

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 18BF2A5E71DA4C0A869ECD398BD7D6E1	APWS Project ID: 00C896C3A8AF44F6BC889E6278105E1A
Procedure: ILS OR LOC RWY 17R AMDT 4		Enroute: NO	Specialist: Hirst, Charles		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID: ACX	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
REDESIGN MISSED APPROACH. REMOVE ALL REFERENCES TO DEN VOR IN PREPARATION FOR DEN VOR DECOM. AFS REQUIRED.

ACTIVE AIRNAV AIRPORT & RUNWAY DATA USED
PENDING AIRNAV FINAL ILS NAVAID DATA USED
ACTIVE AIRNAV VOR DATA USED

8260-1 WAIVER ON REQUEST: 1

KAILE TO OVVAL, TSHNR TO KLING, KIPPR TO TARIE LEG LENGTH TO SUPPORT ATC VECTORS

FOR ADDITIONAL QUESTIONS CONTACT CASEY HILL, MANAGER 4059540624

10/31/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/14/2025:

1. MISSED APPROACH CHANGED FROM "CLIMB TO 11000 ON HEADING 173 TO 4.15 DME BEFORE TURNING DIRECT FQF VORTAC AND ON FQF R-197 TO HOHUM INT/FQF 22.49 DME AND HOLD" TO "CLIMB TO 11000 ON HEADING 173 TO I-ACX 4.15 DME SOUTH OF I-ACX BEFORE TURNING DIRECT FQF VORTAC AND ON FQF R-197 TO HOHUM INT/FQF 22.49 DME AND HOLD"

8260-1

1. UPDATED WAIVER TO REFLECT VECTOR ANGLE RESTRICTED AT KAILE, KIPPR AND TSHNR TO 45 DEGREES



BEGUE



1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International, KDEN
ILS OR LOC RWY 17R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58D para 1-3-1c:

ATC turns to join initial and intermediate segments. 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. Use standard turn parameters at the start fix, except a 25-degree bank angle applies. Where a shorter leg is needed, reduce airspeed in increments of not less than five KIAS until the desired length is achieved (see table 1-2-2).

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

Request to publish the ILS OR LOC RWY 17R using the leg length from KAILE to OVVAL of 3.52 NM versus the requirement of at least 4.19 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 17R using the leg length from KIPPR to TARIE of 2.92 NM versus the requirement of at least 3.93 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 17R using the leg length from TSHNR to KLING of 3.11 NM versus the requirement of at least 4.27 NM to support ATC vectors.

In order to maintain the current arrival rates at KDEN, ATC has stated their need to be able to vector aircraft to these fixes.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The prohibition against vectoring to KAILE (in excess of 45°) for this procedure will be included in the facilities Standard Operation Policy (SOP) which will be effective on the publication date of this procedure amendment. ATC will be limited to vectoring to headings 235.72°T (227.72°M) CW 325.72°T (317.72°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

The prohibition against vectoring to KIPPR (in excess of 45°) for this procedure will be included in the facilities Standard Operation Policy (SOP) which will be effective on the publication date of this procedure amendment. ATC will be limited to vectoring to headings 31.54°T (23.54°M) CW 121.54°T (113.54°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

The prohibition against vectoring to TSHNR (in excess of 45°) for this procedure will be included in the facilities Standard Operation Policy (SOP) which will be effective on the publication date of this procedure amendment. ATC will be limited to vectoring to headings 242.44°T (234.44°M) CW 332.44°T (324.44°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Moving the KAILE or OVVAL WPs to accommodate the leg length requirement would impact multiple arrivals and additional Instrument Approaches which leads to descent gradient and segment length criteria violations.
2. Moving the KIPPR or TARIE WPs 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. Extending the leg length from TSHNR to KLING is not feasible as it would cause tie in problems with the existing FLATI STAR. Moving the TSHNR 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.
4. Restricting ATC's ability to vector to these fixes would increase controllers workload and as they would have to resequence traffic to other (IAF/IF) fixes which allow unrestricted vectoring and could introduce airport delays due to decreased aircraft arrival rates.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ZDV, D01, AFS

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

Digitally signed by
CASIMIR L TABAKA
Nov 18, 2025

SIGNATURE

8. AFS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

INFO ONLY



Federal Aviation Administration

Memorandum

Date: August 22, 2023

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures Division

Subject: Waiver to Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, on Appendix C PBN Transition to ILS/GLS/LPV Final.

