

WAAS CH <b>45637</b> <b>W35A</b>	APP CRS <b>357°</b>	Rwy Idg <b>5800</b> TDZE <b>1196</b> Apt Elev <b>1219</b>
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RNAV (GPS) RWY 35  
LINCOLN (LNK)

RNP APCH.

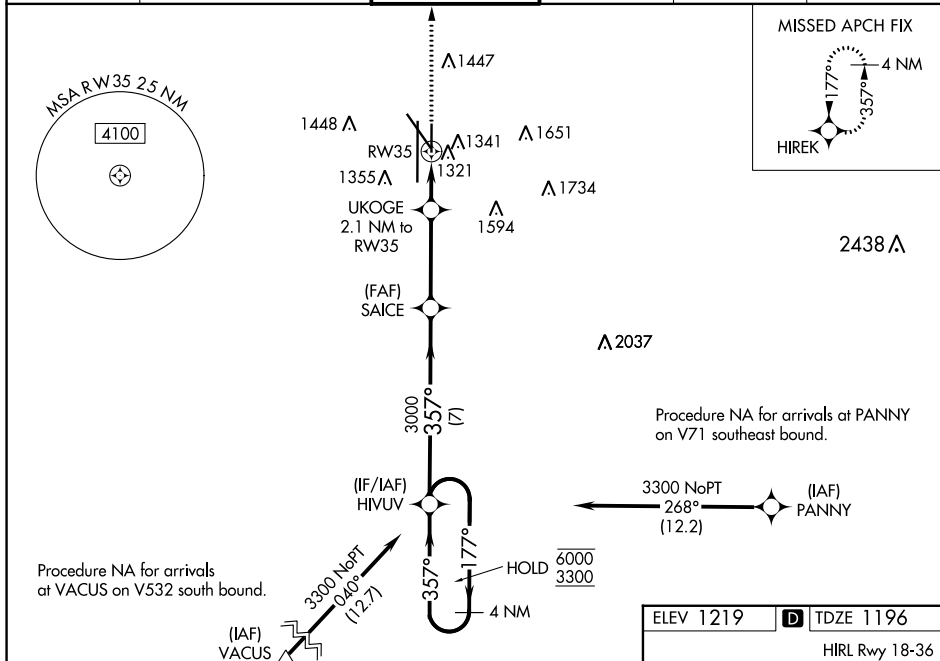
**T** Rwy 35 Helicopter visibility reduction below  $\frac{3}{4}$  NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

**A** For inop ALS, increase LNAV/VNAV Cat C and D visibility and LNAV Cat C and D visibility to  $1\frac{1}{4}$  SM.

ODALS

**MISSED APPROACH:** Climb to 3800  
direct HIREK and hold.

ATIS	OMAHA APP CON	LINCOLN TOWER *	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95



**HIREK**

4 NM Holding Pattern

HIVUV

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

SAICE

UKOGE 2.1 NM to RW35

\*1.2 NM to RW35

RW35

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	1446- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA	1534-1		338 (400-1)	
LNAV MDA	1580- $\frac{3}{4}$ 384 (400- $\frac{3}{4}$ )		1580-1 384 (400-1)	
<b>C</b> CIRCLING	1680-1 461 (500-1)	1760-1 541 (600-1)	1820-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$ )	1960-2 $\frac{1}{2}$ 741 (800-2 $\frac{1}{2}$ )

