

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

AIRPORT ID LBO	PROCEDURE NAME RNAV (GPS) RWY 18	ORIGINAL/AMENDMENT 1	CITY LEBANON	STATE MO
AIRPORT ELEVATION 1321	TDZE 1316	SUPERSEDED RNAV (GPS) RWY 18	DATED 06/16/2022	MAG VAR 3E
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 7 AUGUST 2025	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 1990
			CANCEL/SUSPEND	

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 089/30 CW 269/30	NOPT	WIKGI	IF/IAF	3500
2. 269/30 CW 359/30		MLTON	IAF	3500
3. 359/30 CW 089/30		PEEKK	IAF	3500

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
PEEKK	IAF	WIKGI	NOPT	TF	FB	1.00	088.64	5.00	3500
MLTON	IAF	WIKGI	NOPT	TF	FB	1.00	268.76	5.00	3500
WIKGI	IF/IAF	AAMBR		TF	FB	1.00	178.70	5.75	2700
AAMBR	FAF	RW18	MAP	TF	FO	0.30	178.70	4.25	
RW18	MAP	1634 MSL		CA			178.70		
1634 MSL		PYLER		DF	FO	1.00			3500

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 DIRECT PYLER AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

- | | | | | | | | | | |
|---------------------------------|---|------------------------|------------------|-------------------------|--------------|--------------------------|------|-----------------|------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | |
| 2. | HOLD N WIKGI, RT, 178.70 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | | | | |
| 3. FAC: | 178.70 | FAF: | AAMBR | DIST FAF TO MAP: | 4.25 | DIST FAF TO THLD: | 4.25 | | |
| 4. MIN ALT: | WIKGI 3500, AAMBR 2700 | | | | | | | | |
| 5. DIST TO THLD FROM OM: | | MM: | | IM: | | 150 HAT: | | 318 HAT: | 0.91 |
| 6. MIN GP INCPT: | 2700 | GP ALT AT PFAF: | AAMBR 2700 | | | OM: | | GS ANT: | |
| 7. GP ANGLE: | 3.00 | 34:1: | IS NOT CLEAR | 20:1: | IS CLEAR | TCH: | 39.9 | MM: | |
| 8. MSA FROM: | | | | | | | | IM: | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING OZS ALTIMETER SETTING.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
 CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OZS ALTIMETER SETTING: INCREASE LNAV/VNAV DA TO 1717 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM, AND CIRCLING VISIBILITY CATS C AND D 1/2 SM.
 CHART SPEED ICON IN PLANVIEW AT PEEKK: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT MLTON: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 358.69 INBOUND.
 CHART FAS OBST: 1490 TOWER (29-020724) 374307N/0923936W.
 CHART CANNON A AND B MOA.
 CHART R-4501 A, B, C, D, E, F, H.
 CHART VDP AT 1.23 NM TO RW18.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS
LNAV/VNAV DA	1634	1	318	1634	1	318	1634	1	318	1634	1	318			
LNAV MDA	1740	1	424	1740	1	424	1740	1 1/4	424	1740	1 1/4	424			
CIRCLING	1780	1	459	1860	1	539	1980	1 3/4	659	1980	2	659			



CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAMS FOR AMDT ORIG-A/B/C INTO FORM - 8260.19J PARA 8-3-4.C (3).
2. TAA, SECTOR 2 (LEFT BASE 269 CW 359): EXPANDED RADIUS FROM 14 NM TO 30 NM AND CHANGED IAF FIX NAME FROM TIHCY TO MLTON - STANDARD RADIUS IS 30 NM, 8250.58C PARA. 2-4-3.B, AND FPT REQUEST.
3. TAA, SECTOR 3 (RIGHT BASE 359 CW 089): CHANGED IAF FIX NAME FROM UTMHIH TO PEEKK - FPT REQUEST.
4. TERMINAL ROUTES, ALL SEGMENTS: ADDED RNP VALUES - 8260.19J PARA. 8-6-4.A.(6)(B).
5. TERMINAL ROUTES, INITIAL PEEKK TO WIKGI: CHANGED IAF FIX NAME FROM UTMHIH TO PEEKK - FPT REQUEST.
6. TERMINAL ROUTES, INITIAL MLTON TO WIKGI: RELOCATED IAF AND CHANGED NAME FROM TIHCY TO MLTON, AND CHANGED COURSE FROM 268.77 TO 268.76 - NEW POSITION CALCULATION BASED ON RELOCATION OF IF/IAF WIKGI, AND FPT REQUEST.
7. TERMINAL ROUTES, INTERMEDIATE WIKGI TO AAMBR: RELOCATED WIKGI, RELOCATED FAF AND CHANGED NAME FROM ULIKY TO AAMBR, CHANGED COURSE FROM 178.71 TO 178.70, AND CHANGED DISTANCE FROM 5.80 TO 5.75 NM - RELOCATION OF FAF DUE TO NEW PFAF CALCULATION, RELOCATION OF WIKGI TO REALIGN WITH NEW FAF, AND FPT REQUEST.
8. TERMINAL ROUTES: ADDED FINAL SEGMENT FROM AAMBR TO RW18 - 8260.19J PARA. 8-6-4.
9. TERMINAL ROUTES, MISSED APPROACH RW18 TO KUPIW: CHANGED FROM SINGLE TF SEGMENT TO CA SEGMENT FOLLOWED BY DF SEGMENT, AND CLEARANCE LIMIT CHANGED FROM KUPIW TO PYLER - CA-DF STRUCTURE REQUIRED FOR RNAV MISSED, AND RNAV HOLDING NOT AUTHORIZED AT A FAF (KUPIW), 8260.58C PARA. 3-5-2 AND 8260.19J PARA. 8-6-6.G.(5).
10. MISSED APPROACH, MAP - DELETED REFERENCE TO GLS - REMOVED GLS LINE OF MINIMA.
11. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3500 DIRECT KUPIW AND HOLD" TO "CLIMB TO 3500 DIRECT PYLER AND HOLD" - CLEARANCE LIMIT CHANGE FROM KUPIW TO PYLER.
12. PROFILE LINE 2: CHANGED HILPT COURSE FROM 178.71 TO 178.70 AND ADDED MAX ALTITUDE 6000 - MATCH NEW INTERMEDIATE COURSE FROM WIKGI, AND 8260.19J PARA. 8-6-7.B.(2).
13. PROFILE LINE 3: CHANGED FAC FROM 178.71 TO 178.70 AND FAF NAME FROM ULIKY TO AAMBR, ADDED DIST FAF TO MAP 4.25 NM, AND CHANGED DIST FAF TO THLD FROM 4.20 TO 4.25 NM - RELOCATION OF FAF DUE TO NEW PFAF CALCULATION, FPT REQUEST, AND 8260.19J PARA. 8-6-7.C.(3).
14. PROFILE LINE 4: CHANGED ULIKY TO AAMBR - NEW FAF NAME.
15. PROFILE LINE 5: CHANGED "DIST TO THLD FROM 444 HAT: 1.30 NM" TO "DIST TO THLD FROM 318 HAT: 0.91 NM" - DATA MOVED FROM ADDITIONAL FLIGHT DATA AND CHANGED DUE TO NEW LNAV/VNAV DA/HAT.
16. PROFILE LINE 6: ADDED "MIN GP INCPT: 2700" AND "GP ALT AT PFAF: AAMBR 2700" - 8260.19J PARA. 8-6-7.F.(1) AND (4).
17. PROFILE LINE 7: CHANGED "34:1 IS CLEAR" TO "34:1 IS NOT CLEAR" AND ADDED "20:1 IS CLEAR" - NEW VISIBILITY EVAL AND 8260.19J PARA. 8-6-7.G.(3).
18. PROFILE LINE 7: CHANGED TCH FROM 40.0 TO 39.9 - MATCH RWY 18 VGSI.
19. ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS" - 8260.19J PARA. 8-6-8.D.(5)(A)1.
20. NOTES: DELETED "DME/DME RNP-0.3 NA" - REPLACED BY PBN REQUIREMENTS NOTE.
21. NOTES: CHANGED "BARO-VNAV NA WHEN USING SPRINGFIELD-BRANSON NTL ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING OZS ALTIMETER SETTING" - BACKUP ALTIMETER SOURCE CHANGED TO OZS, AND COMBINED AND MOVED VDP INFO FROM PROFILE NOTE, 8260.19J PARA. 8-6-10.E.(8) AND 8-6-10.G.(9).
