

WAAS CH <b>69328</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>7816</b> <b>1192</b> <b>1219</b>
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# RNAV (GPS) RWY 32

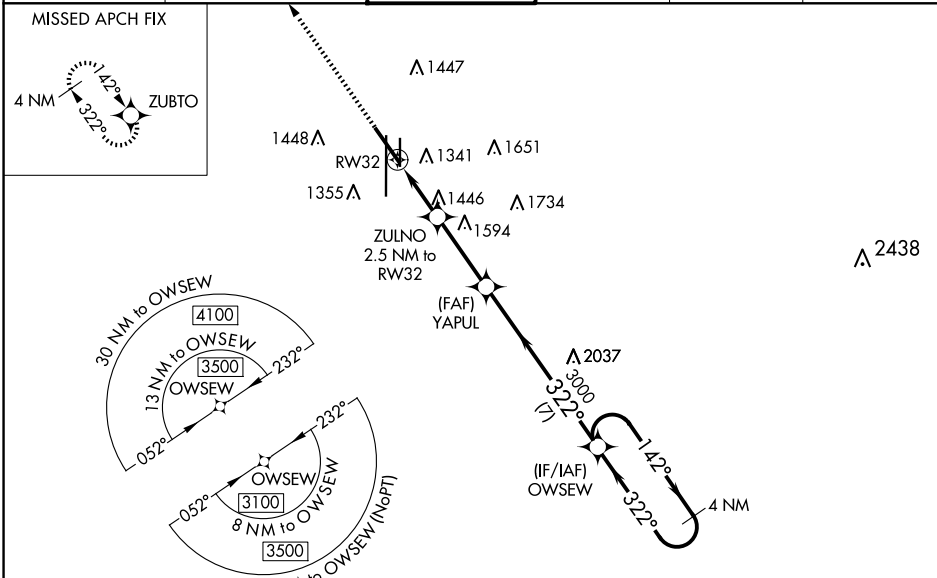
LINCOLN (LNK)

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 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

**MISSED APPROACH:**  
Climb to 3200 direct ZUBTO and hold.

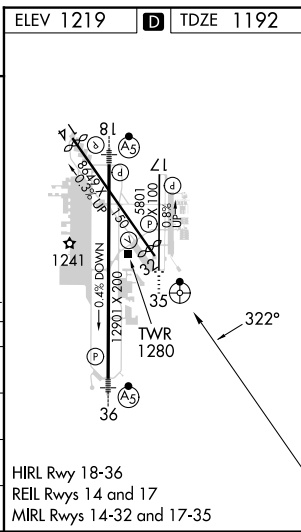
ATIS <b>118.05 290.9</b>	OMAHA APP CON <b>124.0 270.3</b>	LINCOLN TOWER* <b>118.5(CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>
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NC-2, 20 MAR 2025 to 17 APR 2025

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ELEV 1219	<b>D</b> TDZE 1192
3200 ZUBTO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).
<b>*LNAV only</b>	OWSEW 4 NM Holding Pattern
<b>*1.7 NM to RW32</b>	ZULNO 2.5 NM to RW32
<b>2020*</b>	YAPUL 3000
<b>3000</b>	<b>3100</b>
<b>322°</b>	<b>142°</b>
<b>322°</b>	<b>322°</b>
<b>GP 3.00°</b>	<b>TCH 50</b>
<b>1.7 NM</b>	<b>0.8 NM</b>
<b>3.1 NM</b>	<b>7 NM</b>
CATEGORY	A B C D
LPV DA	1442-1 250 (300-1)
LNAV/VNAV DA	1576-1 1/4 384 (400-1 1/4)
LNAV MDA	1760-1 568 (600-1) 1760-1 3/4 568 (600-1 3/4)
CIRCLING	1760-1 541 (600-1) 1820-1 3/4 601 (700-1 3/4) 1960-2 1/2 741 (800-2 1/2)



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