

LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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# ILS RWY 34L (CAT II & III)

DENVER INTL (DEN)

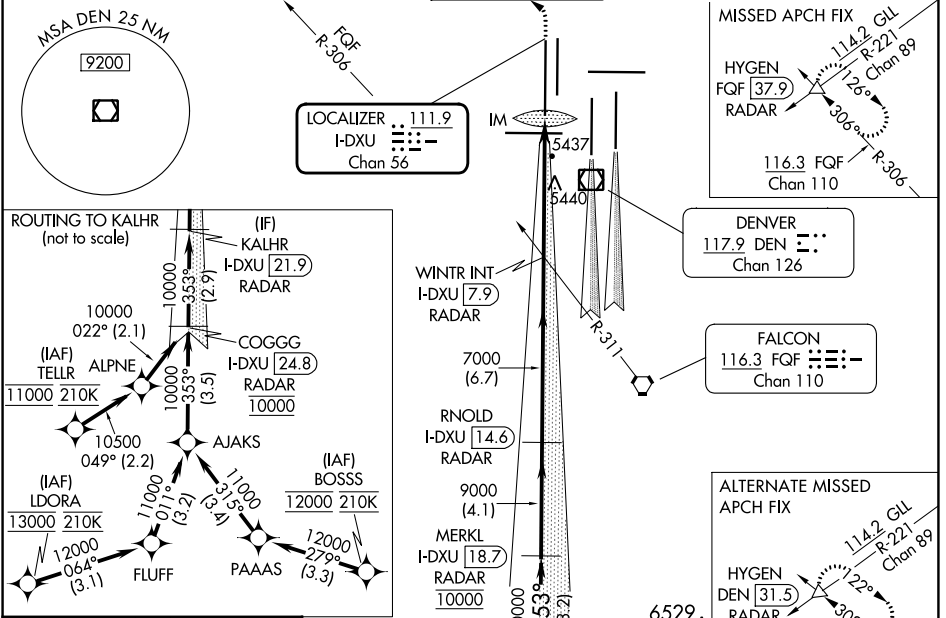
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

**CAUTION** CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

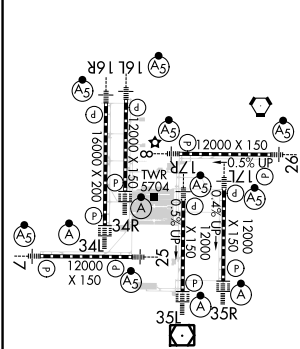
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH)	DENVER APP CON <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 5434	D	TDZE 5327
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LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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# ILS RWY 34L (SA CAT I)

DENVER INTL (DEN)

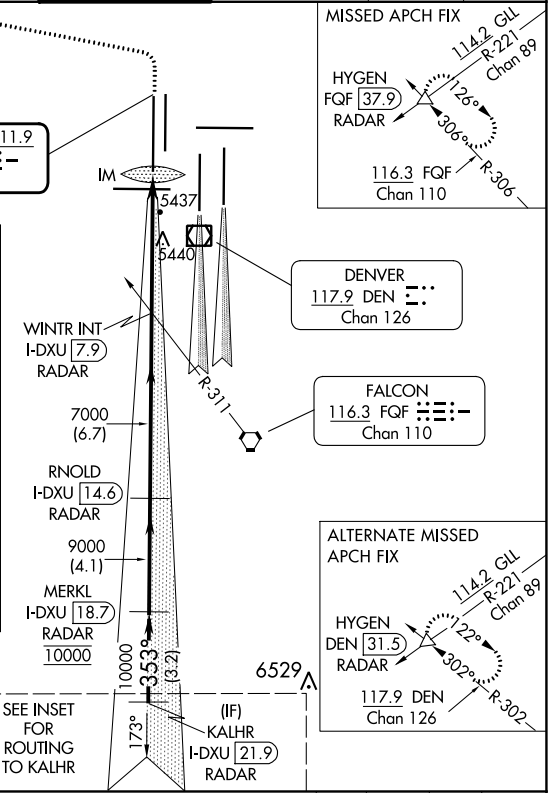
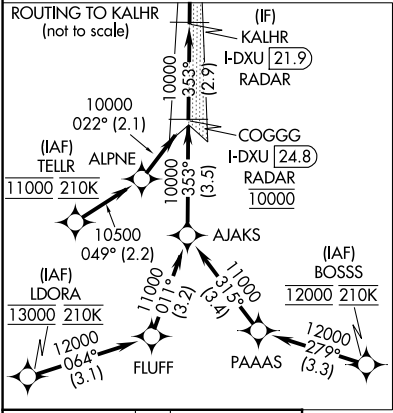
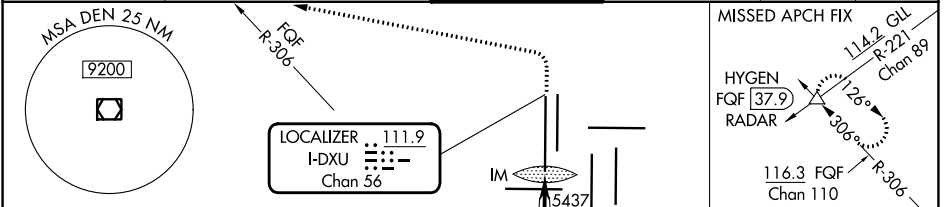
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized with Rwy 35L/R.

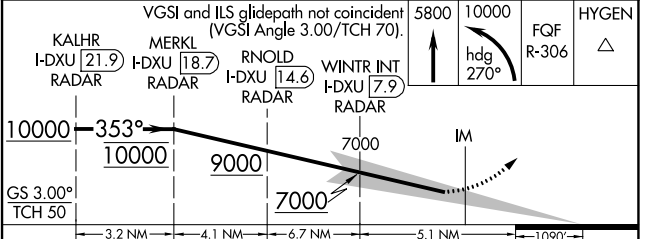
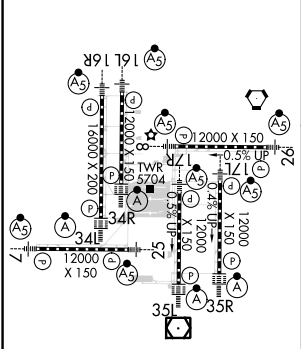
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434 D TDZE 5327



CATEGORY	A	B	C	D
S-ILS 34L	RA 148/14 150 DA 5477			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024





LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

RNAV 1-GPS or RADAR required for procedure entry.

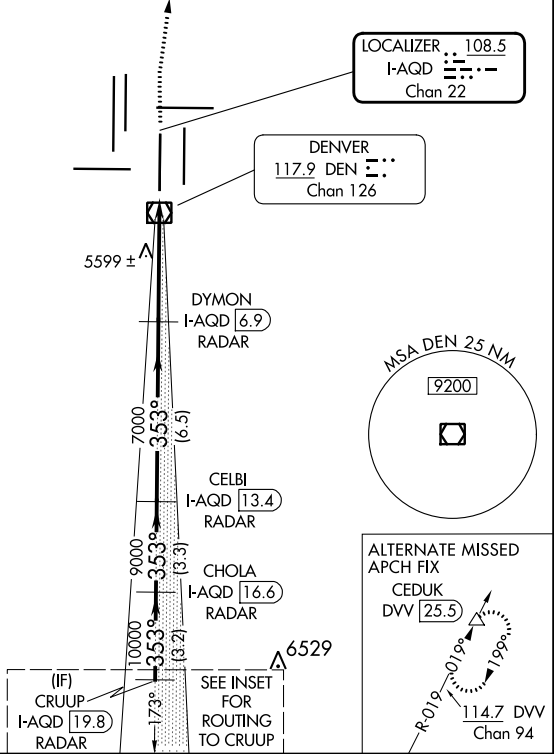
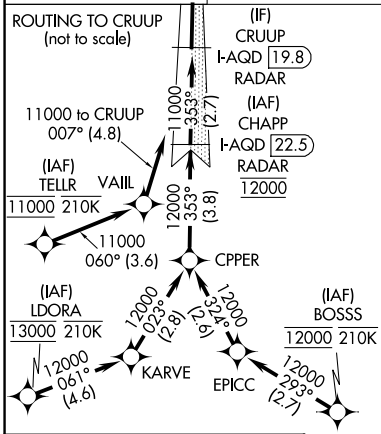
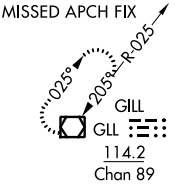
ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

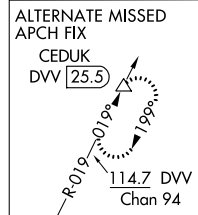
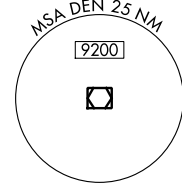


D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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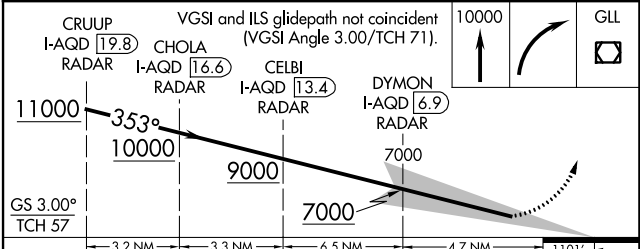
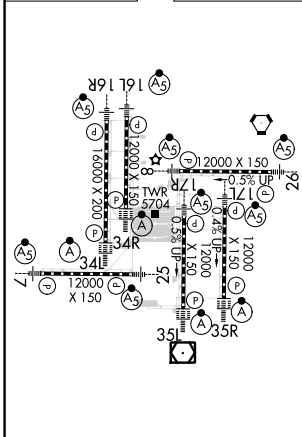


LOCALIZER 108.5  
I-AQD  
Chan 22

DENVER 117.9 DEN  
Chan 126



ELEV 5434 **D** TDZE 5434



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT III RVR 03			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

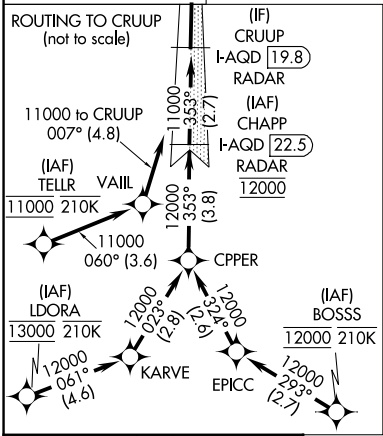
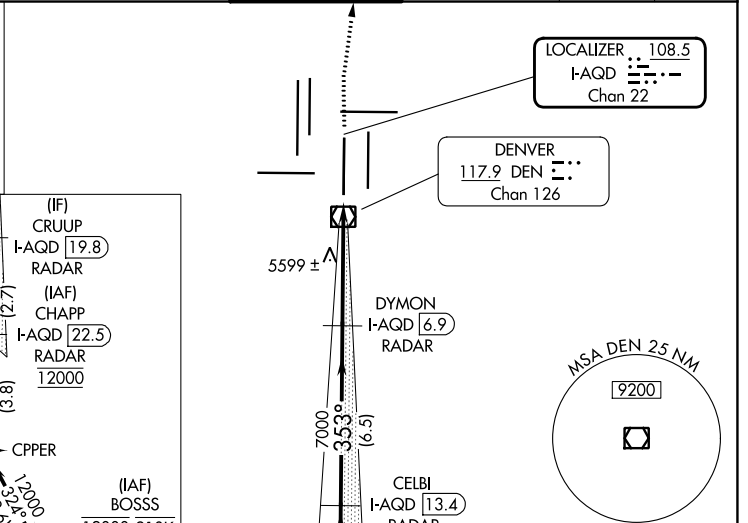
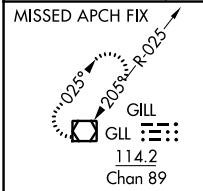
SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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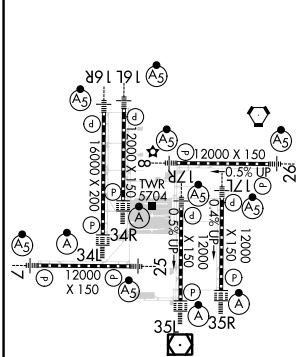
# ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

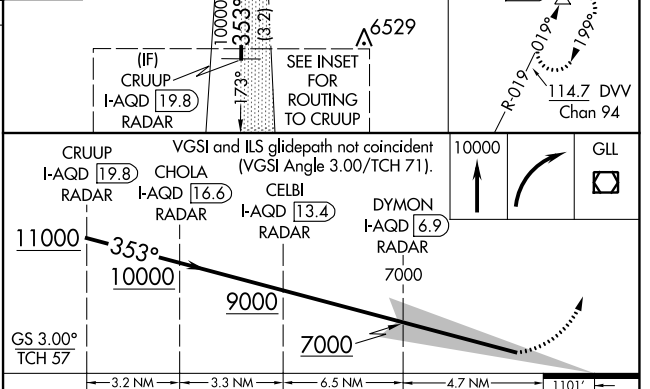
RNAV 1-GPS or RADAR required for procedure entry.		ALS-F2 	MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.		
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC



