

**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.

<u><b>AIRPORT ID</b></u> KLMO	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 29	<u><b>ORIGINAL/AMENDMENT</b></u> 2B	<u><b>CITY</b></u> LONGMONT	<u><b>STATE</b></u> CO		
<u><b>AIRPORT ELEVATION</b></u> 5055	<u><b>TDZE</b></u> 5047	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 29	<u><b>ORIGINAL/AMENDMENT</b></u> 2A	<u><b>DATED</b></u> 05/01/2014	<u><b>MAG VAR</b></u> 10E	<u><b>EPOCH YEAR</b></u> 2005
<u><b>FACILITY</b></u> RNAV	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>CANCEL/SUSPEND</b></u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
WOLTS	IAF	FIMUR		TF	FB	1.00	261.42	7.10	7300
FIPSS	IAF	FIMUR		TF	FB	1.00	355.24	5.62	7300
FIMUR	IF	MELVN		TF	FB	1.00	292.86	6.05	7000
MELVN	FAF	RW29	MAP	TF	FO	0.30	292.72	6.07	
RW29	MAP	5540 MSL		CA			292.72		5540
5540 MSL		NIWOT		DF	FO	1.00			7400

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW29

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 5540 THEN CLIMBING RIGHT TURN TO 7400 DIRECT NIWOT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7400.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT FIMUR

3. FAF: 292.72FAF: MELVNDIST FAF TO MAP: 6.07DIST FAF TO THLD: 6.07

4. MIN ALT: FIMUR 7300, MELVN 7000

5. DIST TO THLD FROM OM:MM:IM:150 HAT:291 HAT: 0.85GS ANT:

6. MIN GP INCPT: 7000GP ALT AT FAF : MELVN 7000OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS CLEAR20:1: IS CLEARTCH: 34.7

8. MSA FROM: RW29 15500

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -25°C OR ABOVE 54°C.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WOLTS ON V575 SOUTHEAST BOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT FIPSS ON V85 SOUTHEAST BOUND.  
CHART PLANVIEW NOTE: LIMIT MISSED APPROACH TO 200 KIAS.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON  
HOLD SE, RT, 311.00 INBOUND.  
CHART FAS OBST: 5329 AAO 400724N/1050521W.  
CHART VDP AT 2.29 NM TO RW29\*  
\*LNAV ONLY.  
WAAS CHANNEL # 86834  
REFERENCE PATH ID: W29A  
LTP HAE: 1517 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 900-2 1/4, CAT D 1500-3, 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	HAT/HAA
LPV DA	5338	7/8	291	5338	7/8	291	5338	7/8	291	5338	7/8	291			
LNAV/VNAV DA	5387	1	340	5387	1	340	5387	1	340	5387	1	340			
LNAV MDA	5800	1	753	5800	1 1/4	753	5800	2	753	5800	2	753			
CIRCLING	5800	1	745	5800	1 1/4	745	5860	2 1/4	805	6480	3	1425			