This memorandum waives FAA Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, Appendix C, paragraph 2.a.(1), for procedures that meet all of the following guidelines:

1. The final approach segment length is no longer than 37,400 feet.
2. The glidepath angle is 3.00 degrees or more.
3. The Threshold Crossing Height is between 40 feet and 60 feet.
4. No PBN segment/s intersect the final approach course extended closer than 12,300 feet plus Distance to Turn Anticipation (DTA) from the PFAF.

This memorandum remains in effect until rescinded. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section at 405-954-1139 or 9-AWA-AVS-AFS420@faa.gov.

ACTIVE PROCEDURE

DENVER, COLORADO

AL-9077 (FAA)

24361

LOC/DME I-ACX 108.5 Chan 22	APP CRS 173°	Rwy Idg TDZE Apt Elev	12000 5392 5434
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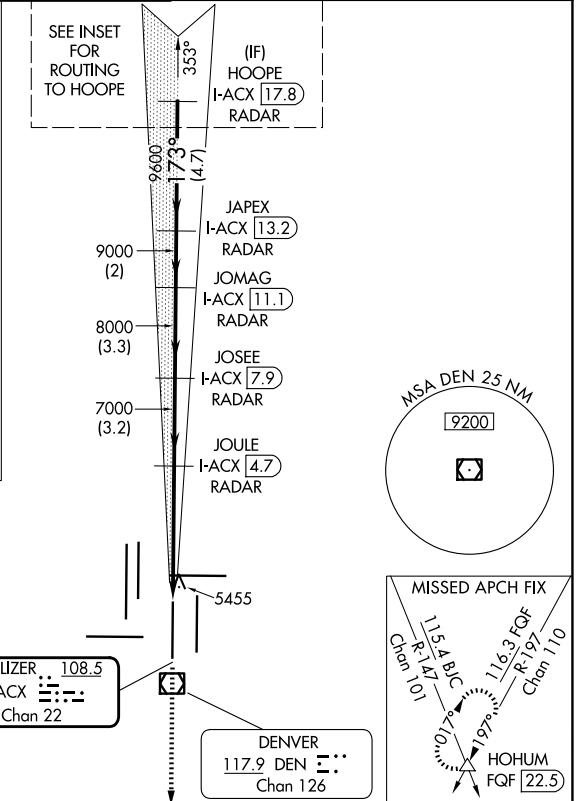
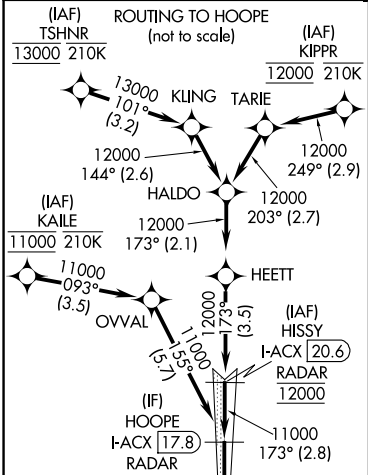
ILS or LOC RWY 17R DENVER INTL (DEN)

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.

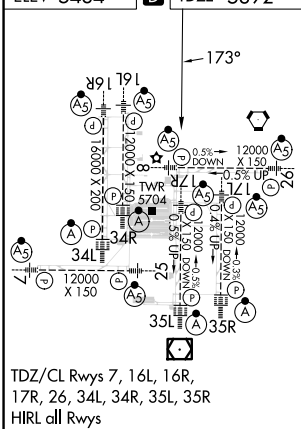
MALSR

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

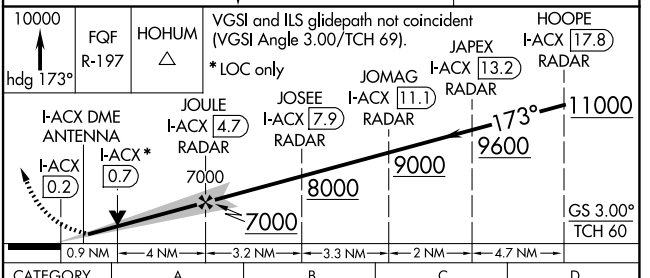
D-ATIS 125.6 379.9 (ARR) 134.025 (DEP)	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 124.3 322.45	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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A5824
ELEV 5434 **D** TDZE 5392



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 (300-3/8)	

DENVER, COLORADO
Amdt 3B 19JUL18

39°52'N-104°40'W

DENVER INTL (DEN) ILS or LOC RWY 17R

SW-1, 12 JUN 2025 to 10 JUL 2025

SW-1, 12 JUN 2025 to 10 JUL 2025