

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 27DE532606074CC2AAE479132389FE34	APWS Project ID: 00C896C3A8AF44F6BC889E6278105E1A
Procedure: RNAV (RNP) Z RWY 17R AMDT 1		Enroute: NO	Specialist: Hirst, Charles		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

ADD INITIAL FIX HISSY. REDESIGN MISSED APPROACH.

ACTIVE AIRNAV AIRPORT & RUNWAY DATA USED

AFS APPROVALS ON REQUEST: 1

QWIKE TO STAAM CONTAINS A MANDATORY ALTITUDE

FOR ADDITIONAL QUESTIONS CONTACT CASEY HILL, MANAGER 4059540624



11/04/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/21/25:

1. NOTES REMOVED "CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS."

2. CHANGED PBN REQUIREMENTS NOTE FROM "RNP AR APCH - GPS. AUTHORIZATION REQUIRED. FROM QWIKE: RF" TO "RNP AR APCH - GPS. AUTHORIZATION REQUIRED. FROM STAAM OR PAYOG: RF."



TO: AFS-460

FROM:

SUBJECT: APPROVAL: DENVER, CO KDEN RNAV (RNP) Z RWY 17R

ISSUE: MANDATORY ALTITUDE RESTRICTION: INTERMEDIATE SEGMENT QWIKE TO STAAM

Per the 8260.19K 8-6-11n, maximum, mandatory or block altitudes in the intermediate, final and/or missed approach segment require Flight Standards approval.

The intermediate segment for the RNAV (RNP) Z RWY 17R QWIKE to STAAM has a mandatory altitude of 11000 MSL. The following four STARS that service KDEN have a mandatory altitude of 11000 MSL at QWIKE: CLASH ARRIVAL, NIIXX ARRIVAL, TBARR ARRIVAL and SSKII ARRIVAL.

Per the 8260.3G 2-2-7f, an altitude restriction must be established at the termination fix of the STAR if the same fix is charted on an approach procedure. If the approach procedure fix has an altitude restriction associated with it, then the STAR termination altitude restriction must be identical to it.

This procedure has been flight checked and flown as satisfactory in both the current revision and previous amendments with the same mandatory altitude restriction with no issues noted by Flight Check, ATC operations or the flying public.

Requesting approval to continue to publish the mandatory altitude restriction at the intermediate fix QWIKE IAW the 8260.3G 2-2-7f criteria. It is not possible to easily convert QWIKE to an initial fix without significant redesign of the subsequent segment due to leg length and TF to RF requirements.

DENVER, COLORADO

AL-9077 (FAA)

FIG

APP CRS 173°	Rwy Ldg TDZE Apt Elev	12000 5392 5434
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RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

RNP AR APCH - GPS. Authorization required. From STAAM or PAYOG: RF

Simultaneous approach authorized.

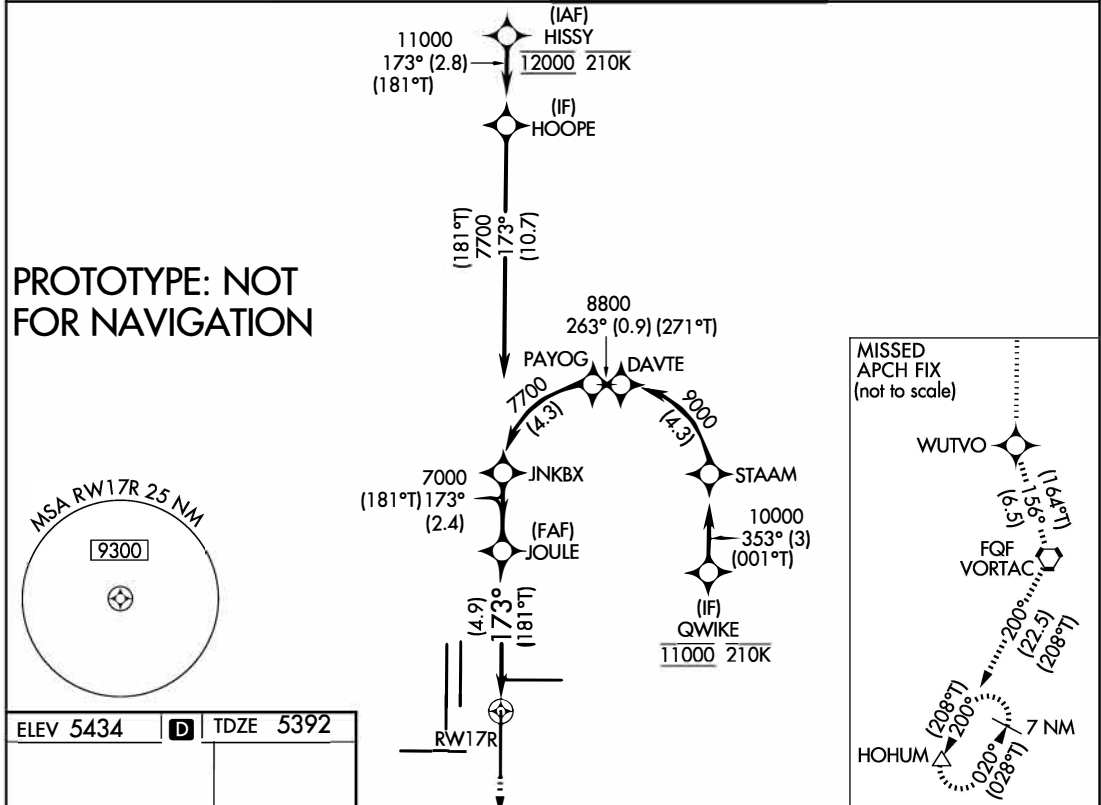
For uncompensated Baro-VNAV systems, procedure NA below -26°C or above 54°C. For inoperative ALS, increase RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$ SM.

