DENVER CLASS B AIRSPACE

FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights:

a. Arriving aircraft should contact DENVER RADAR on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with DENVER RADAR for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Denver International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "first-come, first-served" basis, provided the requirements of FAR 91 are met.
DENVER FIVE DEPARTURE

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard (or lower than standard, if authorized).
Rwys 17L/R: 600-2 or standard (or lower than standard, if authorized) with a minimum climb of 240' per NM to 6600'.
Gnd speed-KT 75 100 150 200 250 300
240' per NM 300 400 500 600 800 1200
DENVER INTL: Standard (or lower than standard, if authorized).
FT COLLINS-LOVELAND MUN: Rwys 15, 33: Standard (or lower than standard, if authorized).
Rwys 6, 24: Not authorized.
FRONT RANGE: Standard (or lower than standard, if authorized).
ROCKY MOUNTAIN METRO: Standard (or lower than standard, if authorized).
-WELD CO: Standard (or lower than standard, if authorized).

AIRPORTS SERVED

BUCKLEY AFB Centennial
FT Collins-Loveland Mun
Front Range
Rocky Mountain Metro

AIRPORTS SERVED

Fl g assigned heading and altitude for RADAR vectors to assigned transition.

ROUTEING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, Jeffco now Rocky Mtn Metro.
This SID requires take-off minimums (for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard (or lower than standard, if authorized).
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 253' per NM to 6900'.
DENVER INTL: Standard (or lower than standard, if authorized).
FT COLLINS-LOVELAND MUN: Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).
FRONT RANGE: Standard (or lower than standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R, 20, 29R: Standard (or lower than standard, if authorized).
     Rwys 29L: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 402' per NM to 5800'.
     -WELD CO: Standard (or lower than standard, if authorized).

**AIRPORT**

**INITIAL CLIMB**

**ALTITUDE**

**DENVER INTL**

Fly assigned heading for RADAR vectors to assigned transition.

MAINTAIN 10000' or ATC assigned lower altitude.

**AIRPORTS SERVED**

Fly assigned heading and altitude for RADAR vectors to assigned transition.

**ROUTING**

EXPECT filed altitude 10 minutes after departure.

**CHANGES:** Procedure renumbered.

**DENVER Departure (R):**

128.45

Apt Elev: See graphic

Trans alt: 16000'

Trans level: FL180

Trans alt: 18000'

**WEB AIRPORTS SERVED**

Fly assigned heading for RADAR vectors to assigned transition.

Fly assigned heading and altitude for RADAR vectors to assigned transition.

**CHANGES:** Sequencing, Centennial apt elev.
**DENVER Departure (R)**

Apt Elev: 5431'  
Trans level: FL180  
Trans alt: 18000'

**Chapter 9200’**

**CENTENNIAL**
- **RWY 10:** TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSINES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1537' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- **RWY 17L:** MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- **RWY 17R:** TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5975' MSL. MULTIPLE LIGHT POLES BEGINNING 2582' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- **RWY 28:** TERRAIN BEGINNING 89' FROM DER, 513' LEFT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 751' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- **RWY 35L:** TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

**DENVER INTL**
- **RWY 8:** MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- **RWY 16L:** TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL. ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE. 153' AGL/5473' MSL.
- **RWY 17L:** MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- **RWY 17R:** MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- **RWY 25:** MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- **RWY 34L:** MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- **RWY 34R:** MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- **RWY 35L:** TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.
### Takeoff Obstacle Notes (ConTD)

**FT Collins-Loveland Mun**
- **RWY 33:** Multiple trees beginning 833' from DER, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from DER, 540' left of centerline, up to 26' AGL/4995' MSL.

**Front Range**
- **RWY 17:** Multiple trees beginning 247' from DER, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from DER, 555' right of centerline, up to 50' AGL/5999' MSL. Pole 3618' from DER, 516' left of centerline, 92' AGL/5603' MSL.
- **RWY 26:** Multiple trees beginning 255' from DER, 317' left of centerline, up to 50' AGL/5499' MSL. Multiple trees beginning 272' from DER, 498' right of centerline, up to 50' AGL/5479' MSL.

**Rocky Mountain Metro**
- **RWY 2:** Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.
- **RWY 29L:** Terrain beginning 45' from DER, 292' left of centerline, up to 5839' MSL. Fence 1015' from DER, 392' right of centerline, 5839' MSL. Fence 99' from DER, 423' left of centerline, 4' AGL/4665' MSL.

