

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

| | | | | |
|----------------------------------|---|---|---|---------------------------|
| AIRPORT ID DEN | PROCEDURE NAME ILS OR LOC RWY 17L | ORIGINAL/AMENDMENT 5 | CITY DENVER | STATE CO |
| AIRPORT ELEVATION 5434 | TDZE 5339 | SUPERSEDED ILS OR LOC RWY 17L | DATED 12/11/2014 | MAG VAR 8E |
| FACILITY I-BXP | COORDINATES OF FACILITIES | ACTUAL EFFECTIVE DATE | REQUIRED EFFECTIVE DATE ROUTINE | EPOCH YEAR 2015 |
| | | | | CANCEL/SUSPEND |

TERMINAL ROUTES

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|-----------------------|----------|-----------------------|----------|----------|-------|------|----------------|----------|----------|
| TSHNR | IAF | KLING | | TF | FB | 1.00 | 099.44 | 3.11 | 12000 |
| KLING | | GAPPY | | TF | FB | 1.00 | 131.16 | 3.31 | 11000 |
| KIPPR | IAF | GAPPY | | TF | FB | 1.00 | 219.53 | 4.52 | 11000 |
| GAPPY | | GIRTH | | TF | FB | 1.00 | 172.54 | 3.00 | 10000 |
| GIRTH | | GOLFN/19.74 DME/RADAR | | TF | FB | 1.00 | 172.54 | 3.09 | 9000 |
| WAHUU | IAF | GOLFN/19.74 DME/RADAR | | TF | FB | 1.00 | 202.38 | 3.67 | 9000 |
| GOLFN/19.74 DME/RADAR | | GWENS/17.60 DME/RADAR | | | | | 172.54 (I-BXP) | 2.14 | 9000 |
| KAILE | IAF | OVVAL | | TF | FB | 1.00 | 092.72 | 3.52 | 10000 |
| OVVAL | | GWENS/17.60 DME/RADAR | | TF | FB | 1.00 | 146.99 | 6.03 | 9000 |
| GWENS/17.60 DME/RADAR | IF | GRIFS/13.89 DME/RADAR | | | | | 172.54 (I-BXP) | 3.71 | 9000 |
| GRIFS/13.89 DME/RADAR | | HALTR/11.28 DME/RADAR | | | | | 172.54 (I-BXP) | 2.61 | 9000 |
| HALTR/11.28 DME/RADAR | | HHOLT/8.08 DME/RADAR | | | | | 172.54 (I-BXP) | 3.20 | 8000 |
| HHOLT/8.08 DME/RADAR | | IRINE/4.90 DME/RADAR | | | | | 172.54 (I-BXP) | 3.17 | 7000 |

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT 0.18 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 ON HEADING 121 AND FQF VORTAC R-078 TO LIMEX INT/FQF 31.92 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT GWENS/17.60 DME/RADAR
3. **FAC:** 172.54 **FAF:** IRINE/4.90 DME/RADAR **DIST FAF TO MAP:** 5.08 **DIST FAF TO THLD:** 5.08
4. **MIN ALT:** GWENS/17.60 DME/RADAR 9000, GRIFS/13.89 DME/RADAR 9000, HALTR/11.28 DME/RADAR 9000, HHOLT/8.08 DME/RADAR 8000, IRINE/4.90 DME/RADAR 7000
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 985
6. **MIN GS INCPT:** 7000 **GS ALT AT PFAF:** IRINE/4.90 DME/RADAR 7000 **OM:** **MM:** **IM:**
7. **GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 54.9
8. **MSA FROM:** DVV VORTAC 8100