ELEV 5434	<b>D</b>	TDZE 5434
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HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35L	RA 165/14 150 DA 5584			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

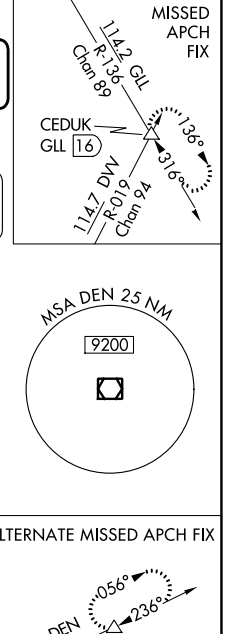
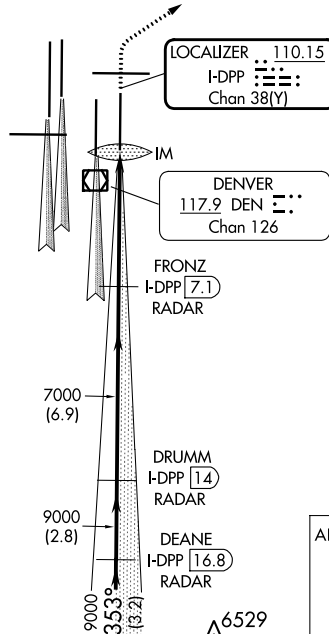
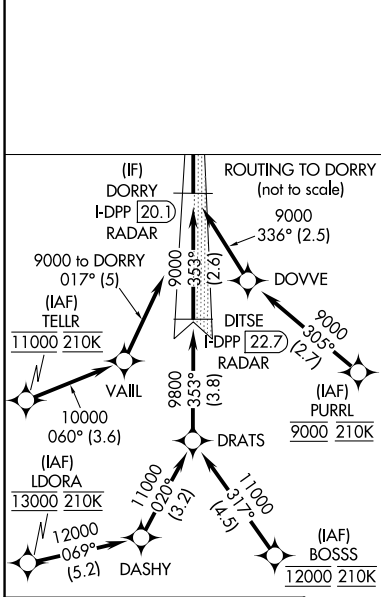
LOC/DME I-DPP <b>110.15</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5370</b> <b>5434</b>
Chan <b>38(Y)</b>			

# ILS RWY 35R (CAT II & III)

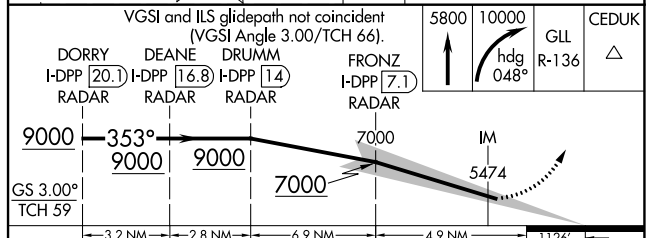
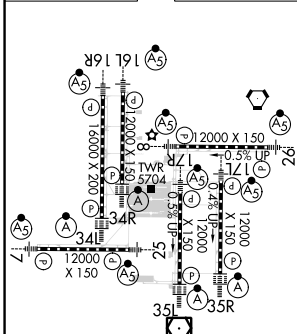
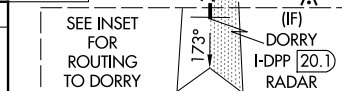
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2	MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.			
	D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>

## RADAR or GPS REQUIRED



ELEV 5434	<b>D</b>	TDZE 5370
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CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 111/12 100 DA 5470			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 03			
S-ILS 35R	CAT IIIc NA			

### CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-DPP <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>353°</b>	Rwy ldg <b>12000</b> TDZE <b>5370</b> Apt Elev <b>5434</b>
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# ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

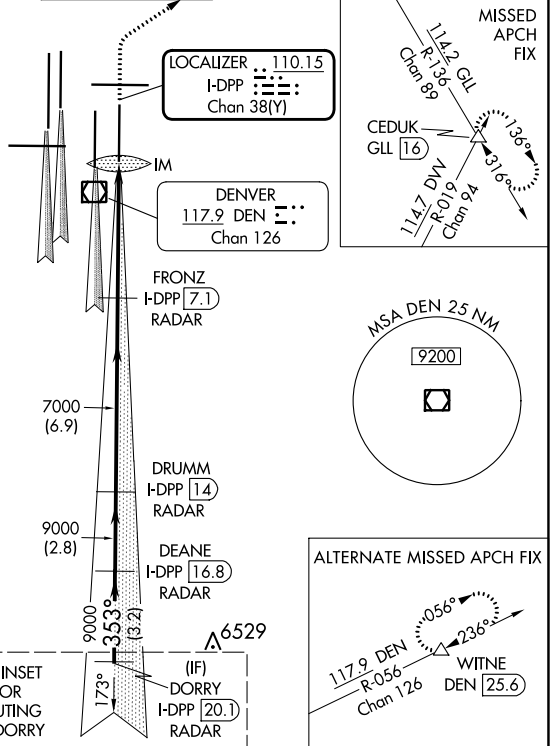
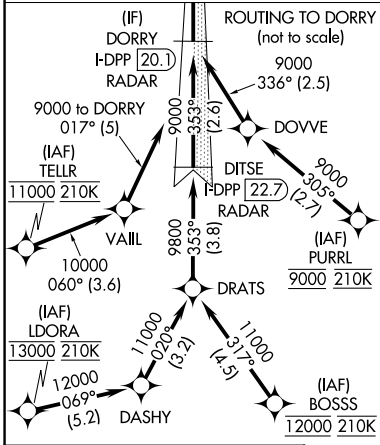
**⚠** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

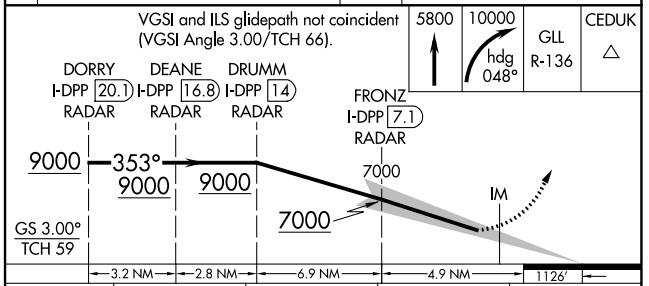
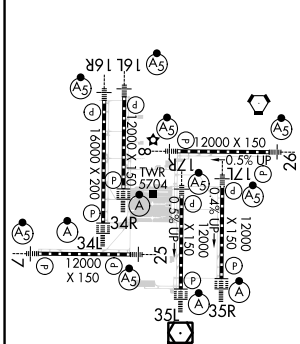
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR or GPS REQUIRED



ELEV 5434 **D** TDZE 5370



CATEGORY	A	B	C	D
S-ILS 35R	RA 161/14 150 DA 5520			

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024





LOC/DME I-DQIQ	APP CRS	Rwy Idg	16000
<b>111.9</b>	<b>173°</b>	TDZE	<b>5326</b>
Chan <b>56</b>		Apt Elev	<b>5434</b>

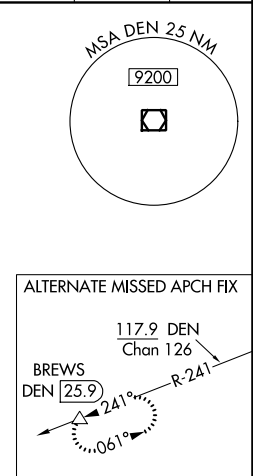
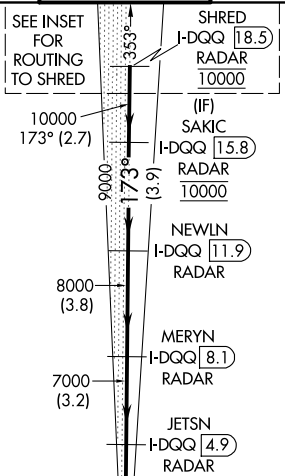
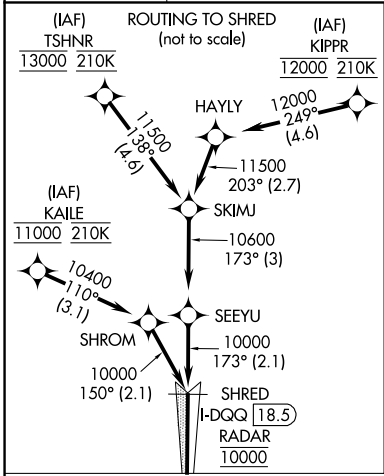
# ILS or LOC RWY 16R

DENVER INTL (DEN)

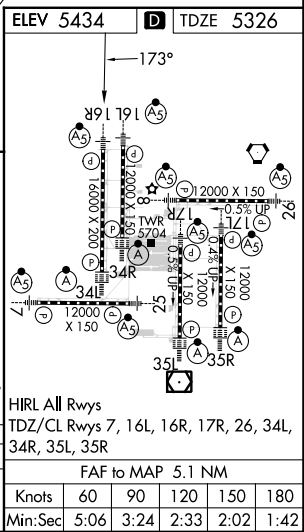
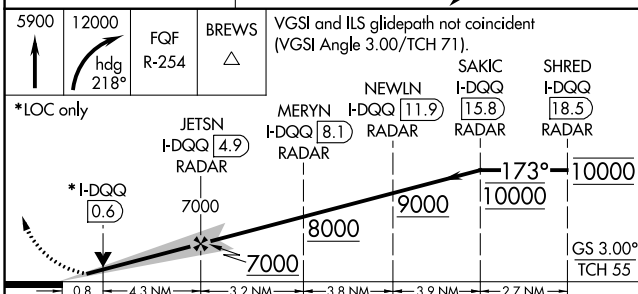
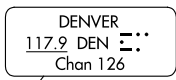
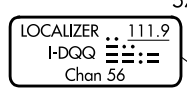
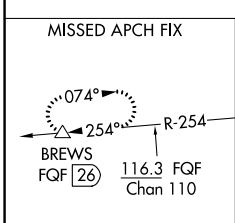
**⚠** For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

**MALSR**  MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FGF VORTAC R-254 to BREWS/FQF 26 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR <b>125.6 379.9</b>	<b>119.3 307.3 120.35 379.3</b>	<b>135.3 351.95</b>	<b>121.35 379.175</b>	<b>118.75</b>	
DEF <b>134.025</b>	(NORTH) (SOUTH)				



## RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS 16R	5526/18 200 (100-½)			
S-LOC 16R	5640/24 314 (300-½)			

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BXP <b>110.15</b> Chan <b>38 (Y)</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5339</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 17L

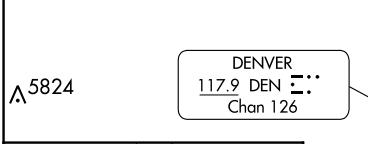
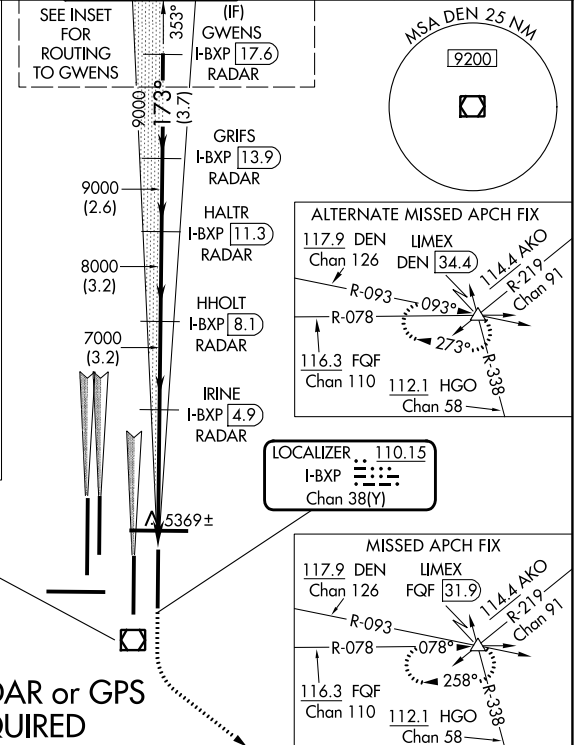
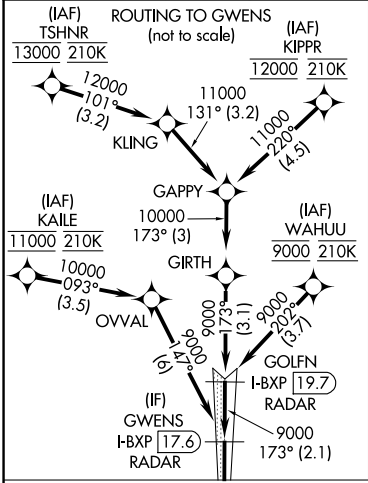
DENVER INTL (DEN)

**▼** For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500. S-LOC 17L DME or RADAR required. Simultaneous approaches authorized with Rwy 17R and 16L/16R.  
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

