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|--|------------------------|---|
| WAAS CH 69328 W32A | APP CRS 322° | Rwy Idg 7816 TDZE 1192 Apt Elev 1219 |
|--|------------------------|---|

RNAV (GPS) RWY 32
LINCOLN (LNK)

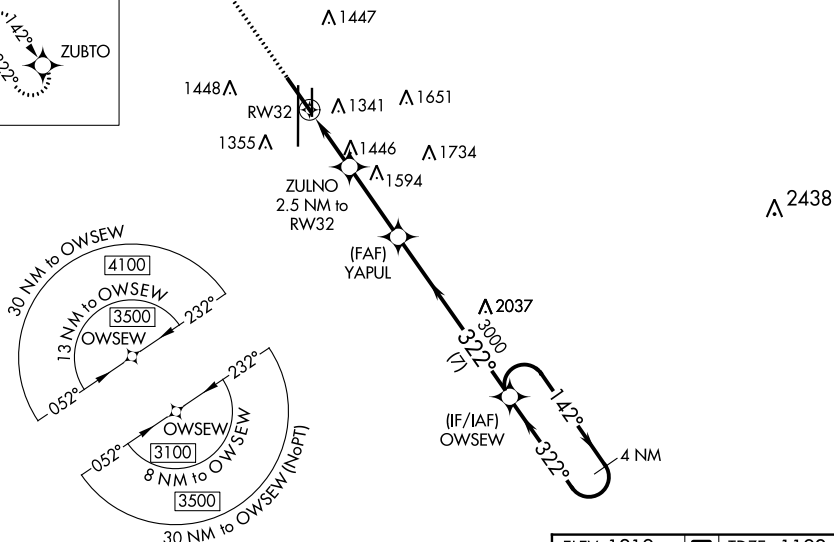
RNP APCH - GPS.

▼ 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.

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|----------------------|------------------------------|-------------------------------------|------------------------|-------------------------|------------------|
| 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 |
|----------------------|------------------------------|-------------------------------------|------------------------|-------------------------|------------------|

MISSED APCH FIX



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

1.7 NM to RW32

1.2 NM to RW32

322°

322°

3100

2020*

3000

GP 3.00° TCH 50

| 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 HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) system for Runway 18-36. The diagram shows the runway layout, including the runway centerline, edge lights, and various lighting symbols (A, L, P, F). The diagram also indicates the runway elevation (ELEV 1219) and the TDZE (Touchdown Zone Elevation) (TDZE 1192). The diagram shows the runway layout with various lighting symbols: 'A' for approach lights, 'L' for centerline lights, 'P' for runway edge lights, and 'F' for runway end lights. A star symbol indicates the runway threshold. A dashed line shows the 0.4% DOWN slope. A TWR (Tower) is located near the runway. A bearing of 322° is indicated. The diagram is labeled with 'ELEV 1219' and 'TDZE 1192'.

RNAV (GPS) RWY 32