

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: FA1690FE11E3404CACC55EEFF8194C82	APWS Project ID: 65E404BDC4D046C98B395AC24A47F4E3
Procedure: RNAV (GPS) RWY 36 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 41 CHECKED QUALITY 37 CHECKED					

Approval Request: Lebanon Muni, MA, Lebanon, NH (KLEB) RNAV (GPS) RWY 36

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 3.75°/TCH 43.1 (43). The procedure amendment's proposed VDA is 3.50°/TCH 55.0, which is the max VDA allowed by current criteria for CAT D aircraft.
- 2. Documentation:** A profile view chart note will be published stating: "VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE 3.75°/TCH 43.0)".
- 3. Contingency Measures:** If Flight Standards approval is not granted:
 - A long-term Notice to Airmen (NOTAM) will be issued to mark the RNAV (GPS) RWY 36 straight-in minimums as "Not Authorized" (NA).
 - This restriction and NOTAM will remain in effect until the VGSI (3.75°/TCH 43.0) is realigned and flight inspected to match the proposed RNAV descent angle (3.50°/TCH 55.0) 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 36.
- 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 45648 XXX	APP CRS 007°	Rwy Idg 5400 TDZE 606 APT Elev 606
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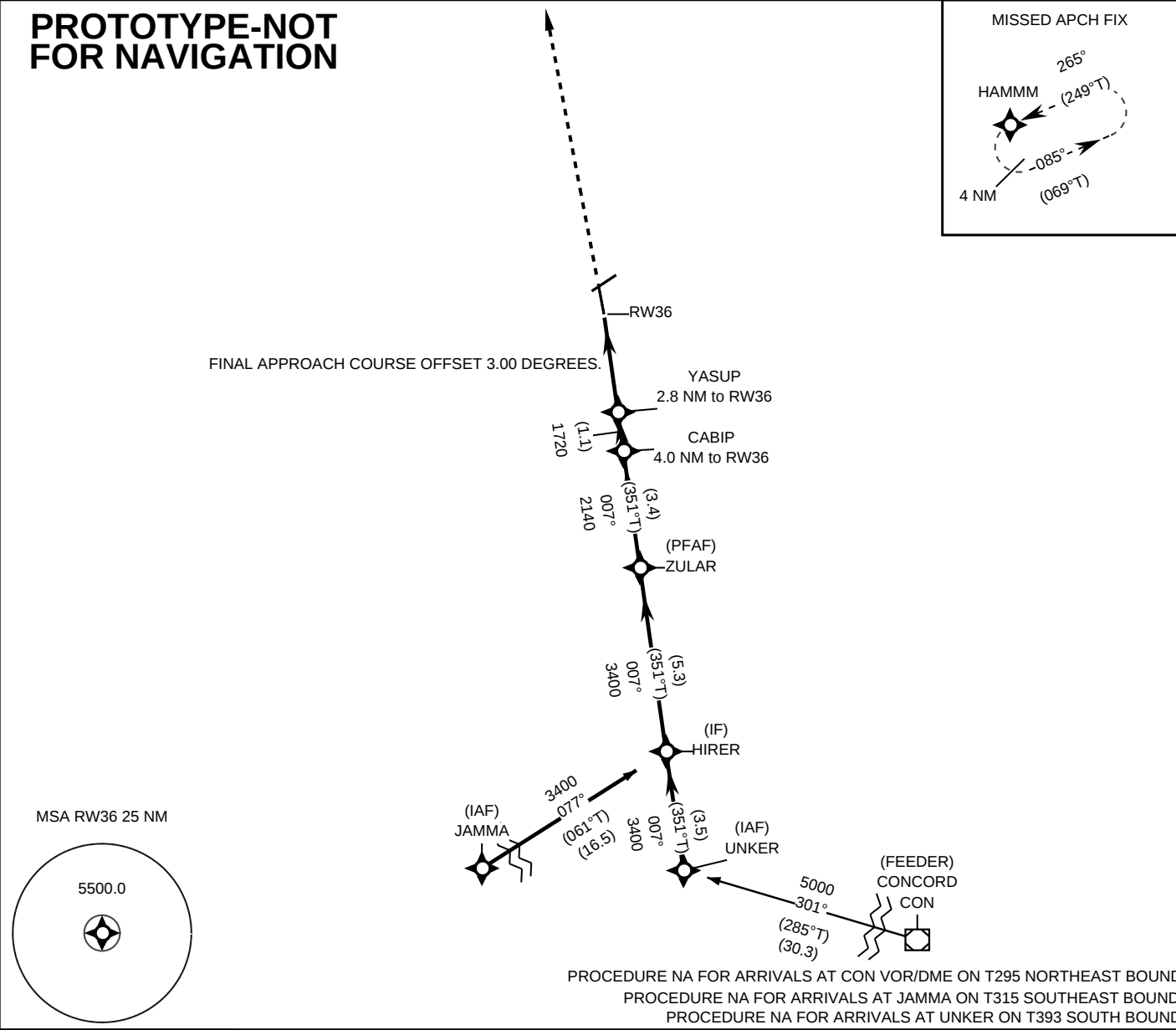
RNAV (GPS) RWY 36

LEBANON MUNI (KLEB)

RNP APCH - GPS.	MISSED APPROACH: CLIMB TO 1300 THEN CLIMBING LEFT TURN TO 3500 DIRECT HAMMM AND HOLD.
RWY 36 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 1/8 SM. STRAIGHT IN RWY 36 AND CIRCLING RWY 18/36 NA AT NIGHT.	

