

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KLNK airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Lincoln Airport (KLNK) is a large sized multi-use airport located approximately 4 miles north of Lincoln, Nebraska. While a large majority of the traffic is General Aviation both based and itinerant, there is a substantial military presence, and regularly scheduled commercial service.

KLNK Tower Administrative Office
Business Phone 402-458-3011
0800-1600 M-F

- ✓ Runway Configuration is 17/35, 18/36 and 14/32. **CHECK NOTAMS FOR CLOSURES!**
- ✓ Aircraft cleared to land on RWY 17/35 are mistakenly lining up on or attempting to land on RWY 18/36.
- ✓ Pilots have landed on various TWYS located on either side of the RWYs.
- ✓ TWY G a large TWY located on the west side of the field may be confused for RWY 18/36.
- ✓ The same hazard applies to TWY D and TWY A.
- ✓ There is a large space between these RWYs which may cause confusion when landing to the north or the south.
- ✓ RWY 18/36 is parallel and double the length and width of RWY 17/35
- ✓ Positively identify your assigned RWY.
- ✓ KLNK has published Arrival Alert Notices. See [Arrival Alert Notices](#).
- ✓ HS 1 – TWY E – Knowing where to hold short will lessen confusion at this spot. There is insufficient clearance between RWYs 14/32 and 18/36 if aircraft stop in between those RWYS on TWY E. Therefore, aircraft are instructed to hold short of RWY 18/36 for traffic on RWY 14/32 and likewise aircraft are instructed to hold short of RWY 14/32 for traffic on RWY 18/36. Know where to hold short.
- ✓ HS 2 – TWY A – Aircraft taxing south on TWY A are told to hold short of RWY 32 Approach. Aircraft have missed the Approach Hold Short Line and conflicted with aircraft approaching RWY 32 or departing RWY 14.

Airspace

The airspace at KLNK is Class C with a 5200' MSL ceiling. (Refer to Sectional Chart)

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

- Visibility 3 statute miles



- Distance from Clouds 500 feet below | 1,000 ft above | 2,000 ft horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio, operable radar transponder with altitude reporting and ADS-B Out

Cautions

Hot Spots

- HS 1** RWY 18/36, RWY 14/32 and TWY D, TWY E and TWY J all intersect with each other in a small area. Angles of intersection can make sighting traffic difficult.
- HS 2** RWY 32 approach holding position is located on TWY A immediately past the TWY A run up area.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures including intersection departures.
- ✓ RWY 17/35 is the shorter, parallel RWY on the east side of the airport.
- ✓ RWY 18 is the calm wind RWY.

Landing - See [Arrival Alert Notices](#).

- ✓ Wrong Surface Landing risk exists here.
- ✓ Aircraft cleared to land on RWY 17/35 are mistakenly lining up on or attempting to land on RWY 18/36.
- ✓ There is a large space between these RWYs which may cause confusion when landing to the north or the south.
- ✓ RWY 18/36 is double the length and width of RWY 17/35
- ✓ Ensure correct RWY lineup. RWY 17/35 is the shorter, parallel runway on the east side of the airport.
- ✓ RWY 18/32 Threshold Displaced.
- ✓ RWY 32 VASI unusable beyond 8 degrees left of centerline and 6 degrees right of centerline.

Surface Risk – Movement Area

- ✓ HS 1 – TWY E – Knowing where to hold short has resulted in confusion at this spot. There is insufficient clearance between RWYs 14/32 and 18/36 if aircraft stop in between those RWYS on TWY E. Therefore, aircraft are instructed to hold short of RWY 18/36 for traffic on RWY 14/32 and likewise aircraft are instructed to hold short of RWY 14/32 for traffic on RWY 18/36.
- ✓ HS 2 – TWY A – Aircraft taxing south on TWY A are told to hold short of RWY 32 Approach.

Additional Cautions

- ✓ When TWR closed use Right Pattern for RWYs 18 and 35
- ✓ 3000 'MSL - Heavy Military Jet Traffic Pattern Altitude
- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ Emergency Frequency 121.5 not available at TWR.
- ✓ Use caution for Bird Activity in the vicinity of the airport.

Communications

KLNK TWR operates from Monday 0600 – Saturday 2200; Sunday 0600 to 2200.

When TWR is closed:

- ✓ The airspace becomes class E.
- ✓ Use CTAF 118.5.
- ✓ Runway Lights and Intensity are pre-set.
- ✓ For Clearance Delivery when TWR is closed contact Omaha Approach 124.00.

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