

# ORDER

LNK ATCT  
7110.6A

## **SUBJ: STANDARD OPERATING PROCEDURES (SOP)**

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1. **PURPOSE.** This order prescribes procedures and defines operational responsibilities for personnel providing ATC services within the Lincoln Tower designated airspace.
2. **DISTRIBUTION.** This order is distributed to all vZMP personnel.
3. **CANCELLATION.** vZMP ATCSOP Rev. 7, Section 4.6 Lincoln Municipal Airport, Lincoln, NE (KLNK).
4. **DESCRIPTIONS.**
  - a. A “north configuration” describes traffic flow conditions when aircraft are landing and/or departing runways 36, 35, and 32.
  - b. A “south configuration” describes traffic flow conditions when aircraft are landing and/or departing runways 18, 17, and 14.
  - c. Designated Areas of Jurisdiction.
    1. Arrival Areas – Area “A” – Airspace delegated to Local Control from the surface up to and including 3000 MSL. Lateral limits are determined by a North or South configuration (Appendices 1 and 2).
    2. Departure Areas – Area “B” – Airspace delegated to LC from the surface up to and including 4000 MSL. Lateral limits determined by a north or south configuration (Appendices 1 and 2).
    3. Class C Airspace – Airspace surrounding Lincoln Airport in which Class C Radar Service is provided to VFR aircraft.
5. **PROCEDURES.**
  - a. Positions of operation must resolve all potential conflicts between arrivals/departures and other aircraft within their own areas of jurisdiction prior to transferring the aircraft’s radio communication.
  - b. Standard departure points for runways 18/36, 17/35, and 14/32 are the ends. The East helipad is a standard helicopter departure point for civilian helicopters.
  - c. When simultaneous visual approaches are being conducted to multiple runways, it must be included in the ATIS.

**6. RESPONSIBILITIES.**

- a. Local Control (LC). This position is responsible for the sequencing and separation of aircraft operating within LC's delegated airspace. LC shall:
  1. Use primary frequency 118.5.
  2. Monitor and ensures radar separation is maintained between successive IFR or practice instrument approaches until visual separation can be provided. LC shall advise TRACON when Local is unable to provide visual separation.
  3. Select and notify TRACON of runway(s) in use.
    - a. The preferred calm wind operating is a north configuration. When winds are 6 knots or greater, select the configuration most closely aligned with the wind.
  4. Provide Class C services to aircraft in LNK Class C airspace.
  5. Issue the following missed approach instructions:
    - a. In a north configuration.
      1. Heading 300/030 degrees and 3000' MSL.
    - b. In a south configuration.
      1. Heading 210/140 and 3000' MSL.
  6. Tower must assign headings to departures within the fan areas:
    - a. North profile – heading 300 clockwise through 030.
    - b. South profile – Heading 140 clockwise through 210.
    - c. Aircraft with an on course heading that falls between the fan areas will be assigned a heading closest to an on course heading.
    - d. Headings must:
      1. Provide separation from prior departures, and;
      2. Allow TRACON to turn the aircraft on course at the earliest opportunity reference prior departures.

- b. Ground Control (GC). This position is responsible for all traffic operating on the movement areas, excluding the active runways. GC shall:
1. Use primary frequency 121.9.
  2. Issue taxi instructions to all inbound and outbound aircraft.
  3. Coordinate runway crossings with LC, when required.
- c. Clearance Delivery (CD). CD shall:
1. Use primary frequency 120.7.
  2. Issue IFR/VFR/SVFR clearances to all aircraft.
  3. Forward flight progress strips to GC when CD functions are complete.
  4. Issue 4000' MSL initially to all outbound IFR/VFR/SVFR aircraft, or lower if requested.

