

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: 64B9CC60B27649E09CDEDC99B97CD75C	APWS Project ID: 65E404BDC4D046C98B395AC24A47F4E3
Procedure: RNAV (GPS) RWY 25 AMDT 1		Enroute: NO	Specialist: Kercher, Devon		Agreement Number:
Airport ID: KLEB			Airport City: LEBANON		State: NH
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Approval letter request to publish a Vertical Descent Angle (VDA) (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway. PENDING DATA USED FOR KLEB AIRPORT. CONTACT ROBERT HAMILTON (AJV-A431) 405-954-4608. QUALITY 29 CHECKED QUALITY 37 CHECKED					

Approval Request: Lebanon Muni, MA, Lebanon, NH (KLEB) RNAV (GPS) RWY 25

FAAO 82260.3G, 2-6-2b

Request approval to publish a Vertical Descent Angle (VDA) (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway.

Justification for request:

- 1. Current Configuration:** The commissioned VGSI angle/TCH for RWY 25 is currently set and commissioned at 4.00°/50.7 (51). The procedure amendment's proposed VDA will remain as published at 3.50°/54.0.
- 2. Documentation:** The currently published chart note will continue to be published stating: "VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE 4.00°/TCH 51.0)".
- 3. Contingency Measures:** In the event that Flight Standards approval is not granted:
 - A long-term Notice to Airmen (NOTAM) will be issued to mark the RNAV (GPS) RWY 25 straight-in minimums as "Not Authorized" (NA).
 - This restriction and NOTAM will remain in effect until the VGSI (4.00°/TCH 51) is realigned and flight inspected to match the published RNAV descent angle (3.50°/TCH 54) which is necessary for altitude and track constraints around KBOS.
- 4. Current Limitations:** There are no existing long-term plans for KLEB to address the VGSI for RWY 25.
- 5. Precedent and Consistency:** The approval sought is necessary to maintain operational efficiency and safety, recognizing current infrastructure constraints and the need to uphold procedure integrity without causing operational disruptions.

WAAS CH 90248 W25A	APP CRS 261°	Rwy Idg 5496 TDZE 574 APT Elev 606
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RNAV (GPS) RWY 25

LEBANON MUNI (KLEB)

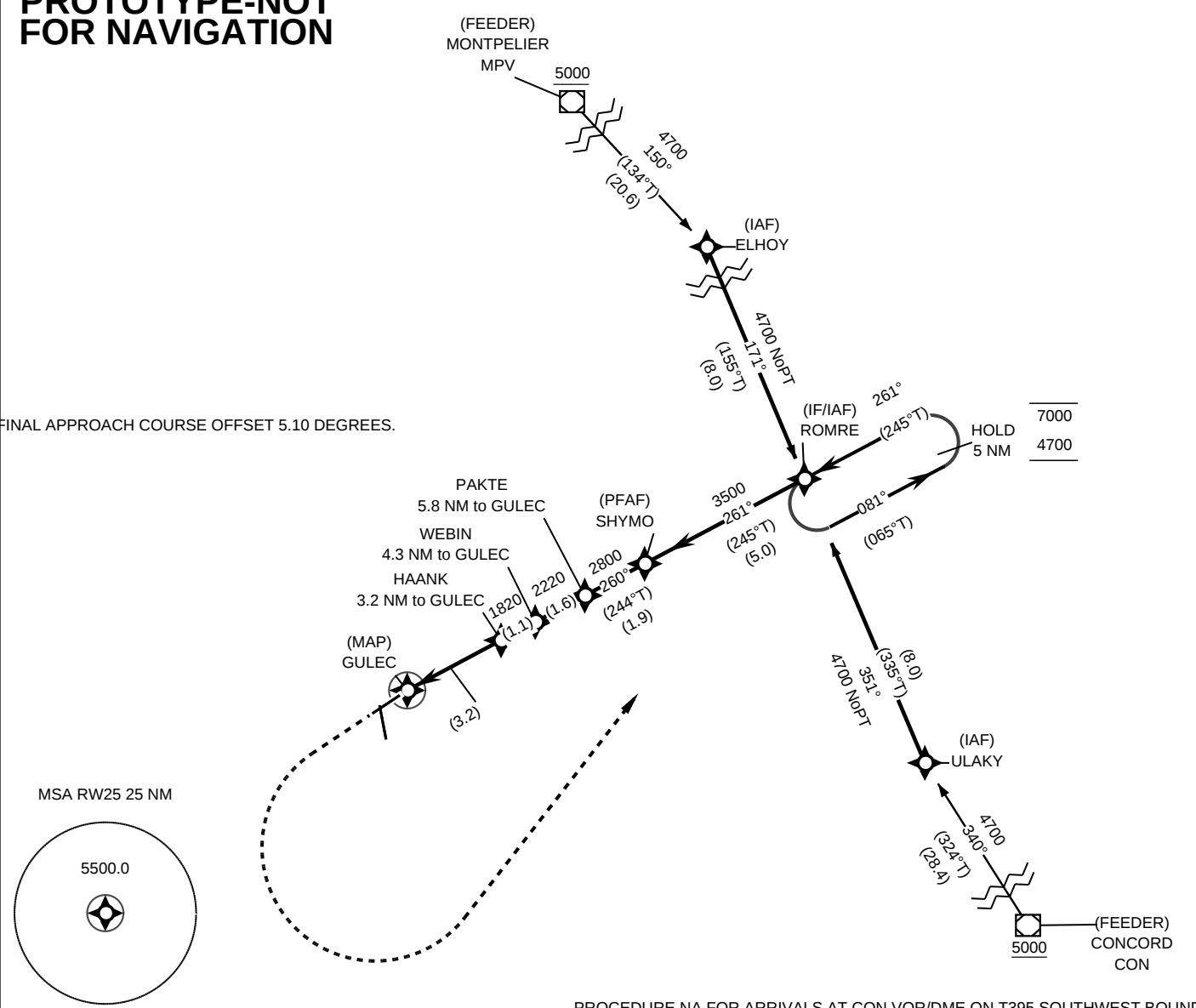
RNP APCH - GPS.	MISSED APPROACH: CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 4700 DIRECT ROMRE AND HOLD.
RWY 25 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VSF ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND LP VISIBILITY CAT C/D 1/4 SM. STRAIGHT IN RWY 25 AND CIRCLING RWY 18/36 NA AT NIGHT.	