QUALITY  
8  
CHECKED

**CHANGES - REASONS**

1. INCORPORATED P-NOTAM FDC 4/1092 FOR AMDT 2A.
2. CHANGED FIMUR TO MELVIN COURSE FROM "292.79" TO "292.86" IN TERMINAL ROUTES -- CORRECT GEODESIC CALCULATION.
3. CHANGED CA LEG ALTITUDE FROM "5322" TO "5540" -- HIGHER DA FROM AMDT 2A INCREASED MISSED APPROACH SECTION 2 START ALTITUDE AND TURN EXCEEDS 15 DEGREES REQUIRING CLIMB-TO ALTITUDE; 8260.58A, 3-5-2.A(2).
4. CHANGED MISSED APPROACH INSTRUCTIONS TO READ "CLIMB TO 5540 THEN CLIMBING RIGHT TURN TO 7400 DIRECT NIWOT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7400" -- MISSED APPROACH TURN EXCEEDS 15 DEGREES, REQUIRES CLIMB-TO ALTITUDE; 8260.58A, 3-5-2.A(2) AND FAA MEMORANDUM DATED 25 APR 19, ATTACHMENT 7.
5. ADDED "291 HAT: 0.85" TO PROFILE LINE 5 -- 8260.19H, 8-6-7.E(3).
6. ADDED "20:1 IS CLEAR" TO PROFILE LINE 7 -- CONFIRMED CLEAR; 8260.19H, 8-6-7.G(3).
7. REMOVED CHART NOTE "DME/DME RNP-0.3 NA" AND ADDED PBN REQUIREMENTS NOTE "RNP APCH" -- 8260.19H, 8-6-8.B(1).
8. MOVED BACKUP ALTIMETER AND BARO-VNAV NA NOTES TO 8260-9 REMARKS -- COORDINATED WITH FPT; 8260.19H, 8-6-9.F(3).
9. CHANGED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C (-13°F) OR ABOVE 52°C (127°F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C OR ABOVE 54°C" - 8260.19H, 8-6-9.S AND TARGETS EVALUATION.
10. CHANGED CHART PLANVIEW NOTE "LIMIT MISSED APPROACH TO 210 KIAS" TO "LIMIT MISSED APPROACH TO 200 KIAS" -- 210 KIAS WAS NOT ADEQUATE TO MITIGATE RISING TERRAIN AFTER INCREASING CA LEG ALTITUDE; 200 KIAS REQUIRED THROUGH TURN TO AVOID TERRAIN.
11. CHANGED ALTERNATE MINIMUMS FROM "STANDARD - CAT C 900-2 1/2, CAT D 1500-3" TO "STANDARD - CAT C 900-2 1/4, CAT D 1500-3, NA WHEN LOCAL WEATHER NOT AVAILABLE" -- VISIBILITIES UPDATED TO CURRENT CRITERIA PER 8260.19H, TABLE 3-3-7; UPDATED VERBIAGE PER 8260.19H, 8-6-11.B(4).
12. CHANGED VISIBILITIES FOR LPV ALL CATS FROM "1" TO "7/8", LNAV/VNAV ALL CATS FROM "1 1/8" TO "1", LNAV CAT C/D FROM "2 1/2" TO "2", AND CIRCLING CAT C FROM "2 1/2" TO "2 1/4" -- UPDATED VISIBILITIES TO CURRENT CRITERIA PER 8260.19H, TABLES 3-3-1 AND 3-3-7.

**COORDINATED WITH:**A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZDV, AMGR**FLIGHT CHECKED BY**

DANIEL STRICKER

*Digitally signed by*  
**JASON KRETSCHMER**  
Jun 30, 2021**OFFICE**

FICO

**DATE**

06/28/2021

**DEVELOPED BY**

JASON KRETSCHMER (DANIEL C JOHNSEN)

*Digitally signed by*  
**JASON KRETSCHMER**  
Jan 06, 2021**OFFICE**

AJV-A421

**DATE**

07/08/2020

**APPROVED BY**

MARLON ROBINSON

*Digitally signed by*  
**JASON KRETSCHMER**  
Jan 06, 2021**OFFICE**

AJV-A420

**DATE****TITLE**  
MANAGER

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KLMO
RUNWAY	RW29
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W29A
LTP/FTP LATITUDE	400939.0160N
LTP/FTP LONGITUDE	1050923.0680W
LTP/FTP ELLIPSOIDAL HEIGHT	+15170
FPAP LATITUDE	401027.1105N
FPAP LONGITUDE	1051100.9380W
THRESHOLD CROSSING HEIGHT (TCH)	00034.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1288
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	AE7EADD8

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+15335
FPAP ORTHOMETRIC HEIGHT	+15335



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KLMO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 29	<u>AMDT NO.</u> 2B	<u>CITY</u> LONGMONT	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5055	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
WOLTS

TO  
FIMUR

<u>RNP</u>	<u>DISTANCE</u> 7.10	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (08-000677)	400547.29N/1045405.94W		6260	20	3	1A	1000				SA-812 AT852	7300
2.TERRAIN	400221.00N/1045545.00W		5160 (5200)								AS1500	6700

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

6260 MSL TOWER LOCATED 3796 FEET INTO SECONDARY AREA.

INITIAL

FROM  
FIPSS

TO  
FIMUR

<u>RNP</u>	<u>DISTANCE</u> 5.62	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	395706.00N/1045601.00W		5570	50	20	2C	1000				AT730	7300
4.TERRAIN	395724.00N/1045454.00W		5298 (5300)								AS1500	6800

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM  
FIMUR

TO  
MELVN

RNP	DISTANCE 6.05	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (08-000677)	400547.29N/1045405.94W		6260	20	3	1A	500				SA-312 AT552	7000
5.TERRAIN	400227.00N/1050003.00W		5295 (5300)								AS1500	6800

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
6260 MSL TOWER LOCATED 3796 FEET INTO SECONDARY AREA.  
FINAL: LPV

FROM  
MELVN

TO  
RW29

RNP	DISTANCE 6.07	PAT	MAP DA	HAT 291			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5338

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM  
MELVN

TO  
RW29

RNP	DISTANCE 6.07	PAT	MAP DA	HAT 340	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5387

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM  
MELVN

TO  
RW29

RNP	DISTANCE 6.07	PAT	MAP RW29	HAT 753	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.AAO	400724.00N/1050521.00W		5329	50	20	2C	250				XL4 XP217	5800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN CURRENT MINIMUMS



AIRPORT ID

KLMO

PROCEDURE NAME

RNAV (GPS) RWY 29

AMDT NO.

