

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

LINCOLN (LNK)

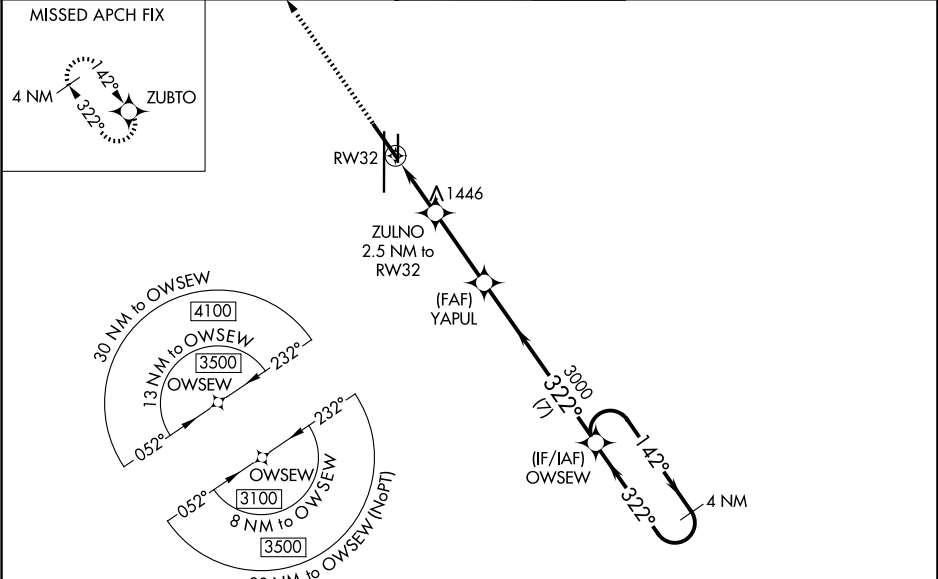
RNP APCH - GPS.

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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 ⅔ 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	UNICOM 122.95
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ELEV 1219

D

TDZE 1192

3200

ZUBTO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 54).

OWSEW

4 NM Holding Pattern

ZULNO 2.5 NM to RW32

YAPUL 3000

322°

142°

3100

GP 3.00°

TCH 50

*LNAV only

*1.7 NM to RW32

RW32

2020*

1.7 NM

0.8 NM

3.1 NM

7 NM

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)

HIRL Rwy 18-36

REIL Rws 14 and 17

MIRL Rws 14-32 and 17-35

Diagram illustrating the RNAV (GPS) RWY 32 approach. The procedure starts at 3200 feet, turns to 142°, and then turns to 322°. A 4 NM holding pattern is shown. The diagram also includes a circular approach fix with various altitudes and distances to the runway.