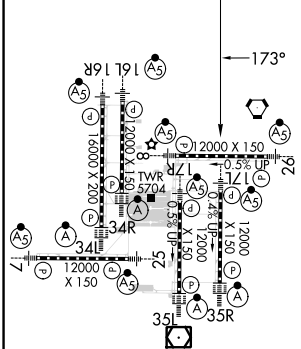
**MALSR**  


**MISSED APPROACH:** Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

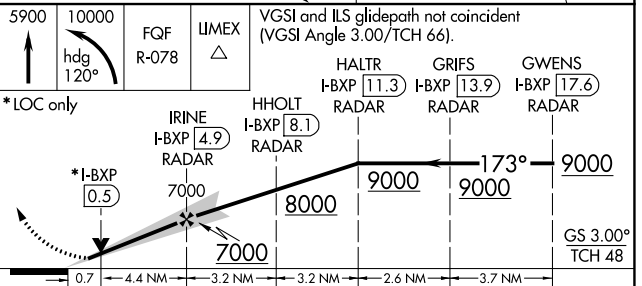
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	D	TDZE 5339
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## RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS 17L		# 5539/24 200 (200-½)		
S-LOC 17L		5620/24 281 (200-½)		

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-ACX <b>108.5</b> Chan <b>22</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5392</b> Apt Elev <b>5434</b>
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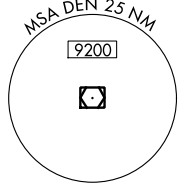
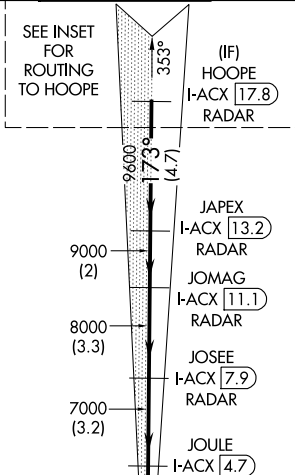
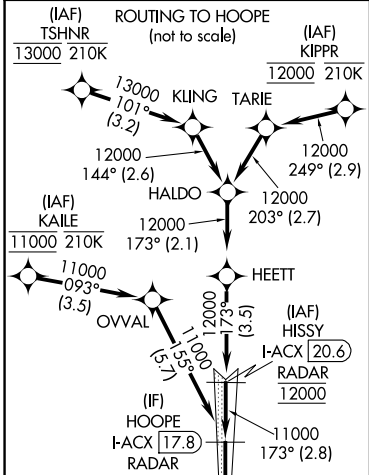
# ILS or LOC RWY 17R

DENVER INTL (DEN)

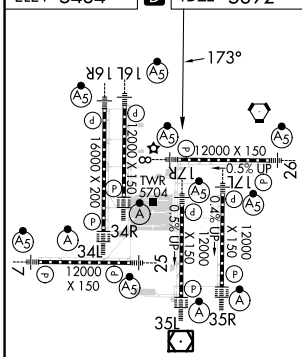
DME or RADAR required for LOC only.  
RNAV 1-GPS or RADAR required for procedure entry.  
Simultaneous approach authorized. For inop ALS, increase S-17R LOC Cat C/D visibility to RVR 5500.

**MALSR**  
MISSED APPROACH: Climb to 10000 on heading 173° and on FQF VORTAC R-197 to HOHUM INT/ FQF 22.5 DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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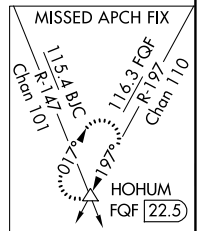


**A5824**  
ELEV 5434 TDZE 5392

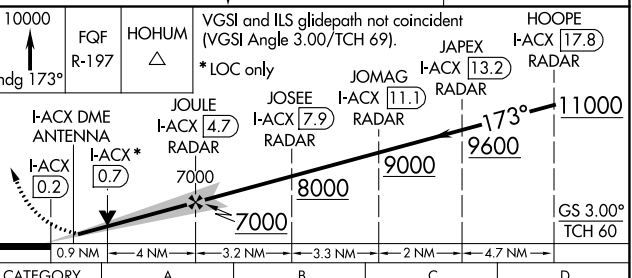


**LOCALIZER 108.5**  
I-ACX  
Chan 22

**DENVER 117.9 DEN**  
Chan 126



TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R  
HIRL all Rwy



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 17R	5592/18 200 (200-1/2)			
S-LOC 17R	5720/24	328 (300-1/2)	5720/30	328 (300-5/8)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# ILS or LOC RWY 25

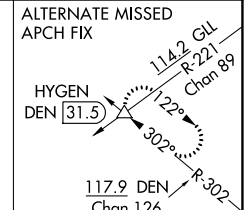
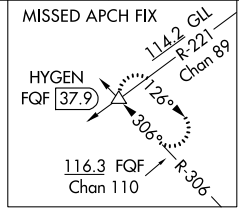
DENVER INTL (DEN)

LOC/DME I-ERP <b>111.55</b> Chan <b>52(Y)</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5355</b> Apt Elev <b>5434</b>
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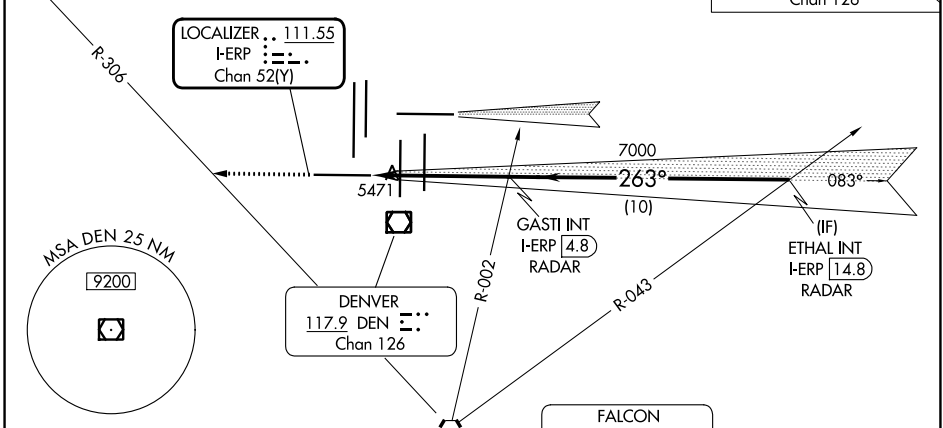
**Simultaneous approach authorized with Rwy 26. For inoperative MALSR, increase S-LOC 25 Cat C and D visibility to RVR 5500. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALSR**  
MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

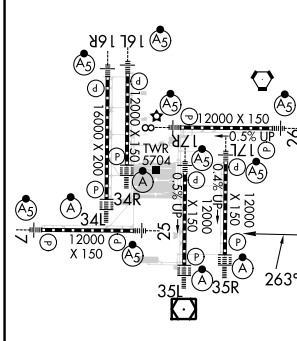
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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LOCALIZER .. 111.55  
I-ERP : : :  
Chan 52(Y)



ELEV 5434	<b>D</b>	TDZE 5355
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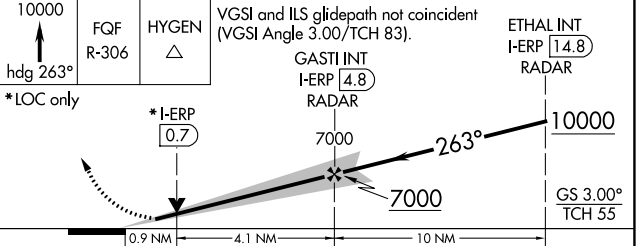


HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

## △ 6270 ± RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 25 **	5555/24 200 (200-½)			
S-LOC 25	5720/24	365 (300-½)	5720/35	365 (300-⅝)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

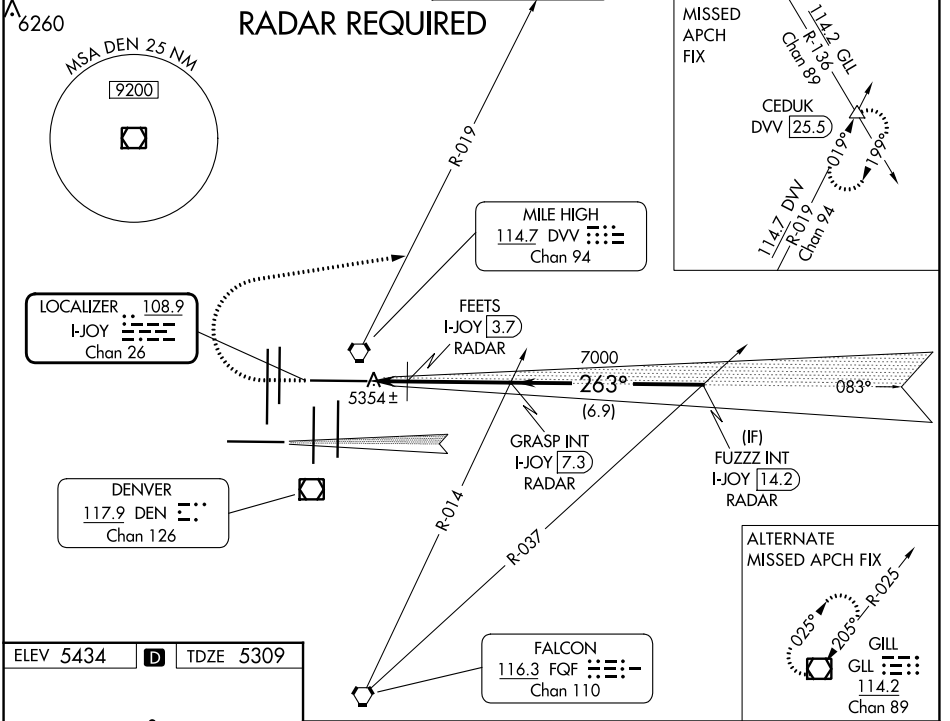
LOC/DME I-JOY <b>108.9</b> Chan 26	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5309</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 26

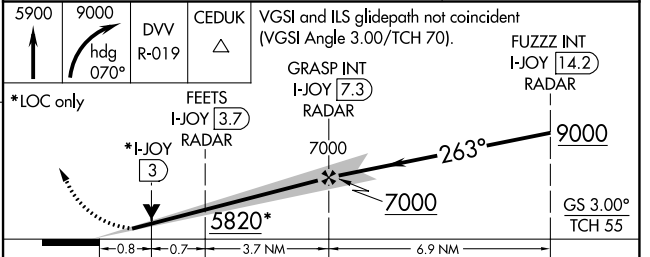
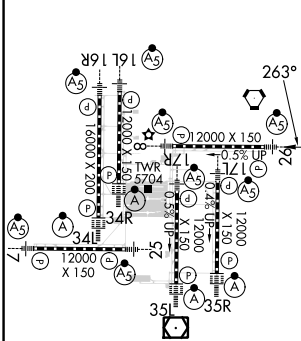
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 25.		MALSR 	MISSED APPROACH: Climb to 5900 then climbing right turn to 9000 on heading 070° and on DVV VORTAC R-019 to CEDUK INT/DVV 25.5 DME and hold.		
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D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	D	TDZE 5309
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CATEGORY	A	B	C	D
S-ILS 26	5509/18 200 (100-½)			
S-LOC 26	5820/24	511 (400-½)	5820/55	511 (400-1)
FEETS FIX MINIMUMS				
S-LOC 26	5620/24	311 (200-½)	5620/26	311 (200-½)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# ILS or LOC RWY 34L

DENVER INTL (DEN)

LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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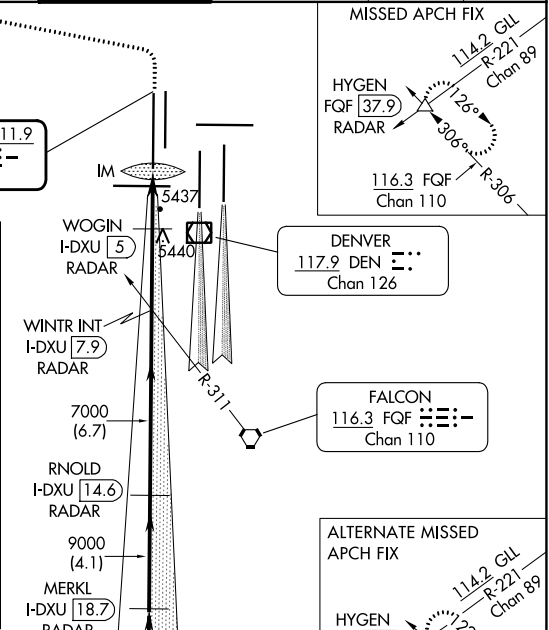
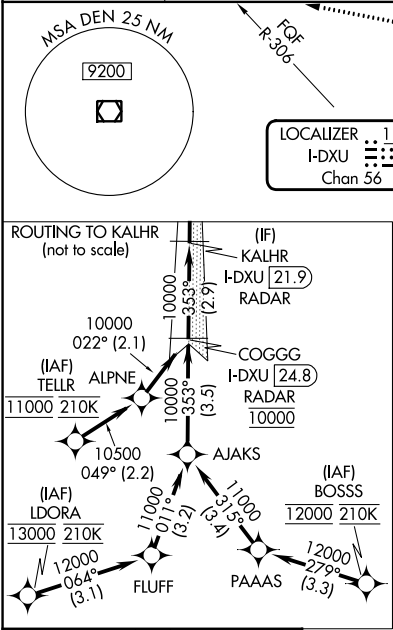
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSS, TELL: RNAV-1 GPS required. DME or RADAR required.

