Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 0F47ACAF1D844A14A67E57C2A132B37F	APWS Project ID: 74166A518FF948E5AFF907A25152E9CE
Procedure: RNAV (GPS) Y RWY 16R AMDT 3		Enroute: NO	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			

Procedure Comments:
AIRPORT ACTIVE DATA USED.

KMZ FILES:
KDEN_RNAV_(GPS)_Y_RWY_16R_AMDT_3_1.KMZ (LNAV/VNAV MISSED PENETRATION)
KDEN_RNAV_(GPS)_Y_RWY_16R_AMDT_3_2.KMZ (ADJUSTED)

REMARKS: NEW MISSED APPROACH
CONTACT RAKE MCGRAW (AJV-A422)- 405-954-8711

QUALITY 41 CHECKED

QUALITY 37 CHECKED

Data as of: 11/05/2025 10:48:31 CST

FIPC BASIC FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
RNAV (GPS) Y RWY 16R AMDT 3	DENVER INTL	KDEN	SG-11-143-25

FAC ID: KDEN16R.03Y	CITY: DENVER	ST: CO	ORIG CHART DATE: 03/19/2026

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/S	☐ YES	0.4		0F47ACAF1D844A14A67E57C2A132B37F

PREFLIGHT NOTES

REVIEWER: nathan j chott	DATE: 12/17/2025
COMMENTS:	CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
12/17/2025	VN382	N84	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
nathan j chott @ 12/17/2025 14:28	CHOTT, NATHAN JAMES	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

info only

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, Colorado
Denver International, KDEN
RNAV (GPS) Y RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C 3-3-2
Alignment. Optimum final segment alignment is with the runway centerline extended through the LTP. TF-TF turns are not allowed in the FAS. Where lowest minimums can only be achieved by offsetting the final course, it may be offset up to 15 degrees when the following conditions are met:
a. Offset ≤ 5 degrees. Align the course through LTP.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Aligning the aircraft with LPV requirements allows for a single gradual turn onto the extended runway centerline, reducing procedural complexity by eliminating the need to perform an “S” turn away from the final course followed by a turn back onto the extended centerline.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The addition of stepdown fixes on this procedure improves flyability and decreases cockpit workload, by allowing ATC to vector aircraft direct to a fix rather than vector aircraft to intercept the final approach course between fixes. ATC closely monitors aircraft on final to ensure they make the necessary turn onto the extended centerline to align with the runway. Utilizing FMS automation, in lieu of hand flying to intercept a course (radial) to begin the procedure, is a capability they do not currently have on the existing RNAV (GPS) Y RWY 16R procedure. Additionally, utilization of the offset procedure reduces the possibility of a TCAS RA being generated.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Offset maintained as it reduced the number of TCAS alerts generated between 16L and 16R.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

DEN TRACON, ZDV, DEN Tower.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE

Digitally signed by
ERIC N SUSKI
Jan 11, 2024

8. AFS ACTIONS:

☑ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Tue Jan 23 2024 09:50:17 GMT-06:00:00 (Central Standard Time)

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

INFO ONLY

FLIGHT STANDARDS USE ONLY
CONTROL NO.

Waiver 1 of 2

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, Colorado
Denver International, KDEN
RNAV (GPS) Y RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Request temporary waiver to not develop a capture fix. Applicable Standard is FAAO 8260.58B, Appendix C. para 2a(1): Establish a capture fix. Construct a TF leg aligned with the FAC that is common to all intermediate segments. The start fix of the leg is designated the capture fix. Alternatively where operationally necessary, the capture fix may be placed on or at the start of an RF leg. The preliminary location of the capture fix may be less than 2 NM but no closer than 1 NM prior to the PFAF.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The intent of a capture fix is to ensure aircraft can capture the glide slope when turning on to the final course prior to the PFAF. Flight Standards has stated criteria for development of a capture fix for intermediate segments aligned with the final approach course is currently under review. This temporary waiver will be in place until the change to capture fix language is reflected in criteria.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The intermediate segment for this procedure is 10.85 NM and aligned with the final approach course. There are no turns between the intermediate fix (IF) and the final approach fix (FAF). The turn at the IF has a DTA that is no closer than 2NM prior to the PFAF. The altitudes provided at the IF and FAF allow for continuous descent through the intermediate and final segments.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

N/A

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

DEN TRACON, ZDV, DEN Tower.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
06/08/23	WFPT	Aeronautical Information Specialist	MARK E RAUSCH Digitally signed by MARK E RAUSCH Date: 2023.06.08 14:00:47 -07'00'

8. AFS ACTIONS:

☑ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Mon Aug 21 2023 10:23:35 GMT-05:00:00 (Central Standard Time)

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

INFO ONLY

FLIGHT STANDARDS USE ONLY
CONTROL NO.