22. NOTES: CHANGED "LNAV/VNAV NA BELOW -17°C (1F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C" - UPDATED TO CURRENT FORMAT, 8260.19J PARA. 8-6-10.R.
23. NOTES: ADDED "RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 34:1 PENETRATIONS AND 8260.19J PARA. 8-6-12.K.(2).
24. NOTES: CHANGED BACKUP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SPRINGFIELD-BRANSON NTL ALTIMETER SETTING: INCREASE LNAV/VNAV DA TO 2043 FEET; INCREASE ALL MDAS 120 FEET AND CIRCLING VISIBILITY CAT C/D 1/2 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OZS ALTIMETER SETTING: INCREASE LNAV/VNAV DA TO 1717 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM, AND CIRCLING VISIBILITY CATS C AND D 1/2 SM" - NEW BACKUP ALTIMETER SOURCE, NEW LNAV/VNAV DA, AND NEW VISIBILITY EVAL.
25. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT PEEKK: MAX 210 KIAS" AND "CHART SPEED ICON IN PLANVIEW AT MLTON: MAX 210 KIAS" - SPEED RESTRICTIONS ADDED ON INITIAL SEGMENTS TO REDUCE DISTANCE OF TURN ANTICIPATION AND KEEP EXISTING 5 NM SEGMENT LENGTHS.
26. NOTES: DELETED "LNAV ONLY" - NO LONGER REQUIRED.
27. ADDITIONAL FLIGHT DATA: CHANGED "HOLD N. RT, 179 INBOUND" TO "HOLD S, LT, 358.69 INBOUND" - NEW MISSED APPROACH HOLDING FIX AND PATTERN.
28. ADDITIONAL FLIGHT DATA: CHANGED "FAS OBST: 1453 WATER TANK 373935/923932" TO "CHART FAS OBST: 1490 TOWER (29-020724) 374307N/0923936W" - NEW LNAV CONTROLLING OBSTACLE.
29. ADDITIONAL FLIGHT DATA: ADDED "CHART CANNON A AND B MOA" AND "CHART R-4501 A, B, C, D, E, F, H" - PILOT SITUATIONAL AWARENESS AND FPT REQUEST.
30. ADDITIONAL FLIGHT DATA: CHANGED VDP DISTANCE FROM 1.30 NM TO 1.23 NM TO RW18 AND DELETED ASTERISK - DECREASE IN LNAV MDA AND NO LONGER REQUIRED TO DESIGNATE LNAV-ONLY.
31. ADDITIONAL FLIGHT DATA: DELETED "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT" - UPDATED VGSI DATA, ANGLES ARE NOW COINCIDENT.
32. ADDITIONAL FLIGHT DATA: DELETED "FINAL SEGMENT: (TF)" - NO LONGER REQUIRED.
33. ALTERNATE MINIMUMS: CHANGED FROM NA TO "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE" - NOW QUALIFIES FOR ALTERNATE MINIMUMS, 8260.3F PARA. 3-4-1 AND 8260.19J PARA. 8-6-12.B.
34. MINIMUMS: DELETED GLS LINE - NO LONGER REQUIRED.
35. MINIMUMS: LOWERED LNAV/VNAV ALL CATS DA/HAT FROM 1937/621 TO 1634/318 AND VISIBILITY FROM 2 1/4 TO 1 SM - NEW OBSTACLE AND VISIBILITY EVAL.
36. MINIMUMS: LOWERED LNAV ALL CATS MDA/HAT FROM 1760/444 TO 1740/424 - NEW OBSTACLE EVAL.
37. MINIMUMS: LOWERED CIRCLING CAT A MDA/HAA FROM 1820/499 TO 1780/459 - NEW OBSTACLE EVAL.



AIRPORT ID
LBO

PROCEDURE NAME
RNAV (GPS) RWY 18

ORIGINAL/AMENDMENT
1

CITY
LEBANON

STATE
MO

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: AMGR, ZKC, SGF APP CON

FLIGHT CHECKED BY

RUSSELL ROSLEWSKI

Digitally signed by

RAKE MCGRAW **OFFICE**

Jun 24, 2025

AJF

DATE

06/20/2025

DEVELOPED BY

RICHARD BRUCE

Digitally signed by

RICHARD A BRUCE

Apr 03, 2025

OFFICE

AJV-A422

DATE

04/03/2025

APPROVED BY

BEV L BORDY

Digitally signed by

RAKE MCGRAW **OFFICE**

Jun 24, 2025

AJV-A420

DATE

07/03/2025

TITLE

MANAGER

