

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: 916ACC7409D74DDAA3A936D19501266D	APWS Project ID: 65E404BDC4D046C98B395AC24A47F4E3
Procedure: RNAV (GPS) RWY 7 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					

There isn't a current AFS Approval Letter for VDA that is less than the angle of a VGSI installed to the same RWY, though here is my standard Approval Request write-up. Please forward one for approval:

Approval Request: Lebanon Muni, MA, Lebanon, NH (KLEB) RNAV (GPS) RWY 07

FAAO 8260.3G, 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 07 is currently set at 4.00°/50.7 (51). The procedure amendment's proposed VDA is 3.50°/50.0.
- 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 07 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 50) 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 07.
- 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.

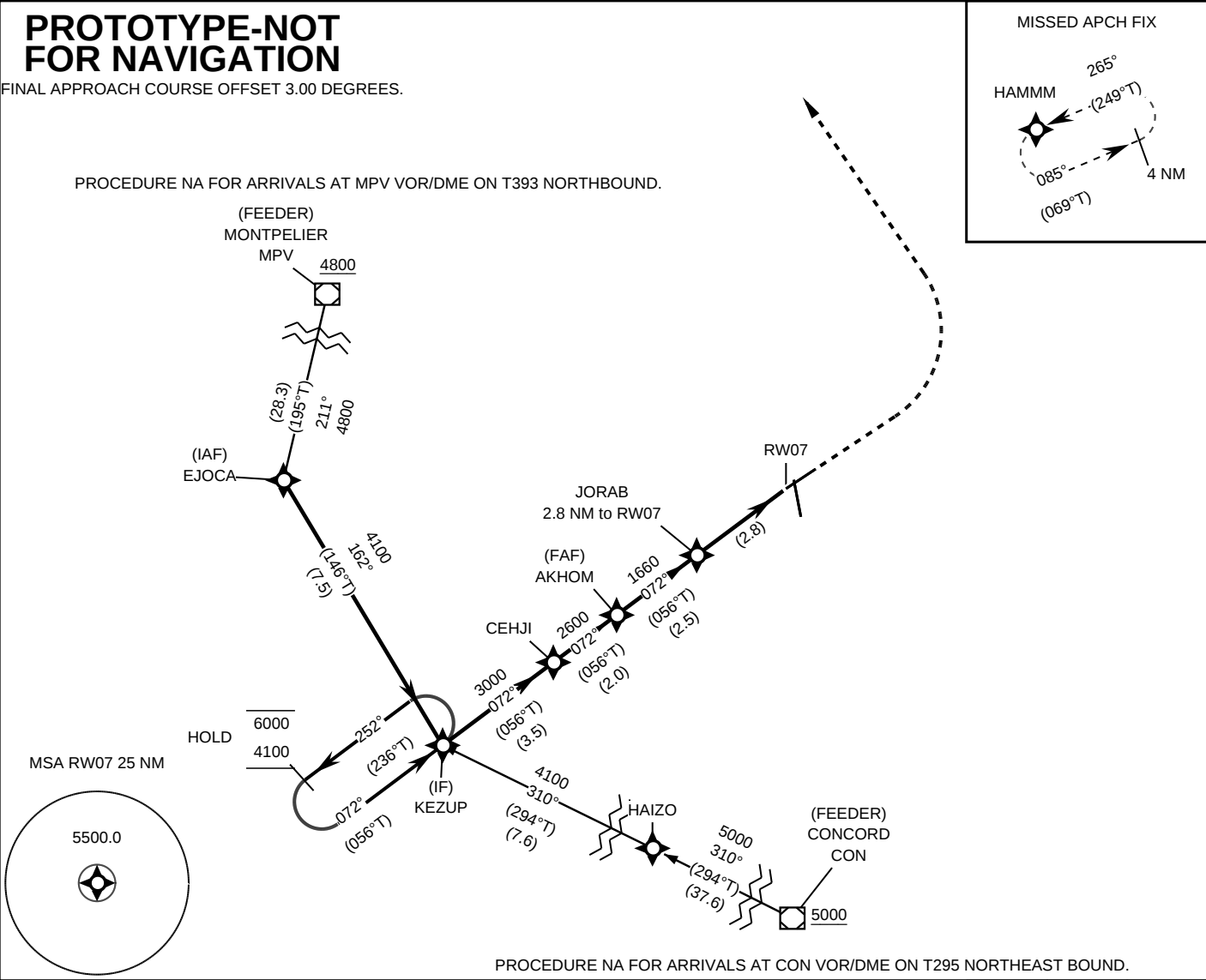
WAAS CH 50248 XXX	APP CRS 072°	Rwy Idg 5496 TDZE 564 APT Elev 606
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RNAV (GPS) RWY 7

LEBANON MUNI (KLEB)

RNP APCH - GPS.	MISSED APPROACH: CLIMB TO 1440 THEN CLIMBING RIGHT TURN TO 3500 DIRECT HAMMM AND HOLD.
FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C OR ABOVE 47°C. RWY 7 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. BARO-VNAV AND VDP NA WHEN USING VSF ALTIMETER SETTING. CIRCLING RWY 18, 36 NA AT NIGHT. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VSF ALTIMETER SETTING AND INCREASE LPV DA TO 1273 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 1549 FEET AND ALL VISIBILITIES 1/2 SM; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT B/C/D 1/2 SM.	

