10.74 DME"; UPDATED DISTANCE FROM "7.38 "TO "7.28"-- POTTS LOM DECOMMISSIONING AND PER FPT REQUEST.
2. MISSED APPROACH: MAP: LOC LOCATION CHANGED FROM "LNK 5.80 DME" TO "LNK 5.84 DME" - IAW 8260.19I PARA 8-6-6.C.
3. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT TONKE" TO "PROFILE STARTS AT TONKE/LNK 35.00 DME" – IAW 8260.19I PARA 8-6-7.B.
4. PROFILE LINE 3: CHANGED "POTTS LOM/LNK 10.63 DME" TO "FABRE/LNK 10.74 DME – IAW 8260.19I PARA 8-6-7.C.(2)
5. PROFILE LINE 3: DIST FAF TO THLD: CHANGED "4.82" TO "4.93" – IAW 8260.19I PARA 8-6-7.C.(4).
6. PROFILE LINE 4: MIN ALT: CHANGED "POTTS LOM/LNK 10.63 DME 2800" TO "FABRE/LNK 10.74 DME 2800" – IAW 8260.19I PARA 8-6-7.D.
7. PROFILE LINE 5: DELETED "DIST TO THLD FROM OM", ADDED "DIST TO THLD FROM PFAF: 4.93" – CALCULATIONS BASED ON NEW PFAF LOCATION AND THE DECOMMISSIONING OF THE POTTS LOM AND IAW 8260.19I PARA 8-6-7.E.
8. PROFILE LINE 6: ADDED "MIN GS INCPT: FABRE/LNK 10.74 DME" – IAW 8260.19I PARA 8-6-7.F.
9. PROFILE LINE 6: DELETED OM "2788" – DUE TO DECOMMISSIONING OF THE POTTS LOM AND IAW 8260.19I PARA 8-6-7.F.(4).
10. EQUIPMENT REQUIREMENT NOTES: UPDATED "DME REQUIRED FOR PROCEDURE ENTRY" TO "DME REQUIRED" - IAW 8260.19I PARA 8-6-8.A.(5).
11. NOTES: MOVED BACKUP ALTIMETER NOTES TO BACK OF -9 FOR CONTINGENCY PURPOSES - IAW 8260.19I PARA 8-6-9.F.(3).
12. NOTES: ADDED: CHART NOTE: DME FROM LNK VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-LNK AND LNK DME - IAW 8260.19I PARA 8-6-9.K.
13. ADDITIONAL FLIGHT DATA: UPDATED 7:1 OBST FROM "1529 AAO 404300N/0964537W" TO "1496 AAO 404503N/0964612W" – NEW OBSTACLE EVALUATION CONDUCTED.
14. ADDITIONAL FLIGHT DATA: UPDATED FAS OBSTACLE FROM "1303 TREE (31-028977) 404727N/0964530W" TO "1308 TOWER (31-038795) 404810N/0964528W" – NEW OBSTACLE EVALUATION CONDUCTED.
15. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 7.05 DME" AND "DISTANCE VDP TO THLD 1.22 NM" - IAW 8260.19I PARA 8-6-10.M.
16. CIRCLING MINIMUMS: ALL CAT C MDA UPDATED FROM "1760" TO "1820" AND HAA FROM "541" TO "601"; CAT D MDA UPDATED FROM "1820" TO "1960" AND HAA FROM "601" TO "741" – NEW CIRCLING RADII APPLIED TO PROCEDURE RESULTING IN NEW CONTROLLING OBSTACLES.

02/12/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/17/2023.
CHANGED 8260-3 HEADER TO UNITED STATES AIR FORCE.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

ZMP, OMAHA APP CON, LNK ATCT, AMGR, LANGLEY AFB.