MALSR



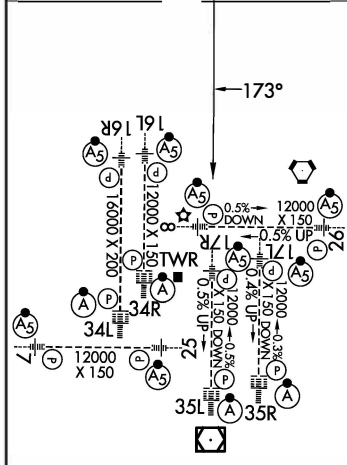
MISSED APPROACH: Climb to 11000 direct WUTVO and track 156° to FQF VORTAC and track 200° to HOHUM and hold.

D-ATIS 125.6 379.9	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)
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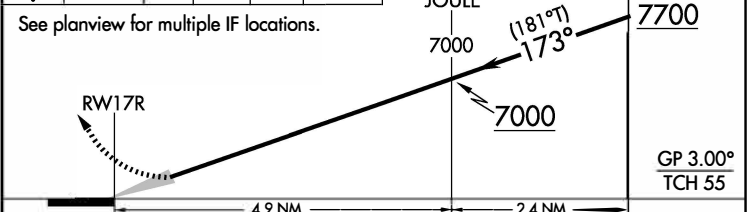


PROTOTYPE: NOT FOR NAVIGATION

ELEV 5434	D TDZE 5392
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11000	WUTVO	FQF	HOHUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).
↑	tr 156°	tr 200°	△	



CATEGORY	A	B	C	D
RNP 0.10 DA		5722/26	330 (300-1/2)	
RNP 0.30 DA		5894/55	502 (500-1)	

AUTHORIZATION REQUIRED

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

DENVER, COLORADO

DENVER INTL (DEN)

Amdt 1 FIG

39°52'N-104°40'W

RNAV (RNP) Z RWY 17R

AUTOMATED AL-9077 RNAV (RNP) Z RWY 17R

SW-1
18 AUG 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

ACTIVE PROCEDURE

DENVER, COLORADO


AL-9077 (FAA)

24361

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

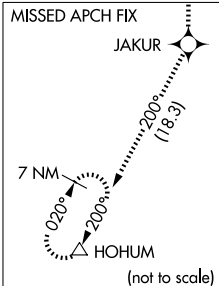
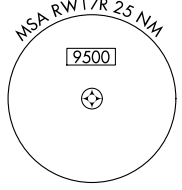
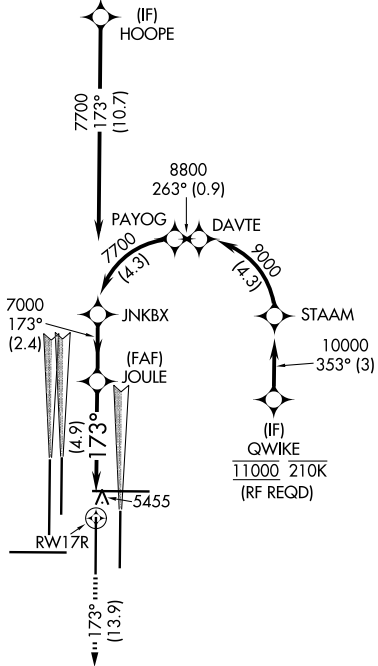
DENVER INTL (DEN)

<p>▽ 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).</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.</p>
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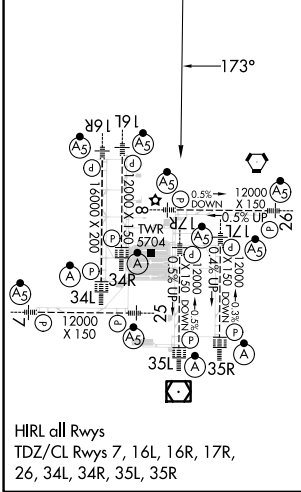
<p>D-ATIS 125.6 379.9 (ARR) 134.025 (DEP)</p>	<p>DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)</p>	<p>DENVER TOWER 124.3 322.45</p>	<p>GND CON 121.35 379.175 (W) 121.85 377.1 (E)</p>	<p>CLNC DEL 118.75</p>	<p>CPDLC</p>
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RADAR REQUIRED

A6260



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

10000	JAKUR	tr 173°	HOHUM	tr 200°	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 69°).	JNKBX	
See planview for multiple IF locations.							
RWY 17R		JOULE		7000			7700
				173°			GP 3.00°
				7000			TCH 60
				4.9 NM			2.4 NM
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							

DENVER, COLORADO
Orig-C 01FEB18

39°52'N-104°40'W

RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025