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM KAILE, KIPPR, TSHNR OR WAHUU.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
 CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C AND D VISIBILITY TO RVR 4500.
 CHART SPEED ICON IN PLANVIEW AT TSHNR: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT KIPPR: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT WAHUU: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT KAILE: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE VIEW: I-BXP DME ANTENNA
 CHART MANDATORY 13000 AT TSHNR.
 CHART MANDATORY 12000 AT KIPPR.
 CHART MANDATORY 9000 AT WAHUU.
 CHART MANDATORY 11000 AT KAILE.
 HOLD W, RT, 078.12 INBOUND.
 FAS OBST: 5381 AAO 395624N/1043739W.
 CHART VDP AT 0.60 DME.
 DISTANCE VDP TO THLD 0.77 NM.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD

| CATEGORY: | A | | | B | | | C | | | D | | | E | | | |
|------------|------------|--------|-----|---------|--------|-----|---------|--------|-----|---------|--------|-----|---------|--------|-----|---------|
| | FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| S-ILS 17L* | 5539 | 2400 | 200 | 5539 | 2400 | 200 | 5539 | 2400 | 200 | 5539 | 2400 | 200 | | | | |
| S-LOC 17L | 5640 | 2400 | 301 | 5640 | 2400 | 301 | 5640 | 2400 | 301 | 5640 | 2400 | 301 | | | | |