Simultaneous approach authorized with Rwy 35L/R. For inop ALS, increase S-LOC Cat C and D visibility to RVR 5500.

ALSF-2

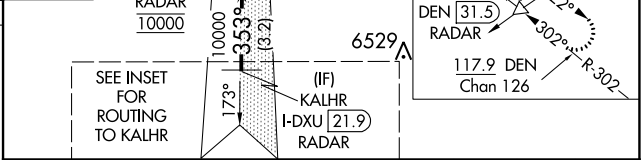
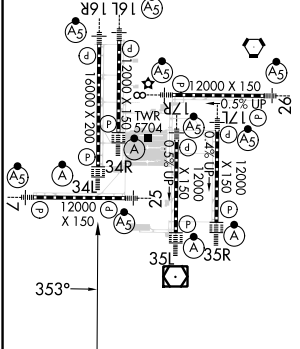
MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5327
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HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-½)			
S-LOC 34L	5700/24 373 (300-½)		5700/35 373 (300-¾)	

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024





LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 35L

DENVER INTL (DEN)

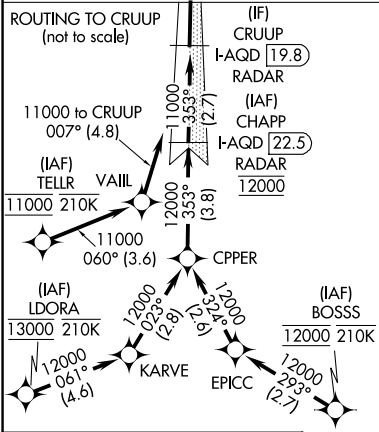
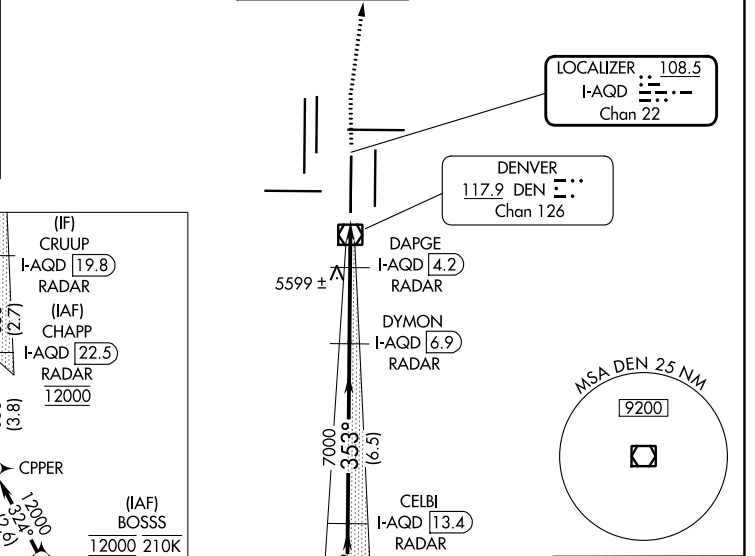
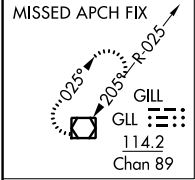
DME or RADAR required for LOC only.  
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

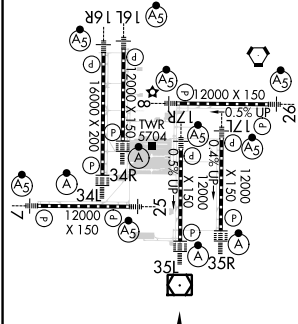
MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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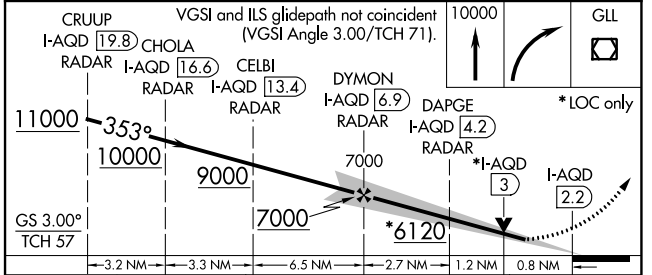
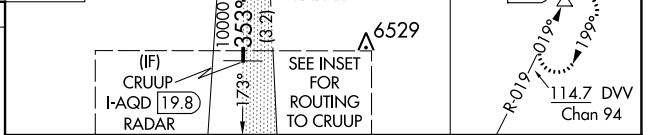
ELEV 5434 TDZE 5434

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 35L	5634/18 200 (200-½)			
S-LOC 35L	5760/24	326 (400-½)	5760/26	326 (400-½)

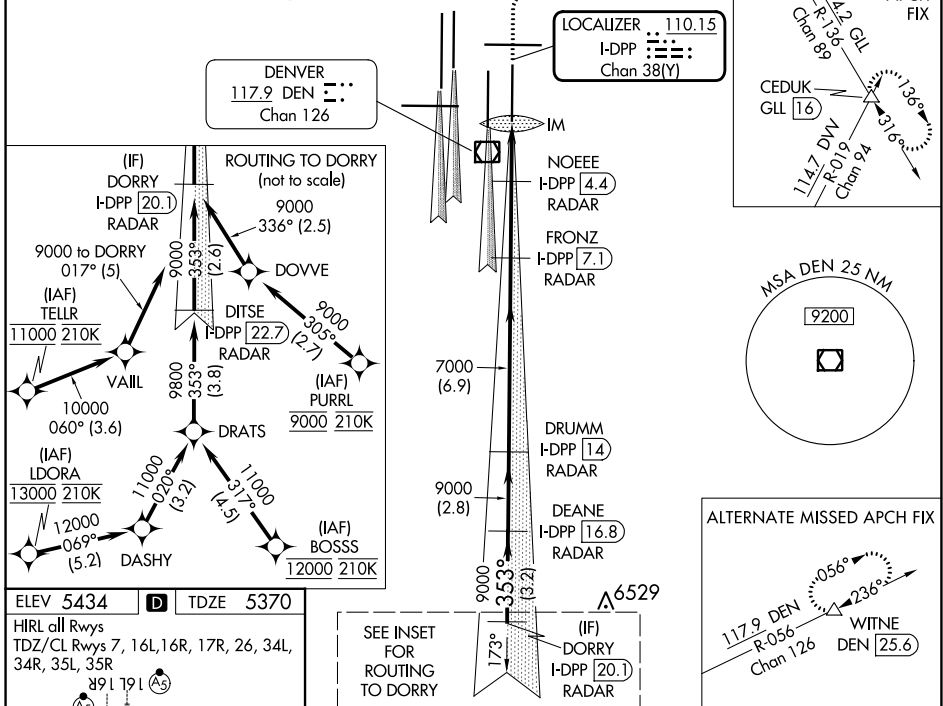
LOC/DME I-DPP <b>110.15</b> Chan 38(Y)	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5370</b> <b>5434</b>
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# ILS or LOC RWY 35R

DENVER INTL (DEN)

▽ S-LOC 35R DME or RADAR required. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.	ALSF-2 	MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.			
	D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>

## RADAR or GPS REQUIRED

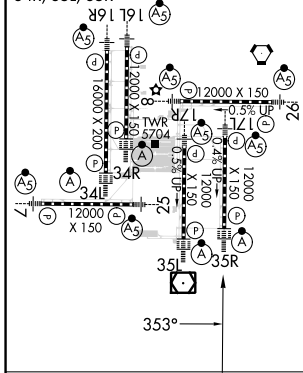


SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 5434	<b>D</b>	TDZE 5370
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HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VGSIs and ILS glidepath not coincident (VGSIs Angle 3.00/TCH 66).		5800	10000	GLL	CEDUK
		↑	hdg 048°	R-136	△
		* LOC only			
DORRY I-DPP [20.1] RADAR	DEANE I-DPP [16.8] RADAR	DRUMM I-DPP [14] RADAR	FRONZ I-DPP [7.1] RADAR	NOEEE I-DPP [4.4] RADAR	
9000	353°	9000	7000	7000	
GS 3.00° TCH 59		*6120		IM	
← 3.2 NM		← 2.8 NM	← 6.9 NM	← 2.7 NM	← 1.3 NM
← 0.9 NM	← 0.1 NM				
CATEGORY	A	B	C	D	
S-ILS 35R	5570/18 200 (200-½)				
S-LOC 35R	5740/24	370 (400-½)	5740/35	370 (400-⅝)	

# ILS or LOC RWY 7

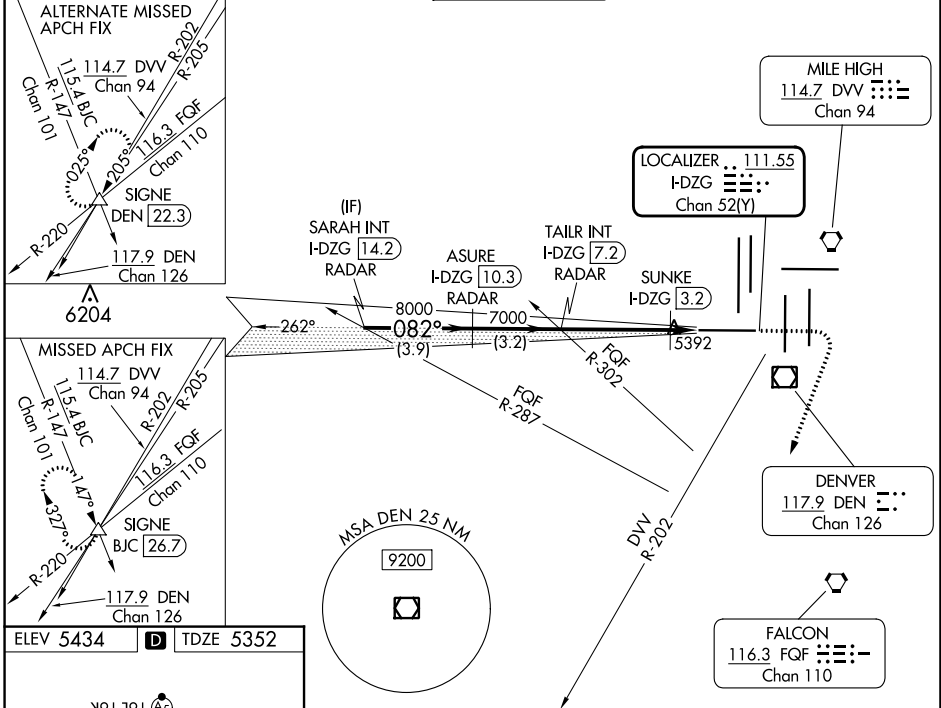
DENVER INTL (DEN)

LOC/DME I-DZG <b>111.55</b> Chan <b>52(Y)</b>	APP CRS <b>082°</b>	Rwy ldg <b>12000</b> TDZE <b>5352</b> Apt Elev <b>5434</b>
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RADAR required for procedure entry.  
 For inop ALS, increase SUNKE fix Cat C/D visibility to RVR 4500. Simultaneous approach authorized.

MALSR MISSED APPROACH: Climb to 5900 then climbing right turn to 11000 on heading 193° and on DVV VORTAC R-202 to SIGNE INT/BJC 26.7 DME and hold. Continue climb-in-hold to 11000.