**Weld Co.**
- **RWY 27:** Tree 1634' from DER, 826' left of centerline, 56' AGL/4717' MSL. Fence 237' from DER, 422' right of centerline, 9' AGL/4670' MSL. Fence 99' from DER, 423' left of centerline, 4' AGL/4665' MSL.
- **RWY 34:** Multiple trees beginning 1860' from DER, 595' right of centerline, up to 67' AGL/4785' MSL. Tree 2854' from DER, 524' left of centerline, 73' AGL/4770' MSL.

### Standard Ramp Departure Taxi Routes

#### Standard Taxi East

<table>
<thead>
<tr>
<th>Origin</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concourse A - South Side</td>
<td>Taxi via Taxiway Alfa Sierra (AS) towards Apron Location Point 2E.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 2E.</td>
</tr>
<tr>
<td>Concourse A - North Side</td>
<td>Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.</td>
</tr>
<tr>
<td>Concourse B - South Side</td>
<td>Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.</td>
</tr>
<tr>
<td>Concourse B - North Side</td>
<td>Taxi via Taxiway Charlie Sierra (CB) towards Apron Location Point 6E.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.</td>
</tr>
<tr>
<td>Concourse C - South Side</td>
<td>Taxi via Taxiway Charlie Sierra (CB) towards Apron Location Point 6E.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.</td>
</tr>
<tr>
<td>Concourse C - North Side</td>
<td>Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7E.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 7E.</td>
</tr>
<tr>
<td>South Cargo</td>
<td>Taxi East on Taxiway Alfa (A). Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at the taxiway clearance bar.</td>
</tr>
</tbody>
</table>

#### Standard Taxi West

<table>
<thead>
<tr>
<th>Origin</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concourse A - South Side</td>
<td>Taxi via Taxiway Alfa Alfa (AA) towards Apron Location Point 1W.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 1W.</td>
</tr>
<tr>
<td>Concourse A - North Side</td>
<td>Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.</td>
</tr>
<tr>
<td>Concourse B - South Side</td>
<td>Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.</td>
</tr>
<tr>
<td>Concourse B - North Side</td>
<td>Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.</td>
</tr>
<tr>
<td>Concourse C - South Side</td>
<td>Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7W.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 7W.</td>
</tr>
<tr>
<td>Concourse C - North Side</td>
<td>Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7W.</td>
</tr>
<tr>
<td></td>
<td>Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 7W.</td>
</tr>
</tbody>
</table>
### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL CL MALSR TDZ PAPI-L (angle 3.0°)</th>
<th>RVR</th>
<th>7</th>
<th>25</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>10,958</td>
<td>10,747</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10°</td>
<td>44m</td>
<td>44m</td>
</tr>
</tbody>
</table>

#### TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

**Rwy 34L**

- **2 RVRs below must be operational. All operating RVR's are controlling except Far End which is advisory only.**

<table>
<thead>
<tr>
<th>HIRL CL MALSR TDZ PAPI-L (angle 3.0°)</th>
<th>RVR</th>
<th>Adequate Vis Ref</th>
<th>STD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7</td>
<td>10,958</td>
<td>10°</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>10,747</td>
<td>10°</td>
</tr>
</tbody>
</table>

#### Rwy 34R, 35L

- **2 operating RVRs are required. All operating RVRs are controlling.**

<table>
<thead>
<tr>
<th>HIRL CL MALSR TDZ PAPI-L (angle 3.0°)</th>
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<tr>
<td></td>
<td>25</td>
<td>10,747</td>
<td>10°</td>
</tr>
</tbody>
</table>

#### Rwy 16R

- **2 RVRs below must be operational. All operating RVR's are controlling except Far End which is advisory only.**

<table>
<thead>
<tr>
<th>HIRL CL MALSR TDZ PAPI-L (angle 3.0°)</th>
<th>RVR</th>
<th>Adequate Vis Ref</th>
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<td>7</td>
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<tr>
<td></td>
<td>25</td>
<td>10,747</td>
<td>10°</td>
</tr>
</tbody>
</table>

### GENERAL

ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways. Low-level wind shear alert system. Terminal Doppler Weather Radar. All runways grooved.