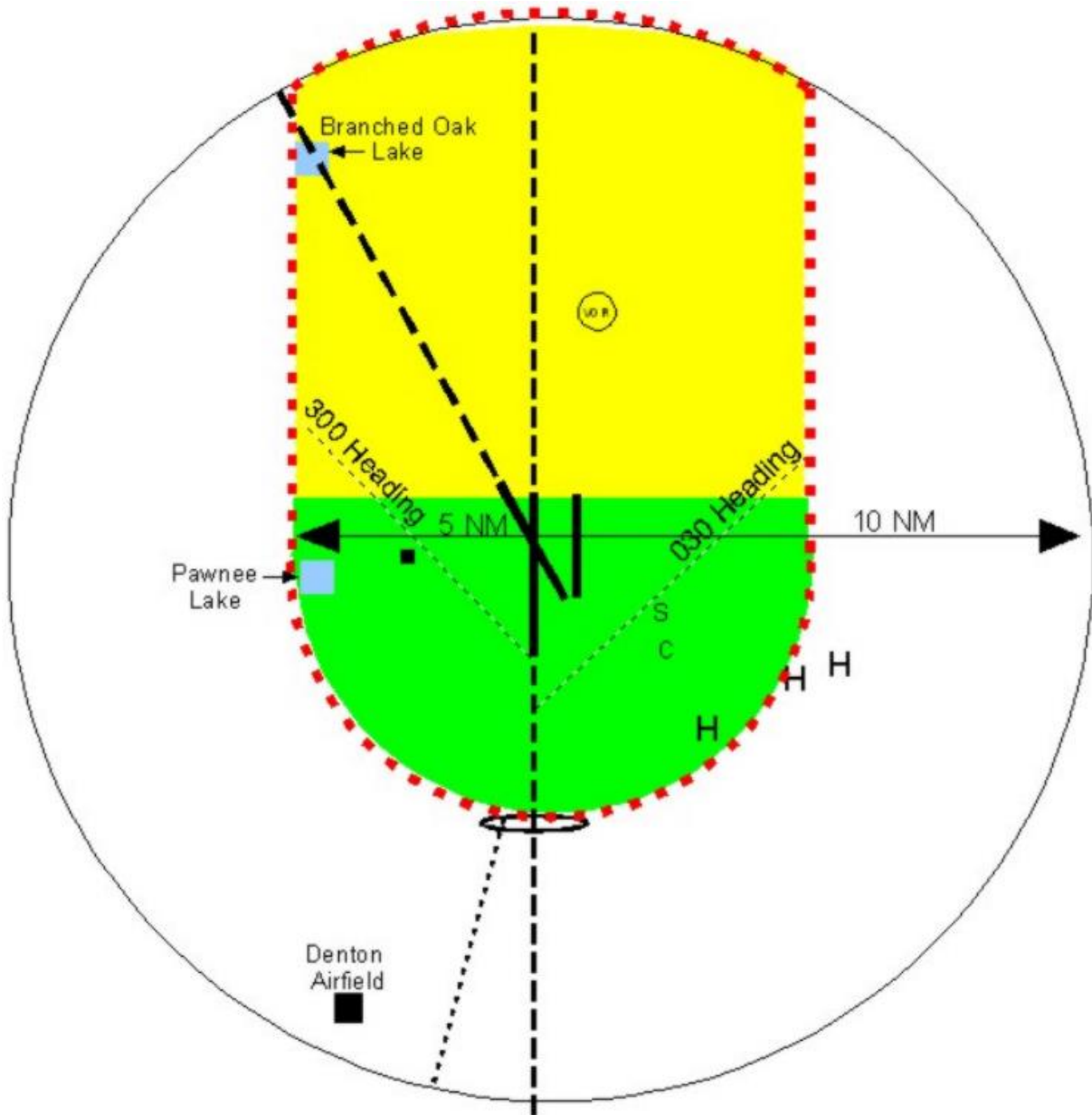
## 7. ATCT POSITIONS AND COMMUNICATIONS

Controllers operating LNK ATCT positions must utilize the following radar client frequencies and voice channels.