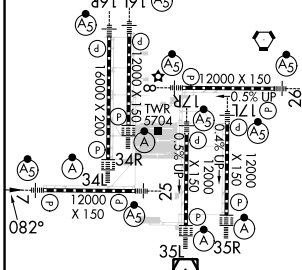
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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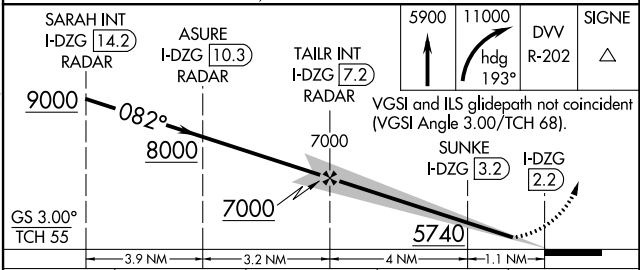
SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 5434	D	TDZE 5352
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TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R	HIRL all Rwys
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40




LOC/DME I-FUI <b>108.9</b> Chan 26	APP CRS <b>083°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5354</b> <b>5434</b>
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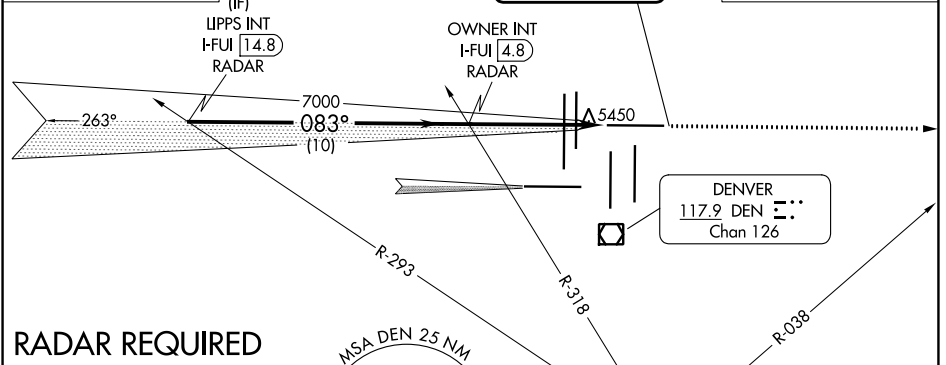
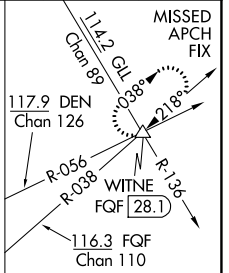
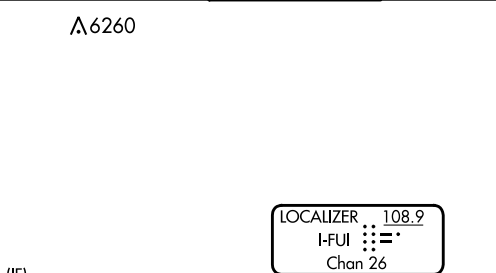
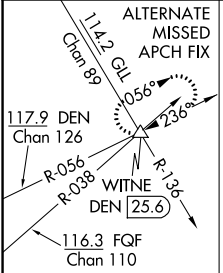
# ILS or LOC RWY 8

DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500.  
 \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

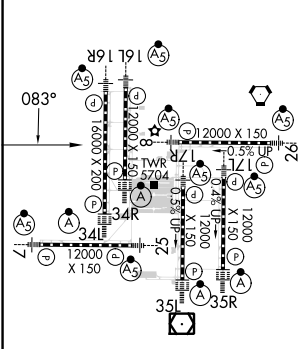
MALSRS  MISSED APPROACH: Climb to 10000 on heading 083° and on FGF VORTAC R-038 to WITNE INT/FGF 28.1 DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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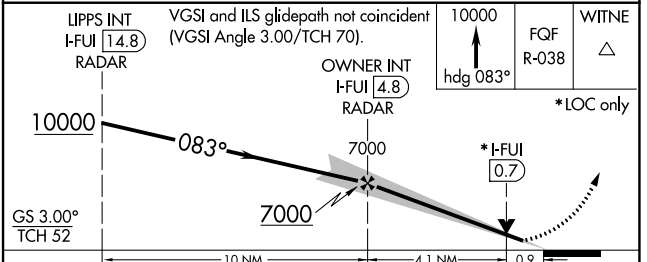
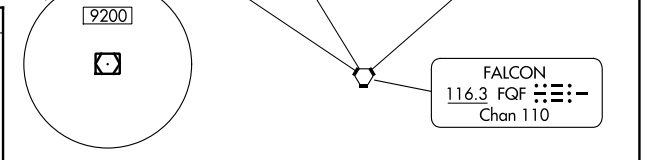
## RADAR REQUIRED

ELEV 5434	<b>D</b>	TDZE 5354
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TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R  
HIRL all Rwy

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



GS 3.00° TCH 52	LIPPS INT I-FUI 14.8 RADAR	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70).	OWNER INT I-FUI 4.8 RADAR	10000 hdg 083°	FGF R-038	WITNE △
CATEGORY	A	B	C	D		
S-ILS 8**	5554/24		200 (200-½)			
S-LOC 8	5700/24 346 (300-½)		5700/30 346 (300-⅝)			

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



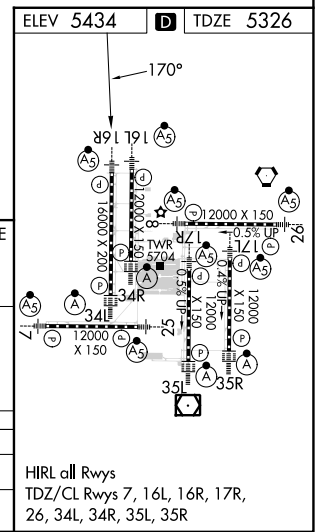
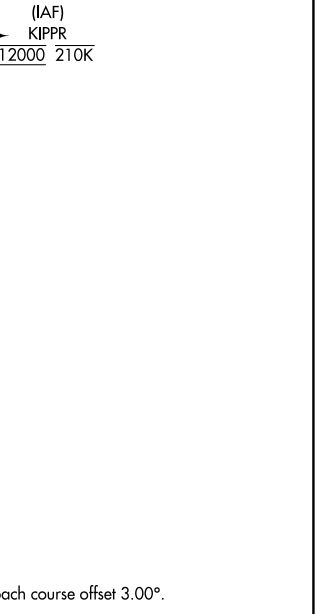
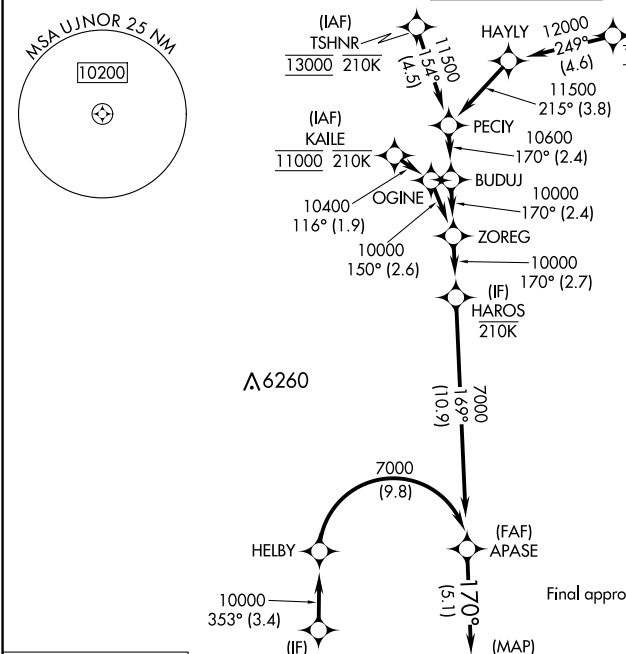
# RNAV (RNP) Z RWY 16R

DENVER INTL (DEN)

APP CRS <b>170°</b>	Rwy Idg <b>16000</b> TDZE <b>5326</b> Apt Elev <b>5434</b>
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RNP AR APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.
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D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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APASE 7000	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	5900	10000	BINBE
7000	170°	UJNOR		
CATEGORY				
A		B		C
RNP 0.30 DA		5596/24 270 (200-1/2)		

## AUTHORIZATION REQUIRED

HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R,  
 26, 34L, 34R, 35L, 35R

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024


APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5339</b> Apt Elev <b>5434</b>
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# RNAV (RNP) Z RWY 17L

DENVER INTL (DEN)

**GPS required.** For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F).

**MALSR**

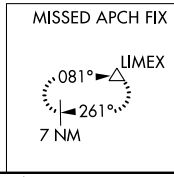
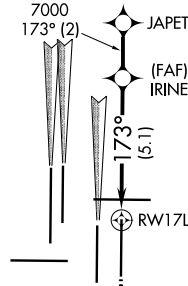
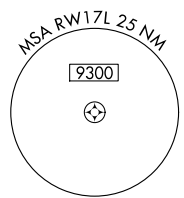
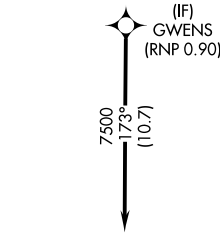


**MISSED APPROACH:** Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

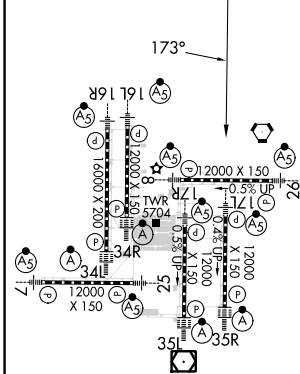
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

△ 6260



ELEV 5434	<b>D</b>	TDZE 5339
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

5900	10000	LIMEX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).	JAPET
RW17L		IRINE	7000	7500
			173°	7000
			5.1 NM	2 NM
CATEGORY	A	B	C	D
RNP 0.10 DA	5600/24 261 (200-½)			
RNP 0.30 DA	5716/40 377 (300-¾)			
GP 3.00° TCH 48				


## AUTHORIZATION REQUIRED

APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5392</b> Apt Elev <b>5434</b>
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# RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

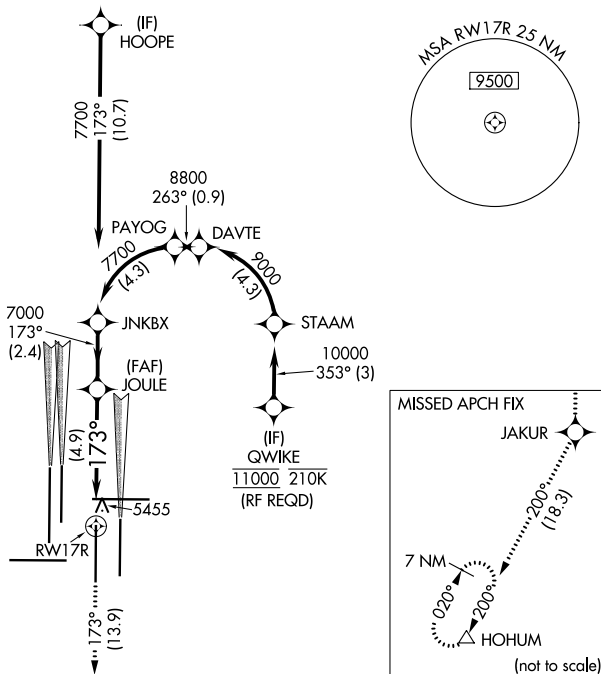
**▽** GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$  mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).

**MALSR**  
  
**MISSED APPROACH:** Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

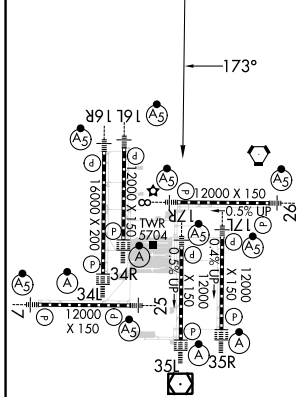
A 6260



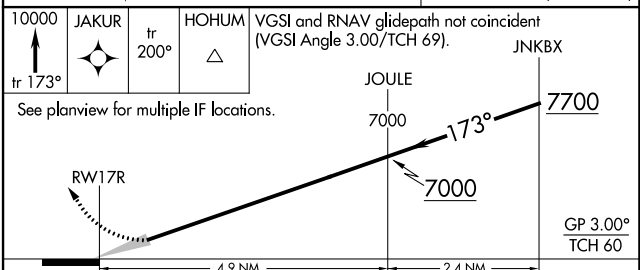
SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 5434	<b>D</b>	TDZE 5392
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HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R,  
 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA	5722/32 330 (300- $\frac{5}{8}$ )			
RNP 0.30 DA	5894/60 502 (500-1 $\frac{1}{4}$ )			

## AUTHORIZATION REQUIRED



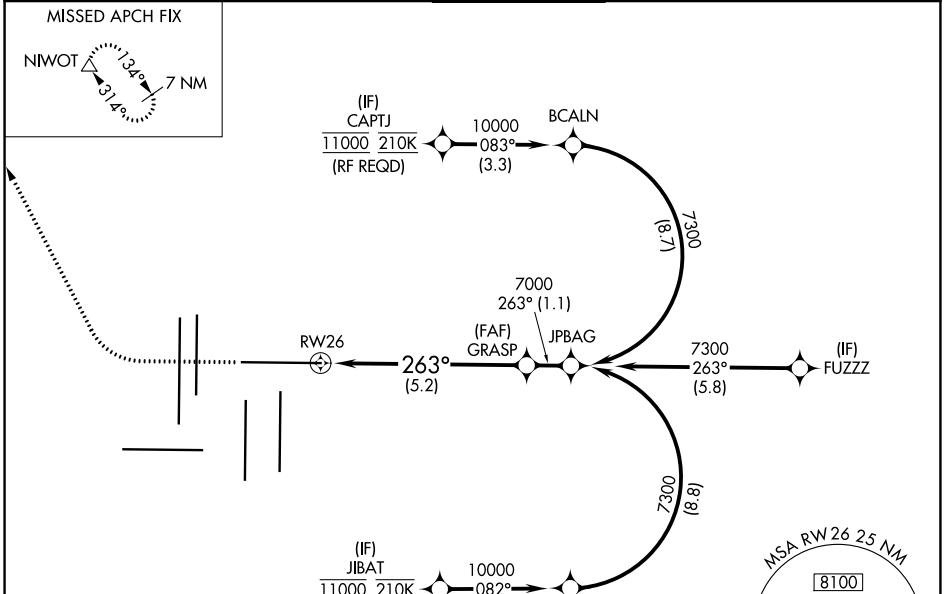
APP CRS <b>263°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5309</b>
	Apt Elev <b>5434</b>