QUALITY

16

CHECKED

CHANGES - REASONS

1. TERMINAL ROUTES REMOVED I-BXP FROM ALL CONVENTIONAL FROM POINTS – NO LONGER REQUIRED IAW 8260.19J 8-6-4
2. TERMINAL ROUTES REMOVED I-BXP FROM ALL CONVENTIONAL TO POINTS – NO LONGER REQUIRED IAW 8260.19J 8-6-4
3. TERMINAL ROUTES ADDED (I-BXP) TO ALL CONVENTIONAL COURSE SEGMENTS – IAW 8260.19J 8-6-4
4. TERMINAL ROUTES INITIAL TSHNR TO KLING MAG BRG CHANGED FROM 100.51 TO 099.44 – FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
5. TERMINAL ROUTES INITIAL TSHNR TO KLING DISTANCE CHANGED FROM 3.17 NM TO 3.11 NM – FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
6. TERMINAL ROUTES INITIAL KLING TO GAPPY MAG BRG CHANGED FROM 130.83 TO 131.16 - FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
7. TERMINAL ROUTES INITIAL KLING TO GAPPY DISTANCE CHANGED FROM 3.22 NM TO 3.31 NM – FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
8. TERMINAL ROUTES INTERMEDIATE STEPDOWN HHOLT TO IRINE DISTANCE CHANGED FROM 3.15 NM TO 3.17 NM – FAF IRINE RELOCATED TO ALGIN WITH ILS
9. TERMINAL ROUTES INTERMEDIATE STEPDOWN HHOLT TO IRINE TO POINT FIX MAKEUP CHANGED FROM "IRINE/I-BXP 4.92 DME/RADAR" TO "IRINE/4.90 DME/RADAR" – FAF IRINE RELOCATED TO ALIGN WITH ILS
10. MISSED APPROACH MAP LOC CHANGED FROM "5.10 NM AFTER IRINE/I-BXP 4.92 DME/RADAR" TO "5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT LOC 0.18 DME" – IAW 8260.19J 8-6-6C & DUE TO FAF IRINE RELOCATING 0.02 NM TO ALIGN WITH ILS DESIGN TCH
11. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 ON HEADING 120 AND FQF VORTAC R-078 TO LIMEX/ FQF 31.92 DME AND HOLD" TO "CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 ON HEADING 121 AND FQF VORTAC R-078 TO LIMEX INT/FQF 31.92 DME AND HOLD" – PER ATC REQUEST MISSED APPROACH REDESIGNED
12. MISSED APPROACH REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS – PER ATC REQUEST NO LONGER REQUIRED DUE TO PENDING DEN VOR/DME DECOMMISSIONING
13. PROFILE LINE 2 CHANGED FROM "PROFILE STARTS AT GWENS/I-BXP 17.60 DME/RADAR" TO "PROFILE STARTS AT GWENS/17.60 DME/RADAR" – IAW 8260.19J 8-6-7
14. PROFILE LINE 3 FAF CHANGED FROM "IRINE/I-BXP 4.92 DME/RADAR" TO "IRINE/4.90 DME/RADAR" – FAF IRINE RELOCATED 0.02 NM TO ALIGN WITH ILS
15. PROFILE LINE 3 DIST FAF TO MAP CHANGED FROM 5.10 NM TO 5.08 NM – FAF IRINE RELOCATED TO ALIGN WITH ILS
16. PROFILE LINE 3 DIST FAF TO THLD CHANGED FROM 5.10 NM TO 5.08 NM – FAF IRINE RELOCATED 0.02 NM TO ALIGN WITH ILS
17. PROFILE LINE 4 CHANGED FROM "GWENS 9000, GRIFS 9000, HALTR 9000, HHOLT 8000, IRINE 7000" TO "GWENS/17.60 DME/RADAR 9000, GRIFS/13.89 DME/RADAR 9000, HALTR/11.28 DME/RADAR 9000, HHOLT/8.08 DME/RADAR 8000, IRINE/4.90 DME/RADAR 7000" – IAW 8260.19J 8-6-7
18. PROFILE LINE 5 DELETED "DIST TO THLD FROM OM: 5.10" – NOT REQUIRED IAW 8260.19K FAF DISTANCE ALREADY DOCUMENTED ON LINE 3 AND PROCEDURE DOES NOT HAVE AN OM
19. PROFILE LINE 5 GS ALT AT PFAF CHANGED FROM "IRINE/I-BXP 4.92 DME/RADAR" TO "IRINE/4.90 DME/RADAR" – FAF IRINE RELOCATED 0.02 NM TO ALIGN WITH ILS
20. PROFILE LINE 6 CHANGED FROM "IRINE 7000" TO "IRINE/4.90 DME/RADAR 7000" – IAW 8260.19J 8-6-7
21. PROFILE LINE 7 TCH CHANGED FROM 48.3 TO 54.9 – TCH CHANGED TO ALIGN WITH ILS AIRNAV DATA
22. PROFILE LINE 8 MSA FROM CHANGED FROM "DEN VOR/DME 9200" TO "DVV VOR/DME 8100" – MSA CENTERPOINT CHANGED DUE TO DEN VOR/DME PENDING DECOMMISSIONING
23. PBN REQUIREMENTS NOTE CHANGED FROM "RADAR OR GPS REQUIRED" TO "RNP APCH-GPS. FROM KAILE, KIPPR, TSHNR OR WAHUU" - IAW 8260.19J 8-6-8
24. EQUIPMENT REQUIREMENTS NOTE CHANGED FROM "CHART NOTE: S-LOC 17L DME OR RADAR REQUIRED" TO "DME OR RADAR REQUIRED" AND MOVED FROM NOTES TO EQUIPMENT REQUIREMENTS NOTE – IAW 8260.19J 8-6-9
25. NOTES CHANGED FROM "VGSi AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSi AND ILS GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19J 8-6-10M
26. NOTES CHANGED FROM "SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 16L/16R AND 17R" TO "SIMULTANEOUS APPROACH AUTHORIZED" – IAW 2860.19J 8-6-12 PARAGRAPH O
27. NOTES CHANGED FROM "RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA" TO "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" – IAW 8260.19J 8-6-12K
28. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT TSHNR: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT TSHNR: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
29. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT KIPPR: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT KIPPR: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
30. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT KAILE: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT KAILE: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
31. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT WAHUU: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT WAHUU: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
32. NOTES ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C AND D VISIBILITY TO RVR 4500" – IAW 8260.19J 8-6-12
33. ADDITIONAL FLIGHT DATA CHANGED FROM "CHART FAS OBST: 5369 TREE 395255N/1043846W." TO "FAS OBST: 5381 AAO 395624N/1043739W" – IAW 8260.19J 8-6-11C NEW SURVEY AND FINAL EVALUATION
34. ADDITIONAL FLIGHT DATA REMOVED "5429 AAO 395648N/1043913W" – NO LONGER REQUIRED
35. ADDITIONAL FLIGHT DATA REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W LIMEX/FQF 31.92 DME, RT, 093.44 INBOUND." – ALTERNATE MISSED APPROACH REMOVED PER ATC REQUEST
36. ADDITIONAL FLIGHT DATA CHANGED DISTANCE VDP TO THLD FROM 0.77 NM TO 0.71 NM – NEW LOC MDA AND NEW TCH TO ALIGN WITH ILS IAW 8260.3G FORMULA 2-6-5
37. ADDITIONAL FLIGHT DATA CHART VDP CHANGED FROM 0.54 DME TO 0.60 DME – IAW 8260.3G 2-6-5
38. ADDITIONAL FLIGHT DATA REMOVED "LIMEX/FQF 31.92 DME" – NO LONGER REQUIRED
39. MINIMUMS S-LOC 17L MDA/HAT CHANGED FROM 5620/292 TO 5640/301 – NEW FINAL CONTROLLING OBSTACLE
40. MINIMUMS S-ILS 17L ADDED NOTE SYMBOL * - IAW 8260.19J 8-6-12