<i>Position Name</i>	<i>Frequency</i>	<i>Callsign</i>	<i>Voice Channel</i>
Clearance Delivery	120.700	LNK_DEL	LNK_120.70
Ground Control	121.900	LNK_GND	LNK_121.90
Local Control	118.500	LNK_TWR	LNK_118.500
ATIS	118.050	KLNK_ATIS	

APPENDIX 1. LNK TOWER AIRSPACE

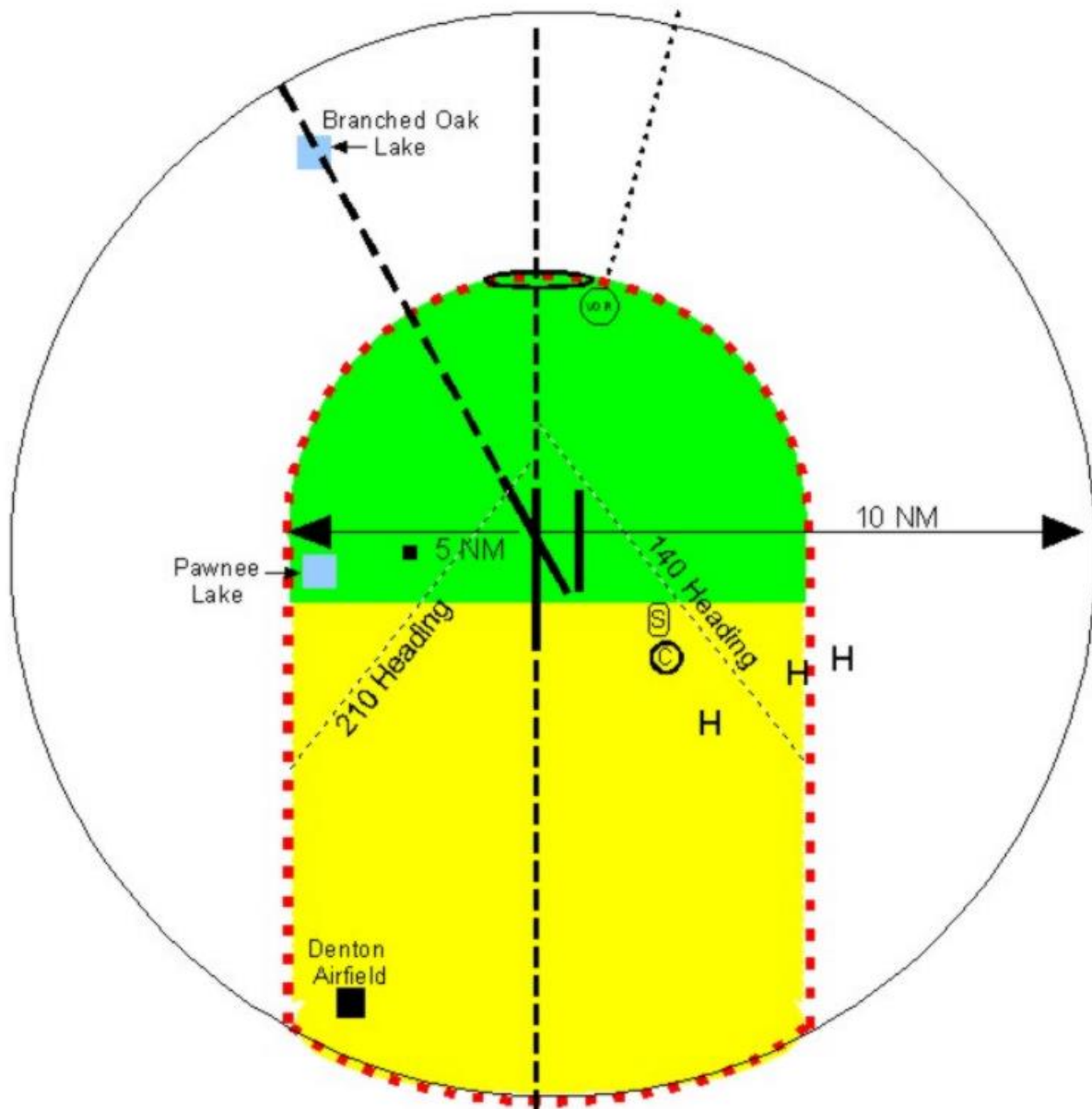
NORTH CONFIGURATION



Departure Area "B"  
SFC to and including  
4000 MSL

Arrival Area "A"  
SFC to and including  
3000 MSL

### APPENDIX B. LNK TOWER AIRSPACE SOUTH CONFIGURATION



-  Departure Area "B"  
SFC to and including  
4000 MSL
-  Arrival Area "A"  
SFC to and including  
3000 MSL