# RNAV (RNP) Z RWY 26

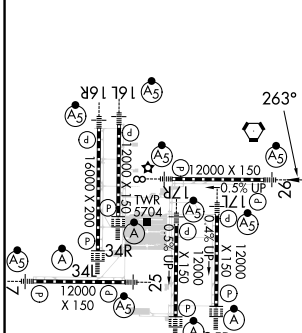
DENVER INTL (DEN)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 6000 then climbing right turn to 10000 direct NIWOT and hold.
<p>Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 4500.</p>		

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5309
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CATEGORY	A	B	C	D
RNP 0.15 DA		5566/24	257 (200-½)	
RNP 0.30 DA		5611/24	302 (200-½)	
<b>AUTHORIZATION REQUIRED</b>				

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

# RNAV (RNP) Z RWY 34L

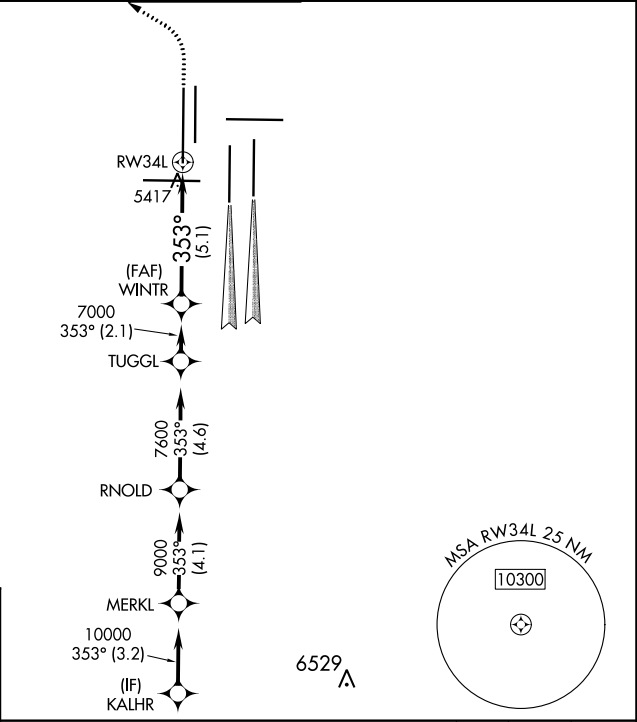
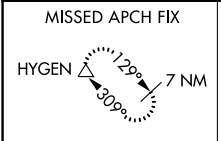
DENVER INTL (DEN)

APP CRS <b>353°</b>	Rwy Idg <b>16000</b>
	TDZE <b>5327</b>
	Apt Elev <b>5434</b>

▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.20 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEM and hold.

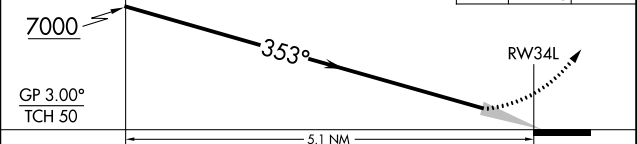
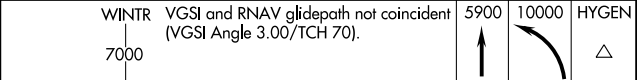
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

ELEV 5434 **D** TDZE 5327

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA		5587/24	260 (200-½)	
RNP 0.20 DA		5720/45	393 (300-¾)	
RNP 0.30 DA		5782/60	455 (400-1¼)	


## AUTHORIZATION REQUIRED

APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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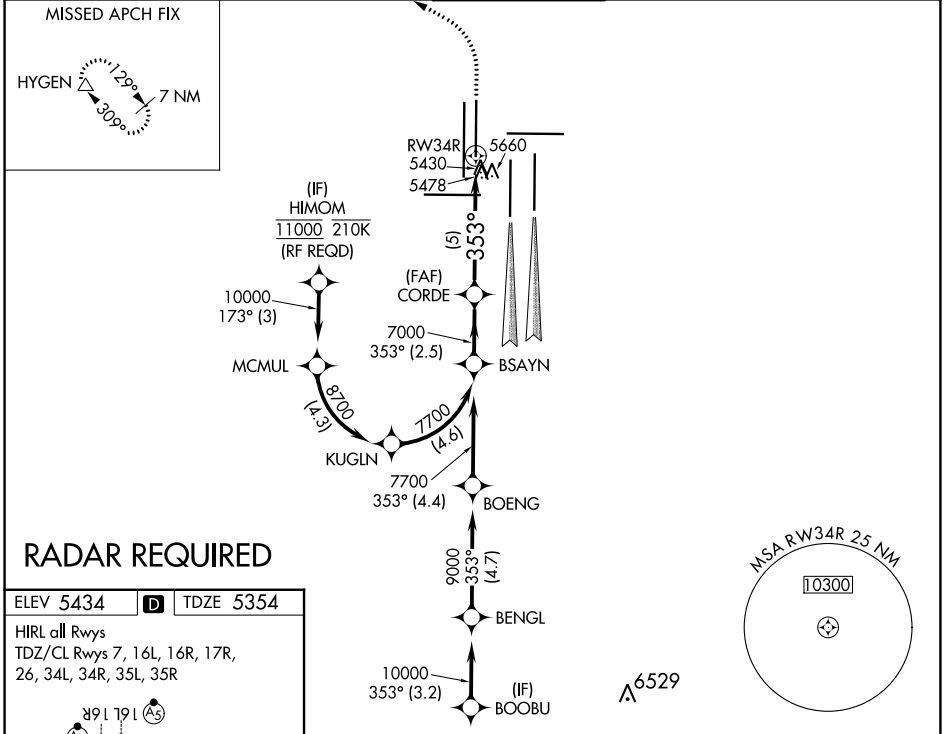
# RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

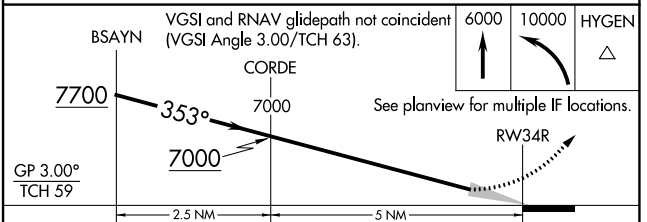
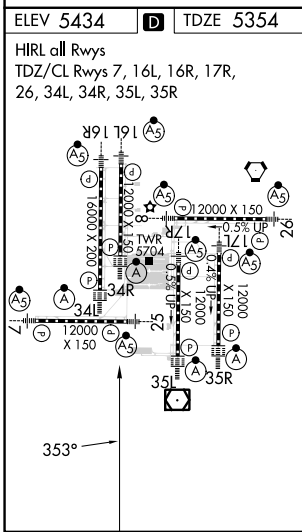
**▼** For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.20 all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 2¼ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.10 DA		5739/40	385 (400-¾)	
RNP 0.20 DA		5849/60	495 (500-1¼)	
RNP 0.30 DA		5980-1½	626 (600-1½)	

## AUTHORIZATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

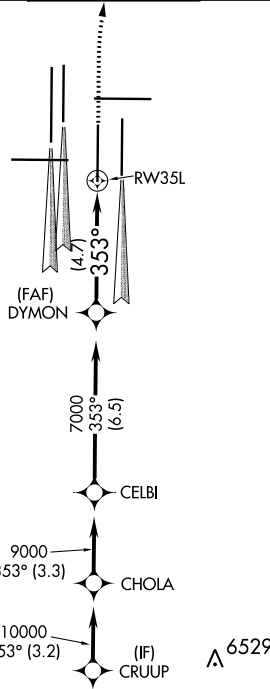
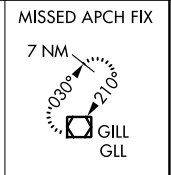
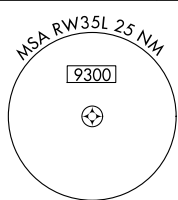
SW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5434</b> <b>5434</b>
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# RNAV (RNP) Z RWY 35L

DENVER INTL (DEN)

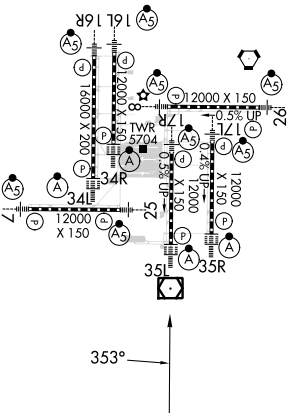
<p><b>▽</b> For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (115°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>			<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.</p>		
D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR <b>125.6 379.9</b>	<b>119.3 307.3</b>	<b>120.35 379.3</b>	<b>124.3 322.45</b>	<b>121.85 377.1</b>	<b>118.75</b>	
DEP <b>134.025</b>	(NORTH)	(SOUTH)				



## RADAR REQUIRED

ELEV 5434	<b>D</b>	TDZE 5434
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



DYMON	7000	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).		10000	GLL
7000	353°	RW35L			
GP 3.00°	TCH 57	4.7 NM			
CATEGORY	A	B	C	D	
RNP 0.10 DA		5695/24	261 (300-1/2)		
RNP 0.30 DA		5760/32	326 (400-5/8)		
<b>AUTHORIZATION REQUIRED</b>					

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>353°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5370</b>
	Apt Elev <b>5434</b>

# RNAV (RNP) Z RWY 35R

DENVER INTL (DEN)

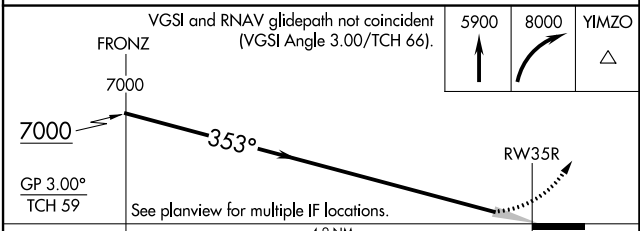
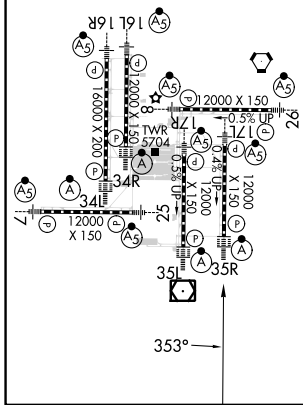
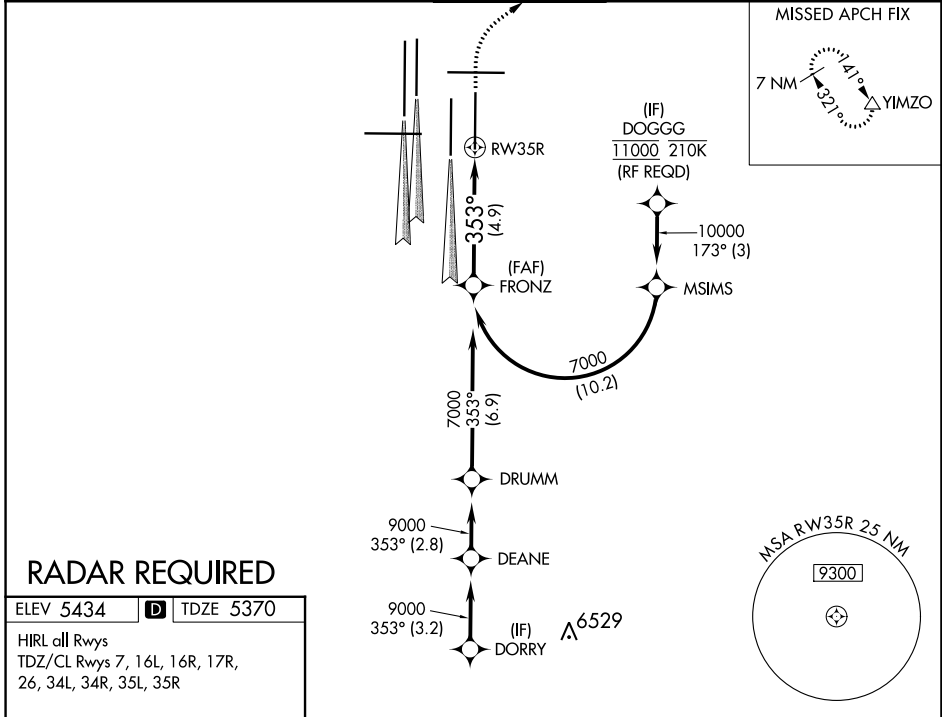
**▽** For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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CATEGORY	A	B	C	D
RNP 0.10 DA	5631/24 261 (200-1/2)			
RNP 0.30 DA	5702/32 332 (300-5/8)			

## AUTHORIZATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024










WAAS CH <b>81830</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5339</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALS R increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