9/29/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/14/2025.

1. ADDITIONAL FLIGHT DATA REMOVED "CHART LOC RWY 17R" - NO LONGER REQUIRED
2. ADDITIONAL FLIGHT DATA REMOVED "CHART LOC RWY 16L" - NO LONGER REQUIRED
3. ADDITIONAL FLIGHT DATA REMOVED "CHART LOC RWY 16R" - NOLONGER REQUIRED
4. ADDITIONAL FLIGHT DATA ADDED "CHART IN PROFILE VIEW: I-BXP DME ANTENNA" - IAW 8260.19K 8-6-11S DME ANTENNA IS BEFORE THE THRESHOLD



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 17L

ORIGINAL/AMENDMENT
5

CITY
DENVER

STATE
CO

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: ZDV, DEN ATCT, DEN APP CON, CO AERO, AIRPORT MANAGER

FLIGHT CHECKED BY

COLTON CROWDER

Digitally signed by
CASIMIR L TABAKA
Jan 14, 2026

OFFICE

AJF

DATE

01/06/2026

DEVELOPED BY

CHARLES HIRST

Digitally signed by
CHARLES HIRST
Aug 14, 2025

OFFICE

AJV-A431

DATE

07/07/2025

APPROVED BY

CASEY HILL

Digitally signed by
CASIMIR L TABAKA
Jan 14, 2026

OFFICE

AJV-A431

DATE

02/12/2026

TITLE
MANAGER



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

| | | | | | | |
|--------------------------|---|----------------------|-----------------------|--------------------|----------------------------------|--------------------------|
| <u>AIRPORT ID</u> DEN | <u>PROCEDURE NAME</u> ILS OR LOC RWY 17L | <u>AMDT NO.</u> 5 | <u>CITY</u> DENVER | <u>STATE</u> CO | <u>AIRPORT ELEVATION</u> 5434 | <u>FACILITY</u> I-BXP |
|--------------------------|---|----------------------|-----------------------|--------------------|----------------------------------|--------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TSHNR **TO** KLING

RNP 1.00 DISTANCE 3.11 PAT MAP HAT HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|-------------|------------------------|-------------|------|------|----|------|-----|----|------|-------------|---------|
| AAO | 402321.00N/1044509.00W | 5115 | 215 | 8 | 4B | 1000 | | | | AT5885 | 12000 |
| TERRAIN | 402315.00N/1044003.00W | 4865 (4900) | | | | | | | | AS1500 | 6400 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM KLING **TO** GAPPY

RNP 1.00 DISTANCE 3.31 PAT MAP HAT HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|-------------|------------------------|-------------|------|------|----|------|-----|----|------|-------------|---------|
| AAO | 401654.00N/1044042.00W | 5128 | 215 | 8 | 4B | 1000 | | | | AT4872 | 11000 |
| TERRAIN | 401715.00N/1044033.00W | 4901 (4900) | | | | | | | | AS1500 | 6400 |