2B

CITY

LONGMONT

STATE

CO

AIRPORT ELEVATION

5055

FACILITY

RNAV

MISSED APPROACH : LPV

FROM

DA

TO

NIWOT

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5126

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				7400
7.AAO	400724.00N/1050521.00W	5860	50	20	2C	1000					6900
8.TERRAIN	401327.00N/1051151.00W	5626 (5600)								AS1500	7100

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH SPEED RESTRICTION OF 200 KIAS UNTIL TURN COMPLETION TO AVOID HIGH TERRAIN -- 5870 AAO 401329.73N/1051151.44W IMPACTS LPV CATS C AND D SECTION 2 AT 210 KIAS.

MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

NIWOT

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5226

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				7400
7.AAO	400724.00N/1050521.00W	5860	50	20	2C	1000					6900
8.TERRAIN	401327.00N/1051151.00W	5626 (5600)								AS1500	7100

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:





MISSED APPROACH : LNAV

FROM  
RW29

TO  
NIWOT

RNP	DISTANCE	PAT	MAP	HAT			HMAS 5696					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				7400
7.AAO	400724.00N/1050521.00W		5860	50	20	2C	1000					6900
8.TERRAIN	401327.00N/1051151.00W		5626 (5600)								AS1500	7100

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
9.TREE (08-045845)	401011.32N/1051158.05W	1.39	745	5237	20	3	1A	300		SI	5800
CATEGORY B											
10.TREE (08-036227)	401027.04N/1051230.26W	2.00	745	5272	20	3	1A	300		SI	5800
CATEGORY C											
11.TREE	400851.49N/1051357.22W	3.16	805	5559	50	20	2C	300			5860
CATEGORY D											
12.AAO	401402.62N/1051150.80W	4.19	1425	6180	50	20	2C	300			6480

CIRCLING REMARKS:



MSA

CENTER  
RW29

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TERRAIN (08-073435)	401518.05N/1053654.42W	275	21.8	14459	20	3	1A	1000			15500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
DEN APP CON, DEN FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KLMO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KLMO	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KDEN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDEN	<u>DISTANCE</u> 28.97	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 120

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KLMO 5055, KDEN 5434  
RA = 119.7.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW11 - MIRL (PCL), VASI-2L (PCL)		BSC-F	
RW29 - MIRL (PCL), VASI-2L (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 5031.1	<u>TCH</u> 34.7	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 34.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -25C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -25C	<u>APT ISA</u> +4.99C
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CRITICAL TEMPERATURE REMARKS:  
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 1026 HIGH TEMP 1354.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

<b>PENETRATIONS REMARKS:</b>

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

80' VEGETATION USED PER FPT.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DENVER INTL ALTIMETER SETTING: INCREASE LPV DA TO 5458, LNAV/VNAV DA TO 5507, AND ALL VISIBILITIES 3/8 SM; INCREASE ALL MDAS 120 FT, INCREASE LNAV VISIBILITY CATS C AND D, AND CIRCLING VISIBILITY CATS A AND C 1/2 SM. BARO-VNAV NA WHEN USING DENVER INTL ALTIMETER SETTING. VDP NA WHEN USING DENVER INTL ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KLMO</div>	<div>PROCEDURE NAME RNAV (GPS) RWY 29</div>	<div>AMDT NO. 2B</div>	<div>CITY LONGMONT</div>	<div>STATE CO</div>	<div>AIRPORT ELEVATION 5055</div>	<div>FACILITY RNAV</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.25
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	302.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5100
DISTANCE FROM	THLD	TO 1500FT POINT	5.27
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	302.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	5100

THRESHOLD  
COORDINATES  
(IF STR-IN)

400939.02N/1050923.07W

ARP COORDINATES

400951.80N/1050949.10W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 29 DISTANCE 0.39 NM

FAF  
COORDINATES

400622.33N/1050243.71W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
8  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 9 of 10

PART E: PREPARED BY

<u>NAME</u> JASON KRETSCHMER (DANIEL C JOHNSEN)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 07/08/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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