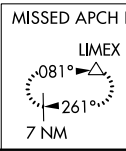
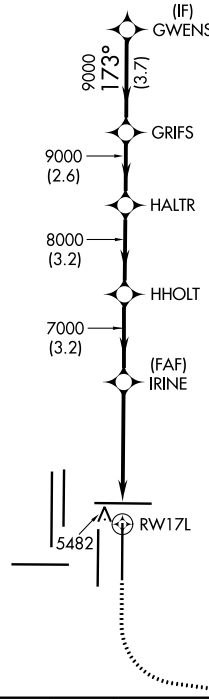
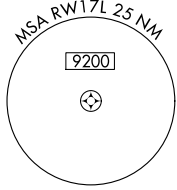
**MALS R** 

**MISSED APPROACH:** Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

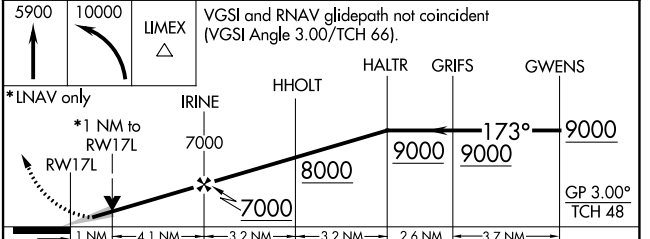
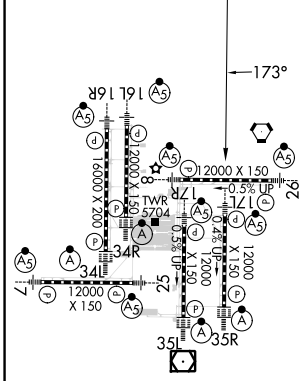
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

Λ 6260



ELEV 5434	<b>D</b>	TDZE 5339
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CATEGORY	A	B	C	D
LPV DA#	5539/24 200 (200-1/2)			
LNAV/VNAV DA	5648/24 309 (300-1/2)			
LNAV MDA	5700/24 361 (300-1/2)		5700/35 361 (300-5/8)	

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>93529</b> <b>W17B</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5392</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1¼ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

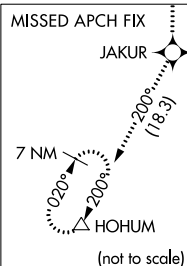
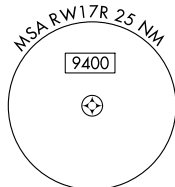
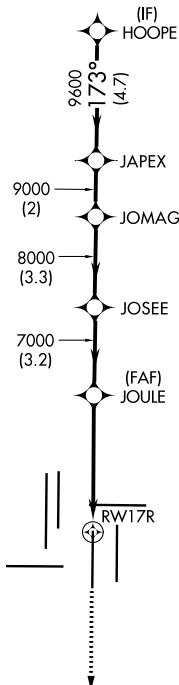
**MALSR**

**MISSED APPROACH:**  
Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

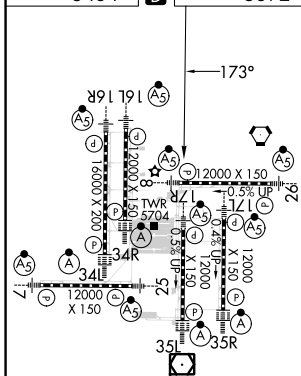
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

△ 6260



ELEV <b>5434</b>	<b>D</b>	TDZE <b>5392</b>
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10000	JAKUR	tr 200°	HOHUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).		HOOPE
*LNAV only		JOULE	JOSEE	JOMAG	JAPEX	11000
*1.6 NM to RWY17R		7000	8000	9000	9600	GP 3.00° TCH 60
1.6	3.3 NM	3.2 NM	3.3 NM	2 NM	4.7 NM	

CATEGORY	A	B	C	D
LPV DA	5592/18		200 (200-½)	
LNAV/VNAV DA	5857/60		465 (500-1¼)	
LNAV MDA	5940/24	548 (600-½)	5940-1¼	548 (600-1¼)


HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

WAAS CH <b>40428</b> <b>W25A</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5355</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 25

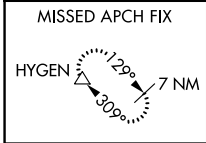
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

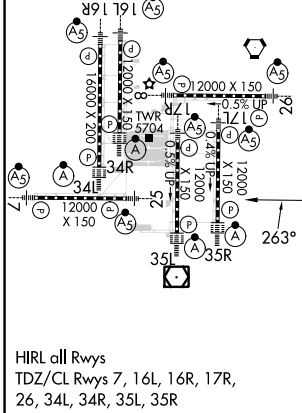
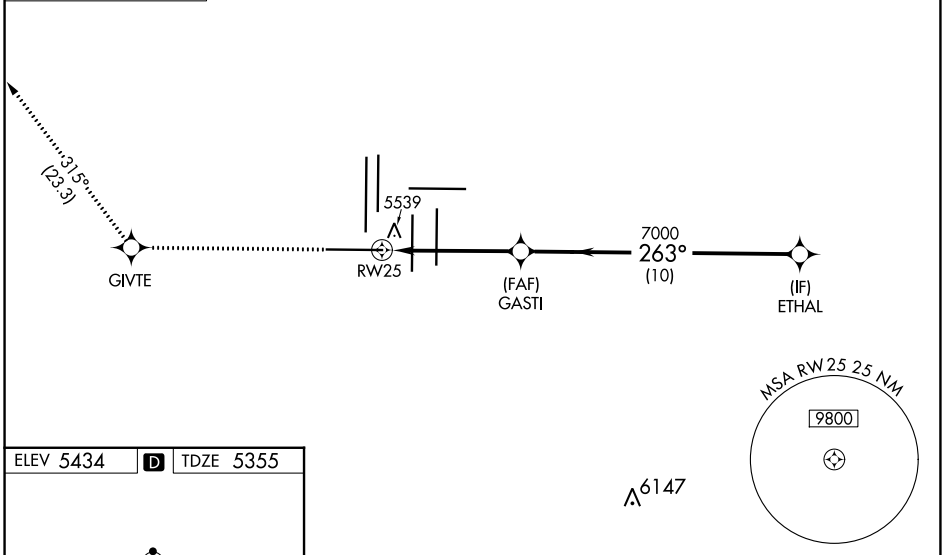
MALSR 

MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED



10000	GIVTE	tr 315°	HYGEN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).	ETHAL
* LNAV only				GASTI	10000
RWY 25		* 1.1 NM to RWY 25	7000	263°	GP 3.00° TCH 55
1.1 NM		3.9 NM		10 NM	
CATEGORY	A	B	C	D	
LPV DA#	5555/24		200 (200-½)		
LNAV/VNAV DA	5700/30		345 (300-⅝)		
LNAV MDA	5800/24		445 (400-½)		5800/45 445 (400-⅞)

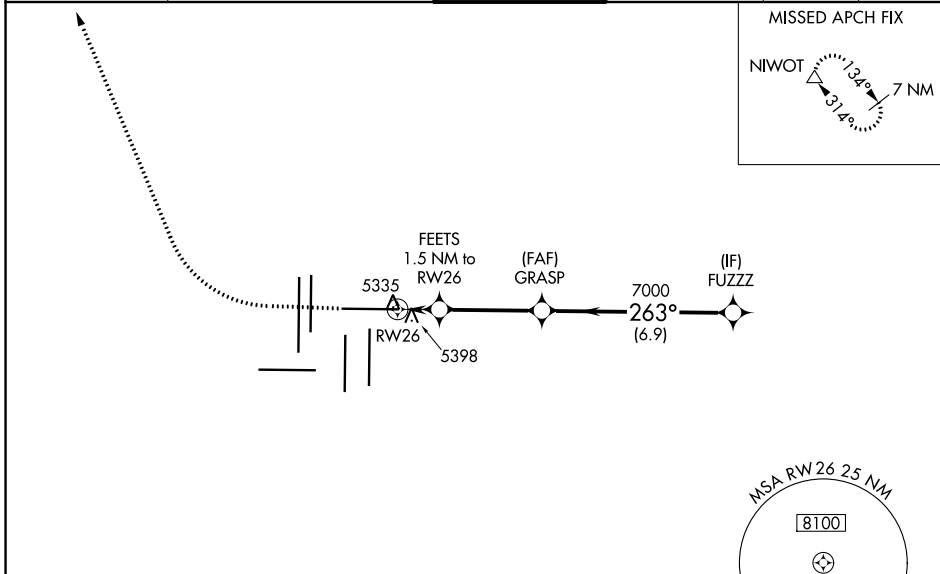
WAAS CH <b>58128</b> <b>W26A</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5309</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 26

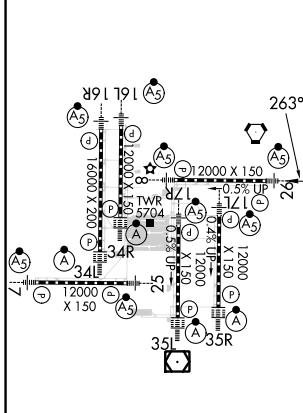
DENVER INTL (DEN)

RNP APCH. RADAR required.	MALSR 	MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 25. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 5500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		

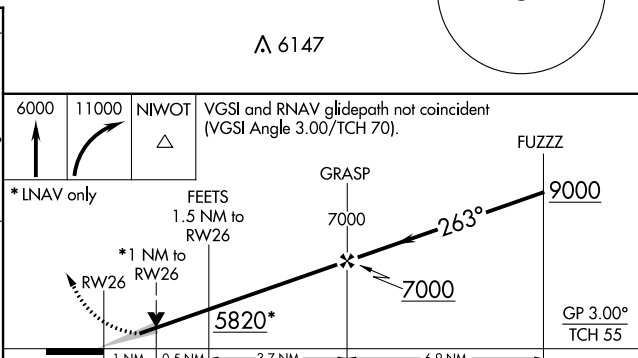
D-ATIS ARR <b>125.6</b> <b>379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3</b> <b>307.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35</b> <b>239.275</b>	GND CON <b>121.85</b> <b>377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5309
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA	5509/18		200 (100-½)	
LNAV/VNAV DA	5559/24		250 (200-½)	
LNAV MDA	5660/24 351 (300-½)		5660/30 351 (300-¾)	

SW-1, 22 FEB 2024 to 21 MAR 2024

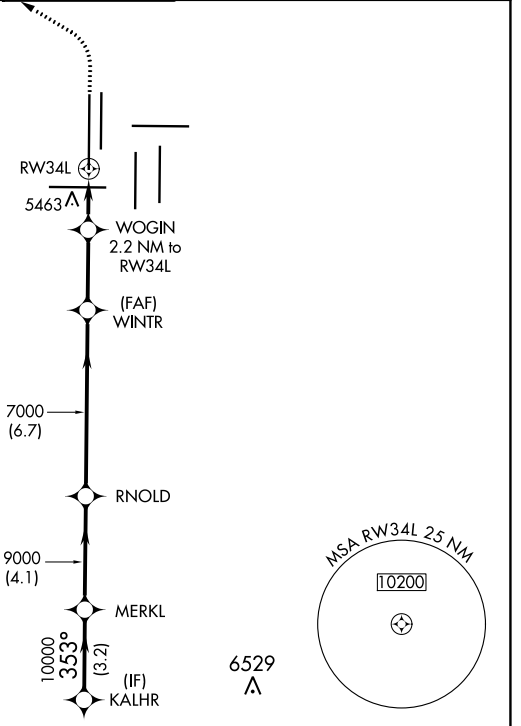
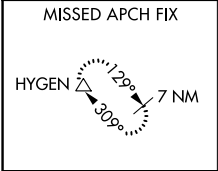
SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>45619</b> <b>W34A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>5327</b> Apt Elev <b>5434</b>	<b>16000</b>
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# RNAV (GPS) Y RWY 34L

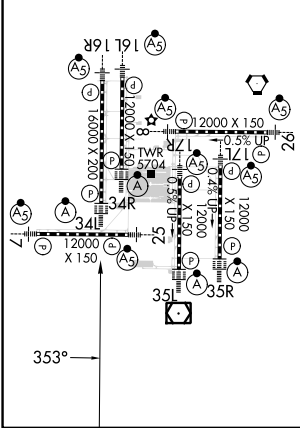
DENVER INTL (DEN)

RNP APCH-GPS.		ALSF-2		MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.		
<p>▼ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.</p>						
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)		DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC



ELEV 5434	<b>D</b>	TDZE 5327
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



KALHR		MERKL	RNOLD	WINTR	WOGIN	5900	10000	HYGEN
10000-353°		10000	9000	7000	6060	↑	↙	△
GP 3.00° TCH 50		2.2 NM to RWY34L		1 NM to RWY34L				
3.2 NM		4.1 NM		6.7 NM		2.9 NM		1.2 NM
CATEGORY	A		B		C		D	
LPV DA	5527/18		200 (100-½)					
LNAV/VNAV DA	5663/26		336 (300-½)					
LNAV MDA	5720/24		393 (300-½)		5720/35		393 (300-¾)	

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>90318</b> <b>W34B</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 34R

