

KLEB Operational guidelines

The following guidelines must also be adhered to:

- Operation to/from KLEB will be limited to reported wind velocity on the ground at KLEB not to exceed 35 knots, including gusts.
- Runways 25 and 36 are preferred for departure due to terrain.
- Two-engine operations – weather less than 3000/ 3 - Vy climb, full power to 4000 ft – off of any runway, and comply with published departure procedure
- Flight crew briefs departure procedure for runway and engine failure on take off return scenarios
- Approach will not be continued into KLEB if engine failure occurs outside of FAF and KLEB is reporting IFR conditions
- If engine failure occurs inside FAF and airport is VFR continue and land
- If engine failure occurs inside FAF and KLEB is reporting IFR conditions execute missed approach procedures and continue to alternate airport
- During two pilot operations if KLEB is reporting IFR conditions the Captain must fly the approach and conduct the landing as well as the takeoff.
- All operations in and out of KLEB at night must be operated under IFR.
- Visual approaches at night are not authorized unless visual or electronic vertical guidance for the runway of intended landing is used. Reminder: The VASI / PAPI systems may be visible up to 20 nm. at night. They provide safe obstruction clearance within +/- 10 degrees of the extended runway centerline and within 4 nm from the runway threshold.
- Circling Approaches at night are not authorized.