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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PROTOTYPE-NOT
FOR NAVIGATION



1300	3500	HAMMM	VGSi and descent angles not coincident (VGSi Angle 3.75/TCH 43).		CABIP 4.0 NM to RW36	ZULAR	HIRER
			YASUP 2.8 NM to RW36			3400	3400
						007° (351°T)	
			2.8 NM	1.1 NM	3.4 NM	5.3 NM	
CATEGORY	A		B		C		D
LP	1220-1 614				1220-1 3/4 614		
LNAV	1380-1 774		1380-1 1/4 774		1380-2 1/2 774		
CIRCLING	1740-1 1/4 1134		1740-1 1/2 1134		1820-3 1214		2020-3 1414

APP CRS

Rwy Ldg

5200

019°

TDZE

603

Apt Elev

603

RNAV (GPS) RWY 36

LEBANON MUNI (L.E.B)

RNP APCH - GPS.

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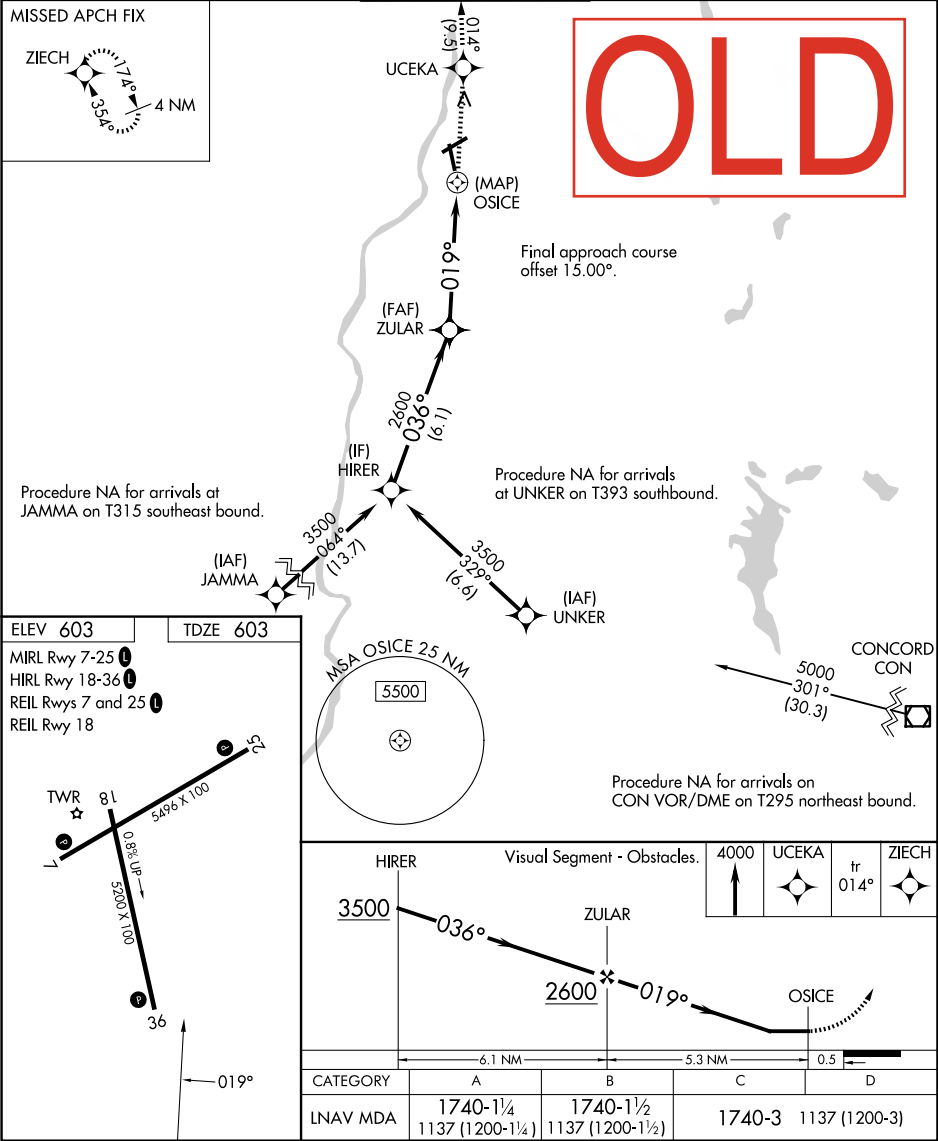
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Rwy 36 helicopter visibility reduction below ¾ SM NA.

-19°C

MISSED APPROACH: Climb to 4000 direct UCEKA then on track 014° to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 269.475	125.95 (CTAF) 235.775	121.6	122.95



NE-1, 14 MAY 2026 to 11 JUN 2026

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