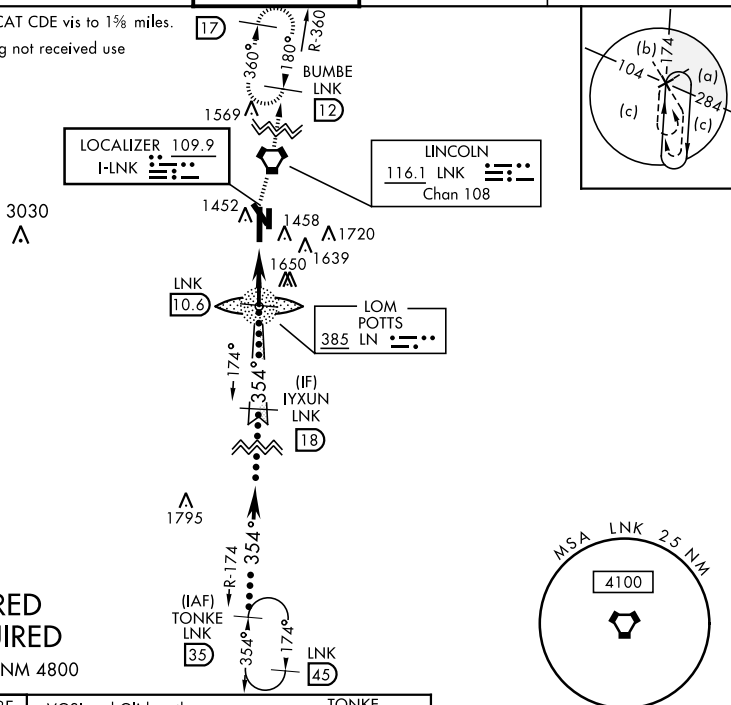


## HI-ILS or LOC/DME RWY 36

LOC I-LNK <b>109.9</b>	APCH CRS <b>354°</b>	Rwy ldg <b>12,901</b> TDZE <b>1175</b> Arprt Elev <b>1219</b>	JAL-232 [USAF]	LINCOLN (KLNK)
▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile. ** When ALS inop, increase CAT CDE vis to 1½ miles. *** When ALS inop, increase CAT CDE RVR to 45, vis to 7/8 mile.			MALSR <b>(A5)</b>	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.
ATIS <b>118.05 290.9</b>	OMAHA APP CON <b>124.0 270.3</b>	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>

† When ALS inop, increase CAT CDE vis to 1½ miles.

When local altimeter setting not received use Beatrice altimeter setting.

DME REQUIRED  
RADAR REQUIRED

EMERG SAFE ALT 100 NM 4800

1700

↑

3000

LNK

BUMBE

LNK

12

VGSI and Glidepath not coincident.

IYXUN  
Incp Lczt

TONKE  
R-174

35

FL180

VORTAC

↑↑ LOC only.

5.8

7.8

2789

354°

4000

GS 3.00°

TCH 55

1860

2800

2 NM

2.8 NM

CATEGORY	C	D	E
S-ILS 36 *	1375/24	200 (200-½)	
S-LOC 36 **	1620/45	445 (500-¾)	
CIRCLING	1760-1½ 541 (600-1½)	1820-2 601 (700-2)	2040-3 821 (900-3)
BEATRICE ALTIMETER SETTING			
S-ILS 36 ***	1466/24	291 (300-½)	
S-LOC 36 †	1720/60	545 (600-1½)	
CIRCLING	1820-2 601 (700-2)	1920-2¼ 701 (800-2¼)	2140-3¼ 921 (1000-3¼)

ELEV 1219

TDZE 1175

Rwy 32 ldg 8179'

Rwy 14 ldg 8286'

Z1

3580' x 100'

0.83° UP

1245

1241

1413

1273

TWR 35

12 901 x 200

36

354° 4.8 NM from OM

A1316

A1254

MIRL Rwy 14-32

HIRL Rwy 17-35 and 18-36

REIL Rwy 14, 17

## HI-ILS or LOC/DME RWY 36