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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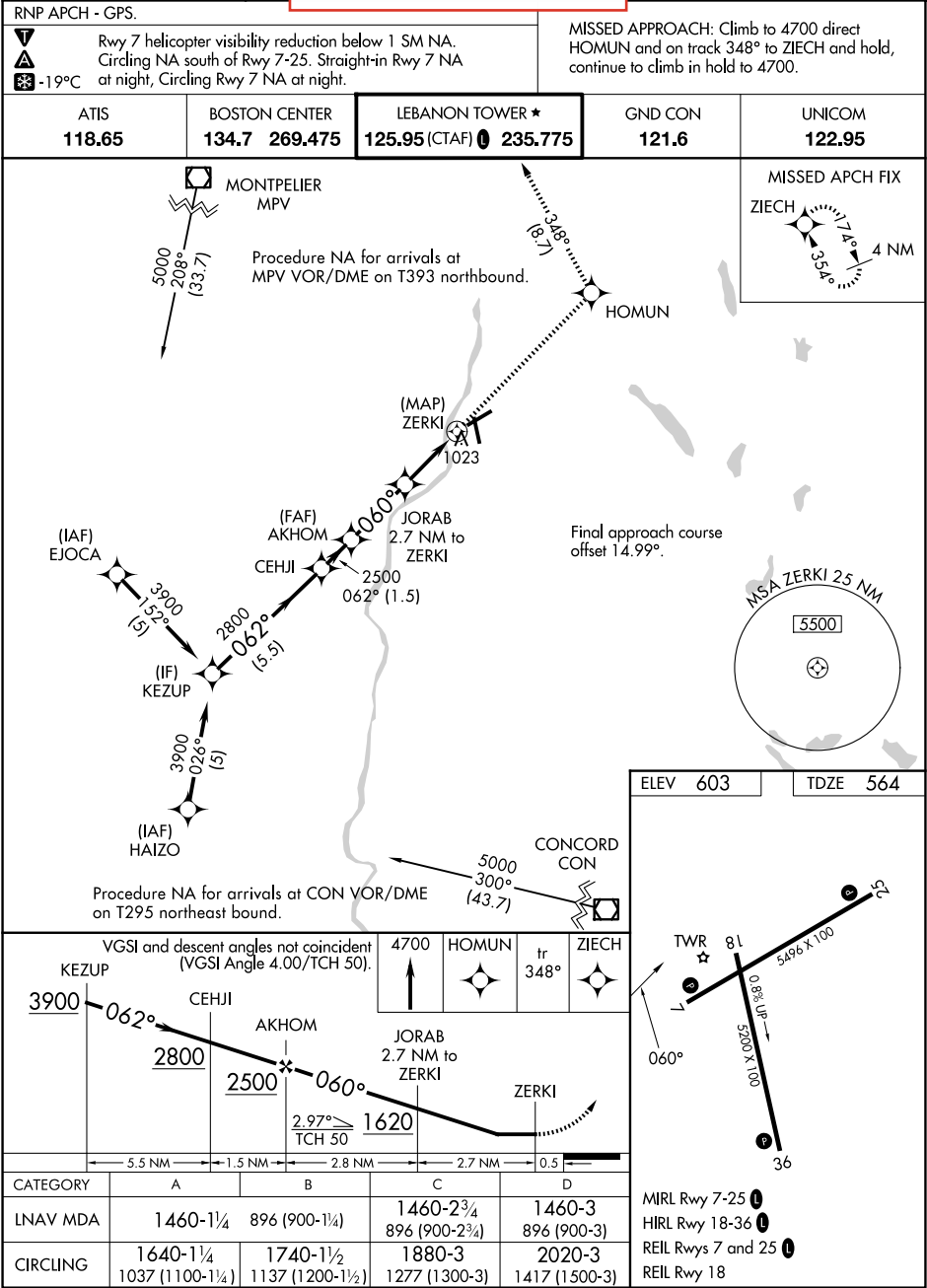


6000 4100 ← 252° 072° → KEZUP CEHJI AKHOM JORAB 2.8 NM to RW07 2.1 NM to RW07 RW07 VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 50). 1440 3500 HAMMM 072° (056°T) 3000 2600 1660 3.5 NM 2.0 NM 2.5 NM 0.7 NM 2.1 NM									
CATEGORY	A		B		C		D		
LPV	1224-1 7/8 660								
LNAV/VNAV	1500-2 1/2 936								
LNAV	1500-1 1/4 936				1500-2 1/2 936				
CIRCLING	1640-1 1/4 1034		1740-1 1/2 1134		1820-3 1214		2000-3 1394		

APP CRS	Rwy Ldg	5496
060°	TDZE	564
	Apt Elev	603

OLD

RNAV (GPS) RWY 7
LEBANON MUNI (LEB)



NE-1, 14 MAY 2026 to 11 JUN 2026

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