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 17L

AMDT NO.
5

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-BXP

INITIAL

FROM
KIPPR

TO
GAPPY

RNP
1.00

DISTANCE
4.52

PAT

MAP

HAT

HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 401621.00N/1043533.00W | 5099 | 215 | 8 | 4B | 1000 | | | | AT4901 | 11000 |
| TERRAIN | 401703.00N/1043536.00W | 4895 (4900) | | | | | | | | AS1500 | 6400 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
GAPPY

TO
GIRTH

RNP
1.00

DISTANCE
3.00

PAT

MAP

HAT

HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 401654.00N/1044042.00W | 5128 | 215 | 8 | 4B | 1000 | | | | AT3872 | 10000 |
| TERRAIN | 401654.00N/1044042.00W | 4927 (4900) | | | | | | | | AS1500 | 6400 |

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
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5434

FACILITY
I-BXP

INITIAL: STEPDOWN

FROM
GIRTH

TO
GOLFN/19.74 DME/RADAR

RNP
1.00

DISTANCE
3.09

PAT

MAP

HAT

HMAS

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 401342.00N/1044039.00W | 5122 | 215 | 8 | 4B | 1000 | | | | AT2878 | 9000 |
| TERRAIN | 401336.00N/1044048.00W | 4921 (4900) | | | | | | | | AS1500 | 6400 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
WAHUU

TO
GOLFN/19.74 DME/RADAR

RNP
1.00

DISTANCE
3.67

PAT

MAP

HAT

HMAS

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 401206.00N/1044048.00W | 5105 | 215 | 8 | 4B | 1000 | | | | AT2895 | 9000 |
| TERRAIN | 401512.00N/1043630.00W | 4891 (4900) | | | | | | | | AS1500 | 6400 |

COMPUTATIONS

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

SEGMENT REMARKS:



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FACILITY
I-BXP

INITIAL: STEPDOWN

FROM
OVVAL

TO
GWENS/17.60 DME/RADAR

RNP
1.00

DISTANCE
6.03

PAT

MAP

HAT

HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (08-000570) | 401540.90N/1044222.80W | 5275 | 500 | 50 | 5D | 1000 | | | | AT2725 | 9000 |
| TERRAIN | 401254.00N/1044333.00W | 5072 (5100) | | | | | | | | AS1500 | 6600 |

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
GWENS/17.60 DME/RADAR

TO
GRIFS/13.89 DME/RADAR

RNP

DISTANCE
3.71

PAT

MAP

HAT

HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (08-000877) | 400718.06N/1043617.87W | 5469 | 20 | 10 | 1B | 500 | | | | AT3031 | 9000 |
| TERRAIN | 400748.00N/1043551.00W | 4996 (5000) | | | | | | | | AS1500 | 6500 |

COMPUTATIONS

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

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AIRPORT ELEVATION
5434

FACILITY
I-BXP

INTERMEDIATE: STEPDOWN

FROM
GRIFS/13.89 DME/RADAR

TO
HALTR/11.28 DME/RADAR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
2.61

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 400224.00N/1043812.00W | 5312 | 215 | 8 | 4B | 500 | | | | AT3188 | 9000 |
| TERRAIN | 400403.00N/1043809.00W | 5045 (5000) | | | | | | | | AS1500 | 6500 |

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
HALTR/11.28 DME/RADAR

TO
HHOLT/8.08 DME/RADAR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
3.20

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 395915.00N/1043851.00W | 5414 | 215 | 8 | 4B | 500 | | | | AT2086 | 8000 |
| TERRAIN | 400118.00N/1043839.00W | 5167 (5200) | | | | | | | | AS1500 | 6700 |

