Lincoln Airport (LNK)

PILOT INFORMATION

Updated: 04/24/2023

LNK Tower Administrative Office
Business Phone 402-458-3011
Open 0800L to 1600L – Monday through Friday

Federal Aviation Administration

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- Aeronautical Information Services
- Airport Construction
- Airport Diagram
- Chart Supplement
- From the Flight Deck Videos
- Hot Spots
- NOTAMS
- VFR Charts

Some Advisory Circulars for Reference

- AC 90-66B Non-Towered Airport Flight Operations (faa.gov) Subject: Non-Towered Airport Flight Operations – 2/25/19
- AC 91-73B (faa.gov) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- AC 91-92 (faa.gov) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- AC 90-48E (faa.gov) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

LNK Specific Section

Lincoln Airport (LNK) is a medium 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.

1. From the Flight Deck (FTFD) Video Notes

- Runway Configuration is 17/35, 18/36 and 14/32
- 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.
- LNK has a published Arrival Alert Notice.
- HS 1 – TWY E – Know 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.

2. Airspace

The airspace at LNK 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

3. 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.

HS 3 Risk of pilot confusion between RWY 17–35 and RWY 18–36.

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

- ✓ 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.

4. Communications

LNK 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

5. From the LNK Control Tower

Local Information that your LNK TWR controllers want you to know.

Traffic Patterns

- ✓ (Reserved)

Ground

- ✓ (Reserved)

Take-off/Departure

- ✓ (Reserved)

Arrival/Landing

- ✓ (Reserved)

Helicopter Pilots

- ✓ (Reserved)

6. Additional Information for LNK

- ✓ (Reserved)

End of LNK Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of "radio failure". Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can't hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- ✈ The clearance must be requested by the pilot.
- ✈ If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- ✈ A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ✈ You may depart for another destination
- ✈ You may transition
- ✈ You may enter and land
- ✈ You may do touch and go landings

End of General Section