

WAAS CH 69328 W32A	APP CRS 322°	Rwy Idg TDZE 1192 Apt Elev 1219
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RNAV (GPS) RWY 32

LINCOLN (LNK)

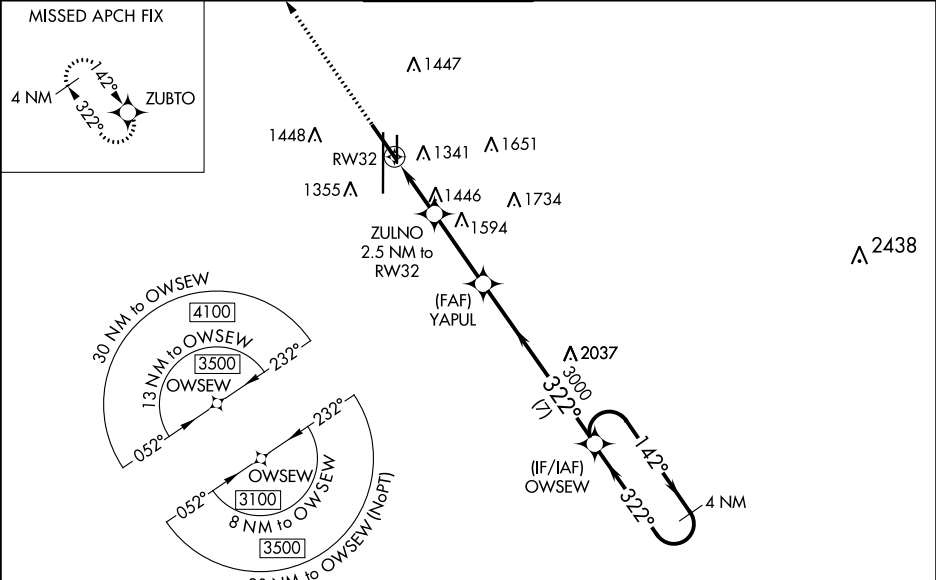
RNP APCH - GPS.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MISSED APPROACH:
Climb to 3200 direct
ZUBTO and hold.

ATIS 118.05 290.9	OMAHA APP CON 124.0 270.3	LINCOLN TOWER* 118.5(CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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30 NM		ELEV 1219		D TDZE 1192	
3200	ZUBTO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).			
↑	✧	OWSEW 4 NM Holding Pattern			
*LNAV only	ZULNO 2.5 NM to RW32	YAPUL 3000	3100		
	*1.7 NM to RW32		142° → ← 322°		
	RW32		GP 3.00° TCH 50		
	1.7 NM 0.8 NM 3.1 NM 7 NM		2020*		
CATEGORY	A	B	C	D	
LPV DA	1442-1 250 (300-1)				
LNAV/VNAV DA	1576-1¼ 384 (400-1¼)				
LNAV MDA	1760-1 568 (600-1)		1760-1¾ 568 (600-1¾)		
CIRCLING	1760-1 541 (600-1)		1820-1¾ 601 (700-1¾)	1960-2½ 741 (800-2½)	

Diagram illustrating the approach path for Runway 18-36. The path starts at a 3200 ft altitude, descends to 3000 ft, and then levels off at 3100 ft. The path is defined by a 322° heading. The path is labeled with distances: 1.7 NM, 0.8 NM, 3.1 NM, and 7 NM. The path is also labeled with altitudes: 3200, 3000, and 3100. The path is also labeled with headings: 322° and 142°. The path is also labeled with distances: 1.7 NM, 0.8 NM, 3.1 NM, and 7 NM. The path is also labeled with altitudes: 3200, 3000, and 3100. The path is also labeled with headings: 322° and 142°.

HIRL Rwy 18-36
REIL Rwy 14 and 17
MIRL Rwy 14-32 and 17-35