### ADDITIONAL TOOLTIP INFORMATION

#### TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

**Rwy 34L**

- **2 RVRs below must be operational. All operating RVR's are controlling except Far End which is advisory only.**

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<tr>
<td></td>
<td>25</td>
<td>10,747</td>
<td>10°</td>
</tr>
</tbody>
</table>

#### Rwy 34R, 35L

- **2 operating RVRs are required. All operating RVRs are controlling.**

<table>
<thead>
<tr>
<th>HIRL CL MALSR TDZ PAPI-L (angle 3.0°)</th>
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</tbody>
</table>

#### Rwy 16R

- **2 RVRs below must be operational. All operating RVR's are controlling except Far End which is advisory only.**

<table>
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<tr>
<th>HIRL CL MALSR TDZ PAPI-L (angle 3.0°)</th>
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<td>10,747</td>
<td>10°</td>
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</table>

### OBSTACLE DP

Runway 7, climb on a heading between 312° clockwise to 215° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runway 8, climb on a heading between 307° clockwise to 218° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 16L, 16R, on a heading between 210° counter-clockwise to 350° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 17L, 17R, on a heading between 219° counter-clockwise to 350° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runway 25, climb on a heading between 314° clockwise to 080° or 203° counter-clockwise to 080° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runway 26, on a heading between 310° clockwise to 080° or 216° counter-clockwise to 080° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 34L, 34R, climb on a heading between 310° clockwise to 169° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 35L, 35R, climb on a heading between 310° clockwise to 169° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

### FOR FILING AS ALTERNATE

**LOC Rwys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R**

- **ILS Rwys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R**
- **RNAV (GPS) Rwys 25 All Other**

### CHANGES:

None.
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 12000' via 220° heading and outbound on BJC VOR R-147 to SIGNE INT/D26.7 BJC and hold.

Alt Set: INCHES

Not authorized during simultaneous operations.
CHANGES: Charted obstructions.

MSA DEN VOR Trans alt: 18000' Alt Set: INCHES Trans level: FL 180

Not authorized during simultaneous operations. DME or RADAR required.

Not authorized during simultaneous operations.

CAT IIIC ILS

RVR 24 or ½

RVR 50 or 1

RVR 60 or ½

Not authorized during simultaneous operations.
DENVER INTL

No charted obstructions.

GS 120.35

Apt Elev 111.9 DEN

GS DME

Cat II

Chnl 119.3

Cat III

TDZE 108.5

Charted obstructions.

TDZE 7000'

111.9 DEN

119.3

120.35

133.3

121.85

MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' via 270° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.

1. Special Aircrew & Acft Certification Required. 2. CAT III: Special Autoland Evaluation Required. 3. RADAR required. 4. Simultaneous approaches authorized with Rwys 35L and 35R.

1. RADAR required. 2. Simultaneous approaches authorized with Rwys 34R and 35R.
JeppView 3.6.3.1

**BRIEFING STRIP**

- **Trans alt:** 18000'
- **Alt Set:** INCHES
- **Trans level:** FL 180

**MISSED APCH:**

- Climb to 10000' via 079° course to TADAE, then track 130° to CIDMU then track 078° to LIMEX and hold.
- Special Aircrew and Acft Certification Required.
- 1. RADAR required. 2. Baro-NVAP not authorized below 25000' (-12000'). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized. 5. VGI and descent angles not coincident.

**NOT TO SCALE**

- **Grid speed-Kts:** 70 80 90 120 140 160
- **Descent angle:** [3.0°]

**NOT TO SCALE**

- **Grid speed-Kts:** 70 80 90 100 120 140 160
- **Descent angle:** [3.0°]
**KDEN/DEN**
**DENVER, COLO**
**RNAV (GPS) Rwy 16R**