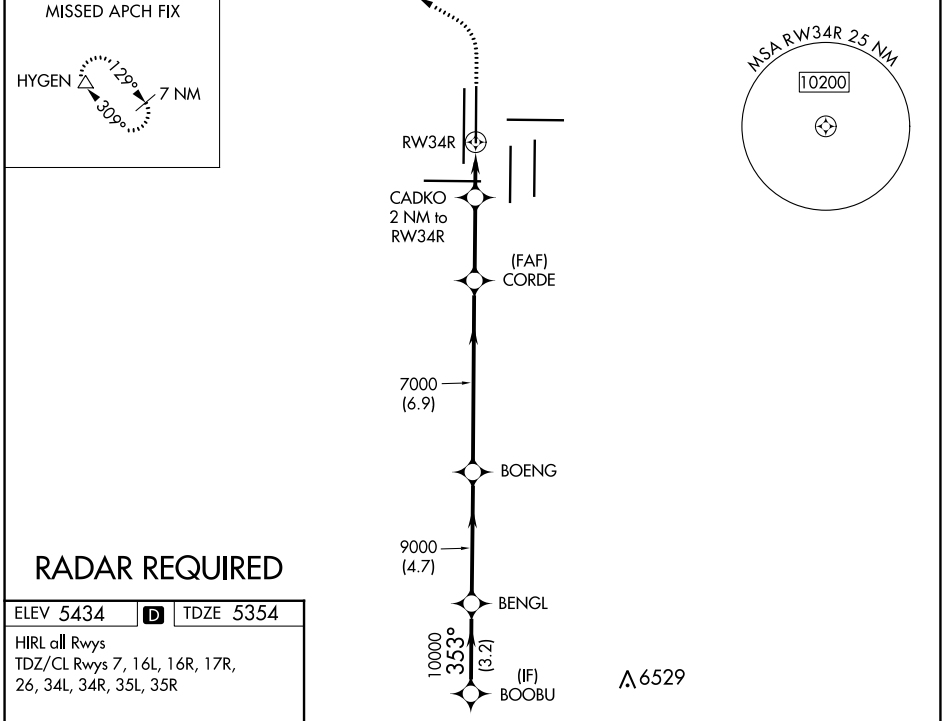
DENVER INTL (DEN)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALS-F-2

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEM and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434 **D** TDZE 5354

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

BOOBU	BENGL	BOENG	CORDE	CADKO	HYGEN
10000	9000	7000	6000	10000	△
GP 3.00°	TCH 59				
← 3.2 NM		← 4.7 NM		← 6.9 NM	
← 3.2 NM		← 3 NM		← 2 NM	
CATEGORY	A	B	C	D	
LPV DA	5554/18		200 (200-½)		
LNAV/VNAV DA	5838/60		484 (500-1¼)		
LNAV MDA	5940/24	586 (600-½)	5940-1¼	586 (600-1¼)	

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>53419</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 35L

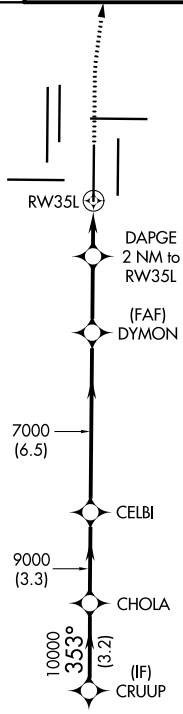
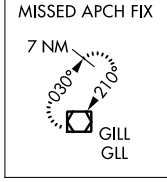
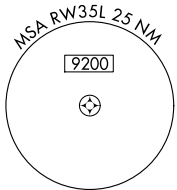
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH:  
Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

ELEV 5434	<b>D</b>	TDZE 5434
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

CRUUP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).			10000		GLL
11000	353°	10000	9000	7000	DAPGE 2 NM to RW35L	*LNAV only
GP 3.00°					*0.9 NM to RW35L	
TCH 57						
	→3.2 NM→	→3.3 NM→	→6.5 NM→	→2.7 NM→	→1.1 NM→	→0.9 NM→
CATEGORY	A		B	C	D	
LPV DA	5634/18		200 (200-½)			
LNAV/VNAV DA	5684/24		250 (300-½)			
LNAV MDA	5780/24	346 (400-½)	5780/30	346 (400-½)		

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>45719</b> <b>W35B</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5370</b> Apt Elev <b>5434</b>
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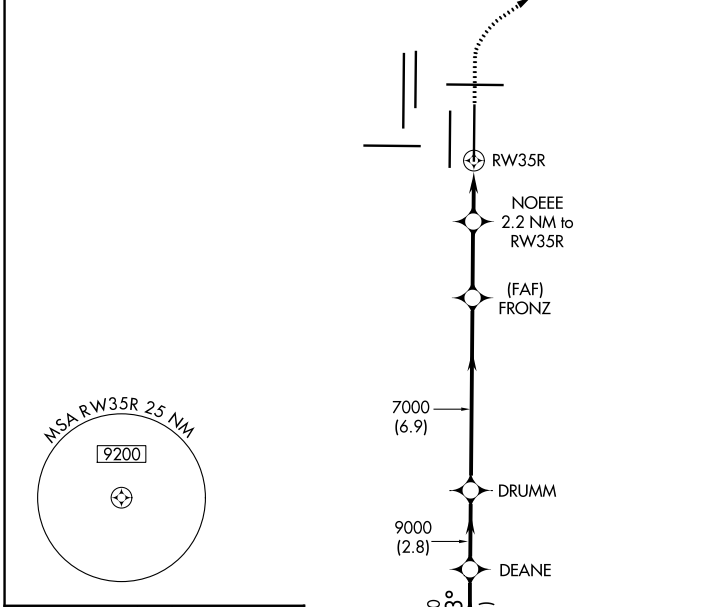
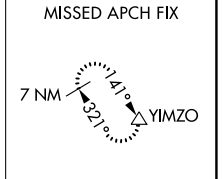
# RNAV (GPS) Y RWY 35R

DENVER INTL (DEN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

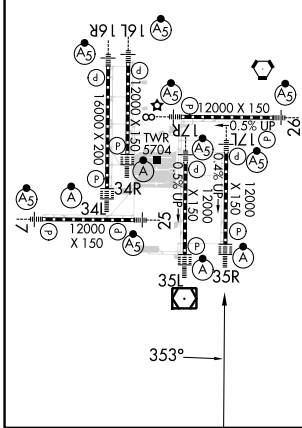
ALSF-2  
 MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct YIMZO and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH)	<b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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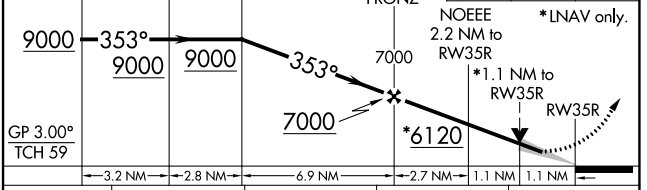
ELEV 5434	<b>D</b>	TDZE 5370
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HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R,  
 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

5900	8000	YIMZO
		



CATEGORY	A	B	C	D
LPV DA	DA	5570/18	200 (200-1/2)	
LNAV/VNAV DA	DA	5620/24	250 (200-1/2)	
LNAV MDA	5800/24	430 (400-1/2)		5800/40 430 (400-3/4)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



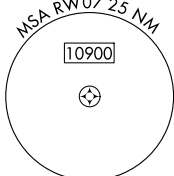
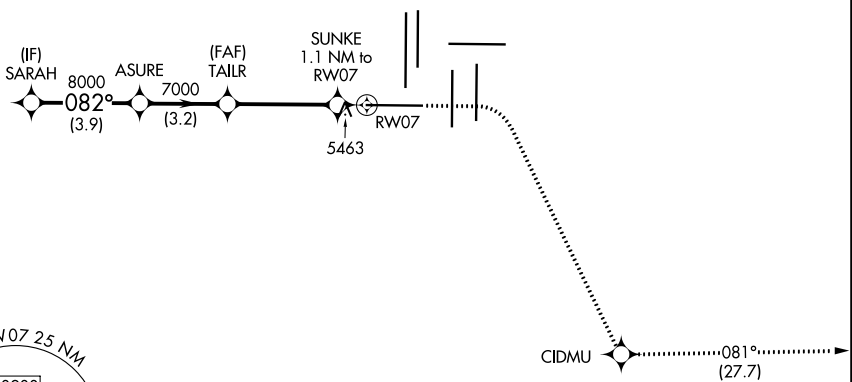
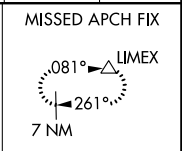
WAAS CH <b>87128</b> <b>W07A</b>	APP CRS <b>082°</b>	Rwy Idg <b>12000</b> TDZE <b>5352</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 7

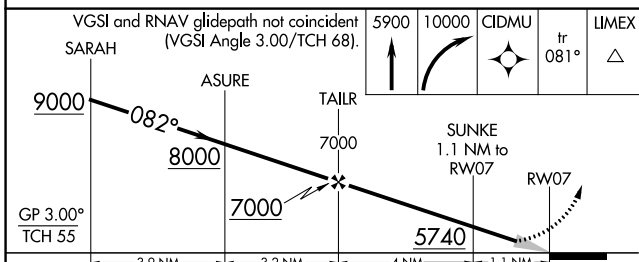
DENVER INTL (DEN)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.
<p>Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat C/D visibility to RVR 5500. Use of FD or AP required during simultaneous operations.</p>		

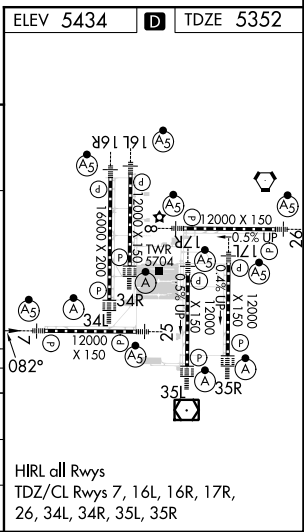
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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△ 6270±



CATEGORY	A	B	C	D
LPV DA	5552/18		200 (200-½)	
LNAV/VNAV DA	5626/24		274 (200-½)	
LNAV MDA	5720/24	368 (300-½)	5720/35	368 (300-¾)



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>82228</b> <b>W08A</b>	APP CRS <b>082°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 8

DENVER INTL (DEN)

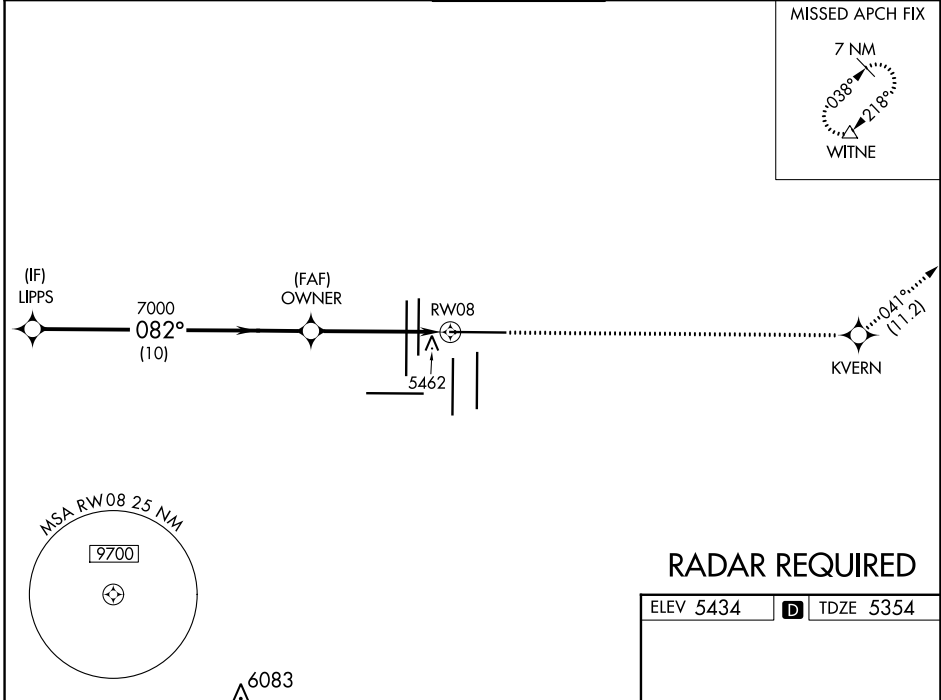
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 47°C (117°F). Simultaneous approach authorized with Rwy 7. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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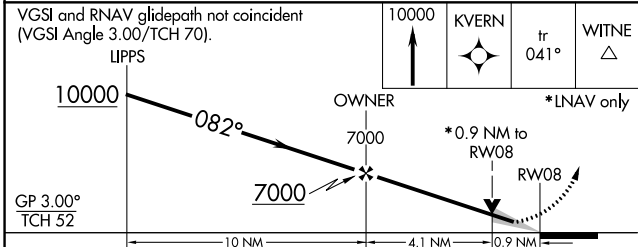
MISSED APCH FIX



## RADAR REQUIRED

ELEV 5434	TDZE 5354
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HIRL all Rwws  
TDZ/CL Rwws 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA #	5554/24		200 (200-½)	
LNAV/VNAV DA	5833/60		479 (400-1¼)	
LNAV MDA	5720/24 366 (300-½)		5720/35 366 (300-⅝)	

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024