FLIGHT CHECKED BY

TERRY HESTER

Digitally signed by
ERIC N SUSKI
Mar 08, 2024

OFFICE

FPO

DATE

02/28/2024

DEVELOPED BY

ERIC N SUSKI (WESTLEY OWENS)

Digitally signed by
ERIC N SUSKI
Mar 08, 2024

OFFICE

AJV-A431

DATE

11/17/2023

RECOMMENDED BY

ERIC N SUSKI

Digitally signed by
ERIC N SUSKI
Mar 08, 2024

OFFICE

AJV-A431

DATE

TITLE
MANAGER

APPROVED BY

OFFICE

DATE

TITLE



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LNK	HI - ILS Z OR LOC Z RWY 36	5	LINCOLN	NE	1219	I-LNK

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TONKE/LNK 35.00 DME **TO** IYXUN/LNK 18.00 DME

<u>RNP</u>	<u>DISTANCE</u> 17.00	<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>
TOWER (31-000696)	403105.60N/0964606.40W	2257	250	50	4D	1000				AT743	4000
TERRAIN	403118.00N/0965057.00W	1509 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM IYXUN/LNK 18.00 DME **TO** FABRE/LNK 10.74 DME

<u>RNP</u>	<u>DISTANCE</u> 7.28	<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>
AAO	403748.00N/0965036.00W	1664	215	8	4B	500				AT636	2800
TERRAIN	403748.00N/0965036.00W	1463 (1500)								AS1000	2500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

FINAL: ILS

FROM

FABRE/LNK 10.74 DME

TO

RW36

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
		4.93		DA			200					
<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

FABRE/LNK 10.74 DME

TO

JEMVI/LNK 7.80 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.95										
<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>
AAO	404514.62N/0964611.96W	1490	50	20	2C	250				RA100 DG20	1860

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 7.80 DME

TO

LNK 5.84 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.98		LNK 5.84 DME				445				
<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>
TOWER (31-038795)	404810.40N/0964527.50W	1308	50	20	2C	250				XP62	1620

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PER ATC, REQUEST TO MAINTAIN CURRENT MINS

MISSED APPROACH: ILS

FROM

DA

TO

BUMBE/12.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1207			
<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				3000
AAO	405524.00N/0964433.00W	1565	250	10	4B	1000				AT435	3000
TERRAIN	405524.00N/0964433.00W	1364 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

LNK 5.84 DME

TO

BUMBE/12.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1370			
<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				3000
AAO	405524.00N/0964433.00W	1565	250	10	4B	1000				AT435	3000
TERRAIN	405524.00N/0964433.00W	1364 (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 C											
TOWER (31-001074)	404955.32N/0964212.77W	2.91	601	1512	20	3	1A	300			1820
CATEGORY D											
TOWER (31-000764)	405111.01N/0964034.57W	3.80	741	1651	50	20	2C	300			1960
CATEGORY E											
TOWER (31-000056)	404912.00N/0963930.00W	4.75	821	1734	100	20	3C	300			2040

CIRCLING REMARKS:



ESA

CENTER

LNK VORTAC

RADIUS

100

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (31-000596)	413227.55N/0974045.88W			3610	250	50	4D	1000		AT100	4800

ESA REMARKS:

MSA

CENTER

LNK VORTAC

RADIUS

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:

40' TREES USED FOR NEW TREES PER FPT.
FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEATRICE ALTIMETER SETTING AND INCREASE DA TO 1466 FEET; INCREASE ALL MDA 100 FEET AND S-LOC 36 VISIBILITY ALL CATS RVR TO 6000, CIRCLING CAT C/D VISIBILITY 1/2 SM.
FOR INOPERATIVE ALS WHEN USING BEATRICE ALTIMETER SETTING, INCREASE S-ILS 36 CATS C/D/E VISIBILITY TO RVR 4500, INCREASE S-LOC 46 CAT E VISIBILITY TO 1 5/8 SM.
VDP NA WHEN USING BEATRICE ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1496 AAO 404503N/0964612W.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

LNK TOWER, OMA APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	LNK	24	LNK	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3	BIE	24	BIE	33.01	Y	91

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KLNK 1219, KBIE 1324
RA = 90.70.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-LNK	ATCT	TWR OPEN	1
		TWR CLSD	3

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 - ODALS, MIRL, PAPI-4L	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	1174.7	55.5	1154.5	1300	3.00	55.8

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
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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.
ESA INFO: 3730 MSL TOWER (31-000596) AC 5D, L/L 413228.00N/0974046.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.36
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	4.93
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	000.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD COORDINATES (IF STR-IN)	404939.30N/0964542.86W
ARP COORDINATES	405103.21N/0964532.84W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 1.40 NM
FAF COORDINATES	404443.36N/0964544.77W
FIX NAME COORDINATES	

REMARKS

FABRE: 404443.36N/0964544.77W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (WESTLEY OWENS)	AJV-A431	11/17/2023	AERONAUTICAL INFORMATION SPECIALIST