Waiver 2 of 2

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, Colorado
Denver International, KDEN
RNAV (GPS) Y RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C para 1-3-1c:
The first leg of an initial and the first leg of an intermediate segment must be a TF that accommodates a 90-degree intercept angle.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the RNAV (GPS) Y RWY 16R using the leg length from KAILE to OGINE of 1.90 NM versus the requirement of at least 4.22 NM to support ATC vectors.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. When aircraft are vectored to the procedure, they are only vectored to intercept the straight intermediate segment and not initial segment fixes.
2. Aircraft going to KAILE are inbound via LONGZ STAR and require less than 20° of heading change when reaching the (IAF).
3. The prohibition against vectoring to KAILE or OGINE for this procedure will be included in the next version of the facilities Standard Operation Policy (SOP).
4. A feeder segment was temporarily added to the procedure to mimic the LONGZ ARRIVAL segment from WP SWAYN to KAILE. TARGETS identified no criteria issues other than the subject of this waiver before or after KAILE.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the leg length from KAILE to OGINE is not feasible as it would cause tie in problems with the existing STAR and intercept angle to FAC.
2. Moving the KAILE WP to accommodate the leg length requirement would impact multiple arrivals and additional Instrument Approaches which leads to descent gradient and segment length criteria violations.
3.Changes to the LONGZ ARRIVAL will additionally require changes to integrated procedures entering and exiting TRACON airspace via this gate. Due to limited time available to resolve the high risk TCAS safety issue at this airport, there is not sufficient time to redesign the entire TRACON northwest gate structure.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

DEN TRACON, ZDV, DEN Tower.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
06/08/23	WFPT	Aeronautical Information Specialist	MARK E RAUSCH Digitally signed by MARK E RAUSCH Date: 2023.06.08 14:13:06 -07'00'

8. AFS ACTIONS:

☑ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Mon Aug 21 2023 10:23:35 GMT-05:00:00 (Central Standard Time)

WAAS	APP CRS	Rwy Idg 16000
CH 53546	170°	TDZE 5326
W16B		Apt Elev 5434

Old

RNAV (GPS) Y RWY 16R

DENVER INTL (DEN)

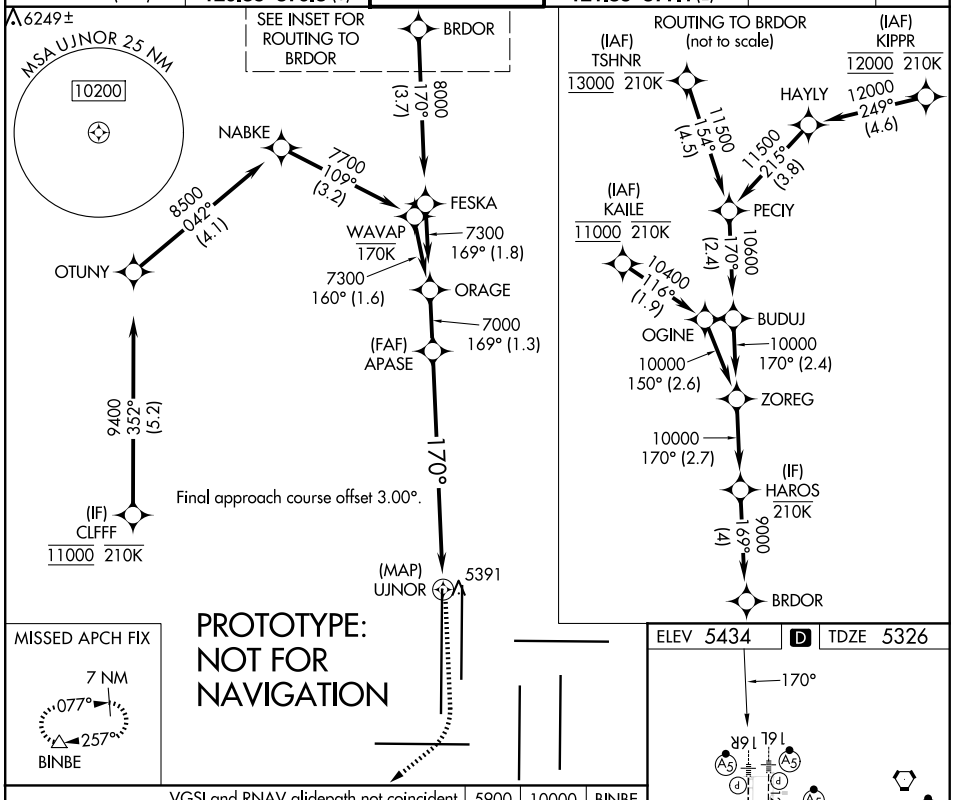
RNP APCH - GPS.

T LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. Simultaneous approach authorized.

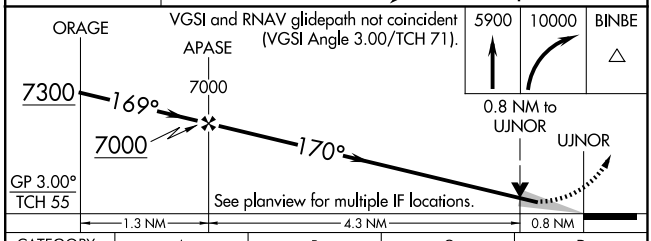
MALSR (A5)

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

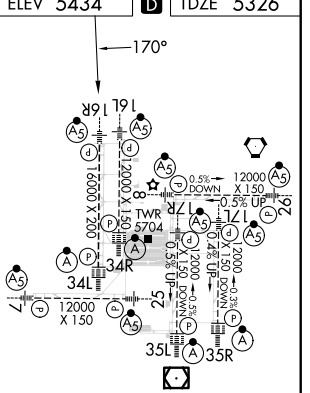
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



MISSED APCH FIX



ELEV 5434 D TDZE 5326



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

CATEGORY	A	B	C	D
LPV DA	5576/24 250 (200-½)			
LNAV/VNAV DA	5582/24 256 (200-½)			
LNAV MDA	5660/24 334 (300-½)		5660/26 334 (300-½)	