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 17L

AMDT NO.
5

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-BXP

FINAL: LOC

FROM
IRINE/4.90 DME/RADAR

TO
5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT 0.18 DME

| | | | | | |
|------------|-----------------|------------|---|------------|-------------|
| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
| | 5.08 | | 5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT 0.18 DME | 301 | |

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| AAO | 395624.00N/1043739.00W | 5381 | 215 | 8 | 4B | 250 | | | | | 5640 |

COMPUTATIONS

| | | | | | | | | | | | |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|
| <u>ALT</u> | <u>KIAS</u> | <u>KTAS</u> | <u>HAA</u> | <u>VKTW</u> | <u>TR</u> | <u>BA</u> | <u>DTA</u> | <u>COURSE CHANGE</u> | <u>DVEB</u> | <u>VEB OCS</u> | <u>RF CENTER FIX/DISTANCE</u> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:

MISSED APPROACH: ILS

| | |
|-------------------|----------------------------------|
| FROM DA | TO LIMEX/FQF 31.92 DME |
|-------------------|----------------------------------|

| | | | | | |
|------------|-----------------|------------|------------|------------|-------------|
| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
| | | | | | 5366 |

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | ASC | | | | 10000 |
| AAO | 393642.00N/1043027.00W | 6283 | 215 | 8 | 4B | 1000 | | | | | 7300 |
| TERRAIN | 393642.00N/1043027.00W | 6082 (6100) | | | | | | | | AS1500 | 7600 |

COMPUTATIONS

| | | | | | | | | | | | |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|
| <u>ALT</u> | <u>KIAS</u> | <u>KTAS</u> | <u>HAA</u> | <u>VKTW</u> | <u>TR</u> | <u>BA</u> | <u>DTA</u> | <u>COURSE CHANGE</u> | <u>DVEB</u> | <u>VEB OCS</u> | <u>RF CENTER FIX/DISTANCE</u> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 17L

AMDT NO.
5

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-BXP

MISSED APPROACH: LOC

FROM
5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT 0.18 DME

TO
LIMEX/FQF 31.92 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
5390

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | ASC | | | | 10000 |
| AAO | 393642.00N/1043027.00W | 6283 | 215 | 8 | 4B | 1000 | | | | | 7300 |
| TERRAIN | 393642.00N/1043027.00W | 6082 (6100) | | | | | | | | AS1500 | 7600 |

COMPUTATIONS

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

SEGMENT REMARKS:

CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED

MSA

CENTER **RADIUS**
DVV VORTAC 25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------------|--------------------|------------------------|----------------|-----------------|-----------------|-------------|-------------|-----------|------------|------------|--------------------|----------------|
| 360-360 | AAO | 394203.00N/1051039.00W | 238 | 28.1 | 7054 | 215 | 8 | 4B | 1000 | | | 8100 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



AIRPORT ID
DEN

PROCEDURE NAME
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STATE
CO

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5434

FACILITY
I-BXP

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, DEN APP CON, DEN TOWER

| | | | | | | |
|---------------------------|------------------------|----------------------------|--------------------------------|-----------------|-------------------|-------------------------|
| <u>WX SERVICE</u> ASOS | <u>LOCATION</u> DEN | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> DEN | <u>DISTANCE</u> | <u>WMSCR</u> Y | <u>ADJUSTMENTS</u> 0 |
|---------------------------|------------------------|----------------------------|--------------------------------|-----------------|-------------------|-------------------------|

| | | | | | | |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|
| <u>BACK-UP WX SERVICE</u> | <u>LOCATION</u> | <u>HRS OPERATION</u> | <u>ALTIMETER SOURCE</u> | <u>DISTANCE</u> | <u>WMSCR</u> | <u>ADJUSTMENTS</u> |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|

WX REMARKS:

BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES.