**NOTICE:** After 25 Sep 2009 0901Z, this chart may no longer be valid. Disc 18-2009

---

**MISSED APCH:** Climb to 13000' direct CODET and via 230° track to BREWS and hold.

**All Set:** INCHES

**Trans level:** FL 180

**Trans alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Trans level:** FL 180

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

---

**DENVER INTL**
**RNAV (GPS) Rwy 17L**

**NOTICE:** After 25 Sep 2009 0901Z, this chart may no longer be valid. Disc 18-2009

---

**MISSED APCH:** Climb to 10000' via 170° course to ISIME, then track 093° to LIMEX and hold.

**All Set:** INCHES

**Trans level:** FL 180

**Trans alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

---

**MAINTENANCE STEP**

**Grid speed-Kts:** 70, 80, 90, 100, 120, 140, 160

**Descent angle:** (5.0°)

**MAP at RW18**

**MAP at RW17**

**CHANGES:** Charted obstructions.

---

**DENVER, COLO**
**RNAV (GPS) Rwy 16R**

**NOTICE:** After 25 Sep 2009 0901Z, this chart may no longer be valid. Disc 18-2009

---

**MISSED APCH:** Climb to 13000' direct CODET and via 230° track to BREWS and hold.

**All Set:** INCHES

**Trans level:** FL 180

**Trans alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

---

**DENVER INTL**
**RNAV (GPS) Rwy 17L**

**NOTICE:** After 25 Sep 2009 0901Z, this chart may no longer be valid. Disc 18-2009

---

**MISSED APCH:** Climb to 10000' via 170° course to ISIME, then track 093° to LIMEX and hold.

**All Set:** INCHES

**Trans level:** FL 180

**Trans alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

**Alt Set:** INCHES

**Alt:** 18000'

---

**MAINTENANCE STEP**

**Grid speed-Kts:** 70, 80, 90, 100, 120, 140, 160

**Descent angle:** (5.0°)

**MAP at RW18**

**MAP at RW17**

**CHANGES:** Charted obstructions.
MISSED APCH: Climb to 10000' via 170° course to JAKUR, then track 17° to HOHUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. RADAR required. 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized.

Climb to 12000' via 260° course to GIVTE, then track 305° to HYGEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. RADAR required. 2. VGSI and descent angles not coincident. 3. DME/DME RNP-0.3 not authorized.
**JEPPESEN**

**JeppView 3.6.3.1**

**DENVER, COLO**

**KDEN/DEN**

**DENVER INTL**

**RNAV (GPS) Rwy 34R**

**29 JUL 05**

**12-10**

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**Final Approach CRS**

- **CORDE**
  - **DA/I**
  - **5920′/569′**
  - **5940′/589′**

**Apt Elev**

- **5431′**

**MDA(H)**

- **5860′**

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**LNAV/VNAV**

- **DA/I**
  - **5920′/569′**
  - **5940′/589′**

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**MISSED APCH**

- Climb to 12000′ via 350° course to CALTI, then climbing LEFT turn direct HYGEN and hold.

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**BRIEFING STRIP**

1. RADAR required. 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized.

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**MAP at RW34R**

- **350° CALTI**

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**MAP at RW35L**

- **350° MSA RW35L**

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**CHANGES:** Charted obstructions.
MISSED APCH:

- **Gnd speed-Kts**: 70 90 100 120 140 160
- **350°**
- **9000'**
- **3.00°**
- **TCH 59°**

**Descent angle**
- **372**
- **543**
- **552**
- **579**
- **583**

**Minimum Alt**
- **FRONZ**: 7000' (1633')
- **5670' (393')**
- **TDZE 5367'**

**Final Apch Crs**
- **350°**

**Apt Elev**
- **TDZE**
- **5659'**

**RNAV**
- **Final Apch Crs**: 350°
- **Minimum Alt**: FRONZ 7000' (1633')
- **Apt Elev**: TDZE 5367'

**MAP at RW35R**
- **9200'**
- **5921'**
- **6152'**
- **6410'**
- **6559'**

**Final Apch**
- **350°**
- **7000'**
- **5760' (393')**

**TDZE**
- **5659'**
- **5670' (393')**
- **5670' (393')**

**TDZE**
- **5670' (393')**
- **5760'**
- **5920'**

**Apt Elev**
- **TDZE**
- **5921'**
- **6152'**
- **6410'**
- **6559'**

**Ground**
- **DENVER, COLO**

**DENVER INTL**
- **DENVER Tower**
- **DENVER Approach (E)**
- **DENVER Arrival (E)**

**RNAV (GPS) Rwy 35R**
- **CEGRI**
- **FRONZ**
- **DEANE**
- **DORRY**

**Trans level: FL 180**

**Alt Set**: INCHES

**MAP at RW35R**
- **9200'**
- **5921'**
- **6152'**
- **6410'**
- **6559'**

**LNAV/VNAV DA(N)**
- **5670'**
- **5760'**

**CEGRI**
- **5921'**
- **6152'**
- **6410'**
- **6559'**

**FRONZ**
- **5760'**
- **5920'**
- **6072'**
- **6152'**

**DEANE**
- **5670'**
- **5856'**
- **5870'**

**DORRY**
- **5599'**
- **5663'**

**Grid speed-Kts**
- **70**
- **90**
- **100**
- **120**
- **140**

**Descent angle**
- **3.00°**

**ALPS out**

**Charted obstructions.**

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**CHANGES: Charted obstructions.**