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 235.775	GND CON 121.6	UNICOM 122.95
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PROTOTYPE-NOT
FOR NAVIGATION

PROCEDURE NA FOR ARRIVALS AT MPV VOR/DME ON T393 NORTHBOUND.

FINAL APPROACH COURSE OFFSET 5.10 DEGREES.



PROCEDURE NA FOR ARRIVALS AT CON VOR/DME ON T395 SOUTHWEST BOUND.

2300 4700 ROMRE	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 51).				PAKTE 5.6 NM to GULEC				SHYMO				ROMRE				5 NM Holding Pattern	
					HAANK 3.2 NM to GULEC		WEBIN 4.3 NM to GULEC											
					GULEC													
					<u>1820</u>		<u>2220</u>		<u>2800</u>		<u>3500</u>							
					0.3 NM		3.2 NM		1.1 NM		1.3 NM		1.9 NM		5.0 NM			
CATEGORY	A				B				C				D					
LP	1100-1 526								1100-1 1/2 526									
LNAV	1680-1 1/4 1106				1680-1 1/2 1106				1680-3 1106									
CIRCLING	1680-1 1/4 1074				1740-1 1/2 1134				1820-3 1214				2020-3 1414					

APP CRS	Rwy Ldg	5496
255°	TDZE	574
	Apt Elev	603

OLD

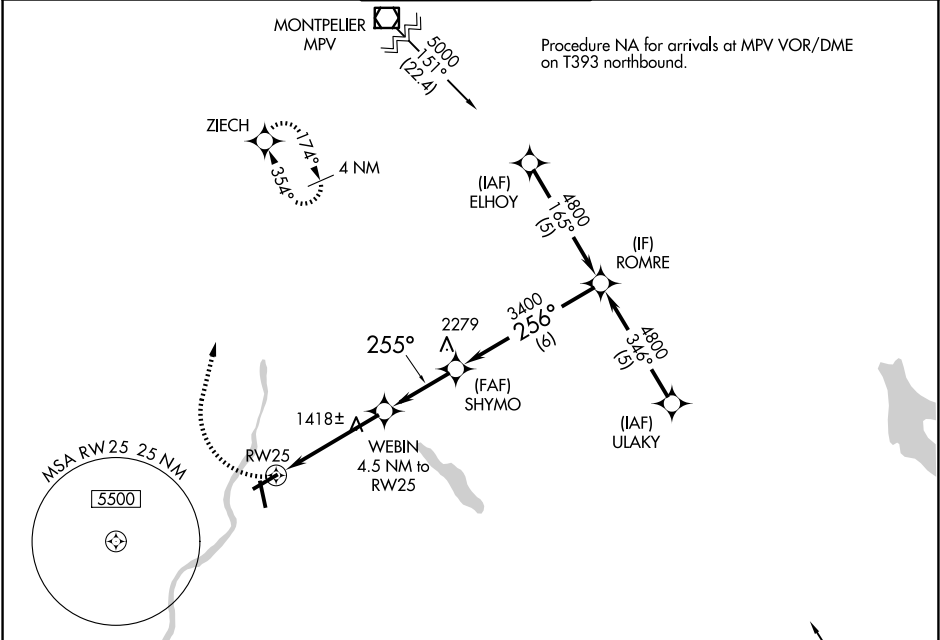
RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

RNP APCH - GPS.

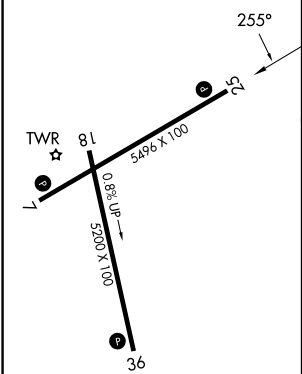
Circling NA south of Rwy 7-25.
 Rwy 25 helicopter visibility reduction below 3/4 SM NA.
 -19°C
Circling Rwy 7 NA at night.

MISSED APPROACH: Climbing right turn to 4700 direct ZIECH and hold, continue to climb in hold to 4700.

ATIS 118.65	BOSTON CENTER 134.7 269.475	LEBANON TOWER ★ 125.95 (CTAF) 0 235.775	GND CON 121.6	UNICOM 122.95
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ELEV 603	TDZE 574
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- MIRL Rwy 7-25 1
- HIRL Rwy 18-36 1
- REIL Rwy 7 and 25 1
- REIL Rwy 18

4700 ZIECH		VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 51).			
2.5 NM to RW25		WEBIN 4.5 NM to RW25	SHYMO	ROMRE	4800
RW25		2300	3400		
2.5		2 NM	3 NM	6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1680-1 1/4 1106 (1100-1 1/4)	1680-1 1/2 1106 (1100-1 1/2)	1680-3	1106 (1100-3)	
CIRCLING	1680-1 1/4 1077 (1100-1 1/4)	1740-1 1/2 1137 (1200-1 1/2)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)	