| | | | |
|--------------------------------|------------------------------------|----------------------------|-----------------|
| <u>PRIMARY NAVAID</u> I-BXP | <u>MONITOR POINT</u> DEN TRACON | <u>HRS OPERATION</u> 24 | <u>CAT</u> 1 |
|--------------------------------|------------------------------------|----------------------------|-----------------|

| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
|--|------------------------|------------------------------|
| RW07 - MALSR, HIRL, TDZ, C/LINE, PAPI-4R | PIR-null | APPROACH, ROLL OUT |
| RW08 - MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, ROLL OUT |
| RW16L - MALSR, TDZ, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW16R - MALSR, TDZ, C/LINE, HIRL, PAPI-4R | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW17L - MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW17R - MALSR, HIRL, TDZ, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW25 - MALSR, C/LINE, HIRL, PAPI-4L | PIR-G | APPROACH, ROLL OUT |
| RW26 - MALSR, TDZ, C/LINE, HIRL, PAPI-4L | PIR-G | APPROACH, ROLL OUT |
| RW34L - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW34R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35R - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R | PIR-G | APPROACH, MIDPOINT, ROLL OUT |

| | | | | | | |
|---------------------------------|-------------------------------------|--------------------|----------------------------------|---------------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 5328.1 | <u>TCH</u> 54.9 | <u>ELEV GS ANTENNA</u> 5326.0 | <u>DISTANCE FROM RWY</u> 985 | <u>VGSI ANGLE</u> 3.00 | <u>TCH</u> 66.0 |
|---------------------------------|-------------------------------------|--------------------|----------------------------------|---------------------------------|---------------------------|--------------------|

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

| | | | |
|---------------------|----------------------|------------|----------------|
| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |
|---------------------|----------------------|------------|----------------|

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

| |
|--|
| |
| |

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

INITIAL, INTERMEDIATE AND INTERMEDIATE STEPDOWN FIX ALTITUDES AND LOCATIONS PER ATC REQUEST FOR SEPARATION AND AIRSPACE PURPOSES

PROCEDURE CONNECTED TO MULTIPLE RNAV STARS

RADAR REQUIRED NOTE PER ATC REQUEST

50 FT VEGETATION HEIGHT USED PER WESTERN FPT

CIRCLING NA: DEN ATCT

INFO ONLY PRE-EXISTING BLANKET WAIVER FROM AFS CAPTURE FIX WAIVER "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" ON FILE

WAIVER: ATC VECTOR LEG LENGTH ISSUES; VECTOR ANGLE RESTRICTED AT KAILE AND TSHNR TO 45 DEGREES.

INTERMEDIATE SEGMENT GWENS TO IRINE IN EXCESS OF 10 NM PER ATC REQUEST AND OPERATIONAL REQUIREMENTS

MISSED APPROACH DEAD RECKONING FOR TURNING SUBSEGMENT IN EXCESS OF 10 NM PER ATC REQUEST AND OPERATIONAL REQUIREMENTS

ORDER 8260.3 CHAPTER 2 APPLIED TO 5437 AAO 395718.00N/1043918.00W.



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 17L

AMDT NO.
5

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DENVER

STATE
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AIRPORT ELEVATION
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FACILITY
I-BXP

PART D: AIRSPACE

DOCKET #

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

| | | | |
|------------------------|-------|--|--------|
| DISTANCE FROM | THLD | TO 1000FT POINT | 3.19 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 0.91 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 180.54 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 5400 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 4.88 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.27 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 180.54 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 5400 |

| | |
|---|---------------------------|
| THRESHOLD COORDINATES (IF STR-IN) | 395153.83N/1043828.70W |
| ARP COORDINATES | 395142.00N/1044023.40W |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 7 DISTANCE 2.77 NM |
| FAF COORDINATES | 395658.64N/1043824.96W |
| FIX NAME COORDINATES | |

REMARKS

PART E: PREPARED BY

| | | | |
|---------------|---------------|-------------|-------------------------------------|
| <u>NAME</u> | <u>OFFICE</u> | <u>DATE</u> | <u>TITLE</u> |
| CHARLES HIRST | AJV-A431 | 07/07/2025 | AERONAUTICAL INFORMATION SPECIALIST |

