

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 4BBCC1C277844946988F5F4EF68FF518	APWS Project ID: ADB5B885B35444BD98C66E27013D2BA6
Procedure: ILS OR LOC RWY 34R AMDT 4		Enroute: NO	Specialist: Dugan, Joshua		Agreement Number:
Airport ID: KDEN			Airport City: DENVER	State: CO	
Facility ID: OUF	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
ACTIVE DATA USED FOR KDEN

PENDING DATA USED FOR OUF

NEW MISSED APPROACH

LEG LENGTH WAIVER SUBMITTED, CAPTURE FIX WAIVER APPLIED

CONTACT ROBERT HAMILTON AJV-A433 405-954-4608

ESV: BJC VOR/DME R-001 42 DME 8000-10800

10/08/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/16/25.

1. MISSED APPROACH INSTRUCTIONS CHANGED FROM CLIMB TO 10000 ON HEADING 353 TO I-OUF 2.65 DME AND DVV VORTAC R-308 AND ON BJC VOR/DME R-001 TO LPORT AND HOLD TO CLIMB TO 10000 ON HEADING 353 TO I-OUF 3.30 DME NORTH OF I-OUF AND ON DVV VORTAC R-314 TO NIWOT INT/DVV 27.63 DME AND HOLD.
2. PROFILE LINE 5 ADDED 100 HAT 861.00 AND 150 HAT 1810.00
3. PROFILE LINE 6 ADDED IM 5457
4. ADDITIONAL FLIGHT DATA REMOVED CHART LOC RWY 35L/R

8260-2

1. ADDED NIWOT 8260-2.
2. REMOVED LPORT 8260-2.

8260-1

1. UPDATED LEG LENGTH WAIVER FOR BOSSS, LDORA, AND TELLR; VECTOR ANGLE RESTRICTION.

QUALITY
9
CHECKED
BEGUE

QUALITY
34
CHECKED

QUALITY
9
CHECKED
BEGUE

QUALITY
39
CHECKED

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International, KDEN
ILS OR LOC RWY 34R

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 34R using the leg length from BOSSS to PAAAS of 3.30 NM versus the requirement of at least 3.89 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 34R using the leg length from TELLR to BHAPY of 2.24 NM versus the requirement of at least 3.85 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 34R using the leg length from LDORA to FLUFF of 3.13 NM versus the requirement of at least 4.14 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 BOSSS (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 62.35°T (54.35°M) CW 152.35°T (144.35°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

The prohibition against vectoring to TELLR (in excess of 30°) 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 218.13°T (210.13°M) CW 278.13°T (270.13°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

The prohibition against vectoring to LDORA (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 206.75°T (198.75°M) CW 296.75°T (288.75°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 BOSSS or PAAAS 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 TELLR or BHAPY 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. Moving the LDORA or FLUFF 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.
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

SIGNATURE

8. AFS ACTIONS:

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

Digitally signed by
ROBERT G HAMILTON
Nov 18, 2025

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE



Federal Aviation Administration

Memorandum

Date: August 22, 2023

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

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.

Digitally signed by WADE
EK TERRELL
Date: 2023.08.22 09:19:11
-05'00'

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.

ESV Details

Originating Office :NFPO		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:LPORT ILS OR LOC RWY 34 KDEN		City:BROOMFIELD		Ident:BJC		State:CO
Type/Class: DME		Frequency: M1188		Reference Number: 25091545		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 910541 - 019	1		42	80	108	
Requirement: LPORT ILS OR LOC RWY 34 KDEN						
Signature:ZEDER JOSEPH			Routing Symbol:AJV-A433			Date:09/17/2025
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 910541 - 019	1					
Requirement/Remarks:						
Signature:			Routing Symbol:			Date:

ESV Details

Originating Office :NFPO		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:LPORT ILS OR LOC RWY 34 KDEN		City:BROOMFIELD		Ident:BJC		State:CO
Type/Class: H-VOR		Frequency: M115.4		Reference Number: 25091543		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 910540 - 001	1		42	80	108	
Requirement: LPORT ILS OR LOC RWY 34 KDEN						
Signature:ZEDER JOSEPH			Routing Symbol:AJV-A433			Date:09/17/2025
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 910540 - 001	1					
Requirement/Remarks:						
Signature:			Routing Symbol:			Date:

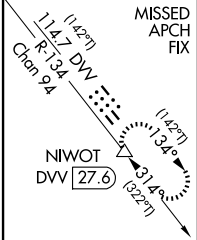
LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy Ldg 12000 TDZE 5354 Apt Elev 5434
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ILS or LOC RWY 34R

DENVER INTL (DEN)

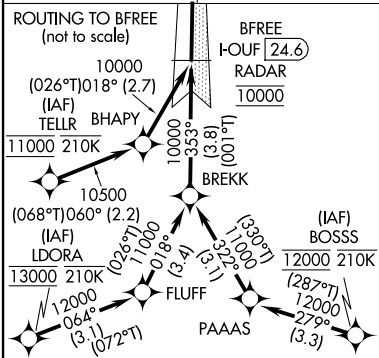
RNP APCH-GPS. From LDORA, BOSSS, TELLR. DME or RADAR required.	ALSf-2 	MISSED APPROACH: Climb to 10000 on heading 353° to I-OUF 3.3 DME and on DVV VORTAC R-314 and to NIWOT/DVV 27.6 DME and hold.
<p>Simultaneous approach authorized. For inop ALS, increase S-LOC Cat C and D visibility to RVR 5500.</p>		

D-ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)
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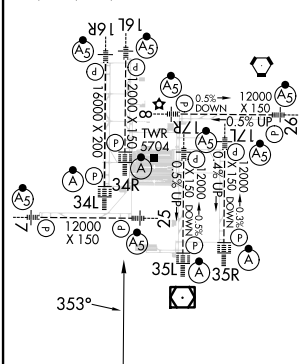
LOCALIZER **111.1**
I-OUF **3.3**
Chan 48

MILE HIGH
114.7 DVV **3.3**
Chan 94

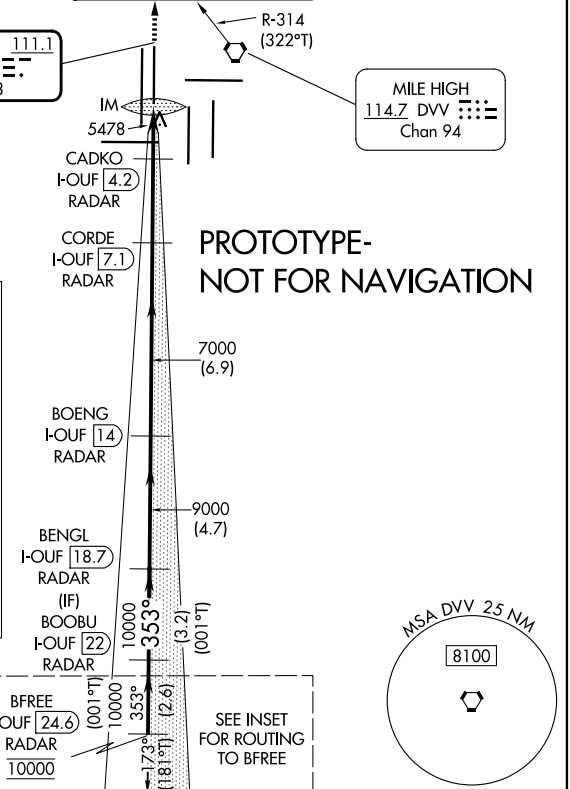


ELEV 5434	D	TDZE 5354
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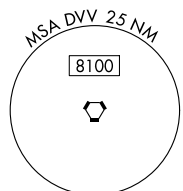
HIRL all rwws
TDZL/RCLS Rwws 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



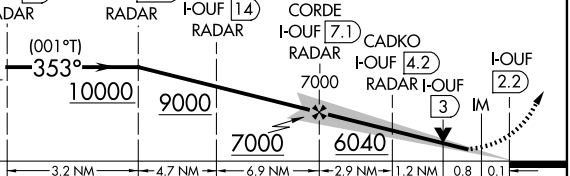
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



PROTOTYPE-
NOT FOR NAVIGATION



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).			
BOOBU I-OUF 22	BENG I-OUF 18.7	BOENG I-OUF 14	CORDE I-OUF 7.1
hdg 353°			NIWOT Δ



CATEGORY	A	B	C	D
S-ILS 34R	5554/18 200 (200-1/2)			
S-LOC 34R	5720/24 366 (300-1/2)		5720/30 366 (300-3/4)	

DENVER INTL (DEN) ILS or LOC RWY 34R

DENVER, COLORADO

AL-9077 (FAA)

FIG

LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy Ldg 12000 TDZE 5354 Apt Elev 5434
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ILS RWY 34R (SA CAT I)

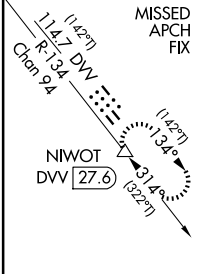
DENVER INTL (DEN)

RNP APCH-GPS. From LDORA, BOSSS, TELLR.
DME or RADAR required.
Requires specific OPSPEC, MSPEC, or LOA approval.
Simultaneous approach authorized.



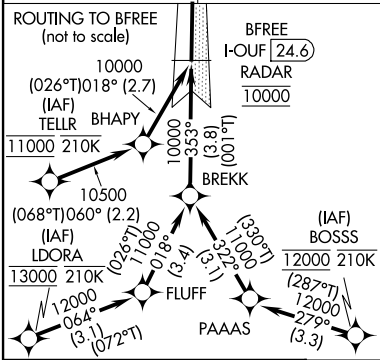
MISSED APPROACH: Climb to 10000 on heading 353° to I-OUF 3.3 DME and on DVV VORTAC R-314 and to NIWOT/DVV 27.6 DME and hold.

D-ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)
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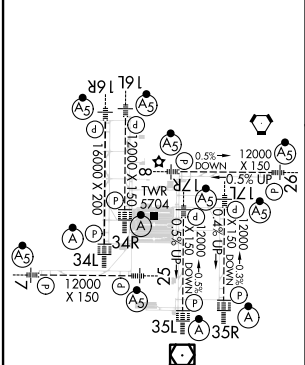


LOCALIZER .. 111.1
I-OUF : : : :
Chan 48

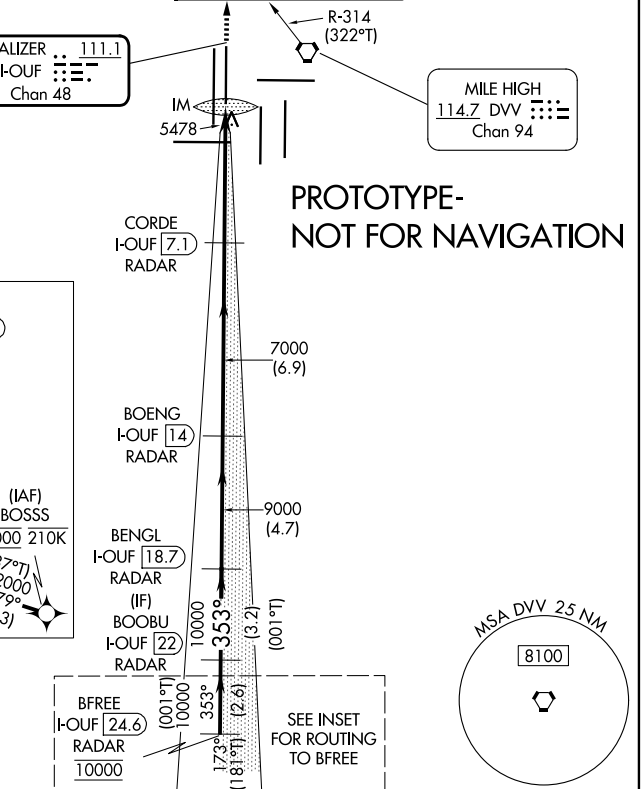
MILE HIGH
114.7 DVV : : : :
Chan 94



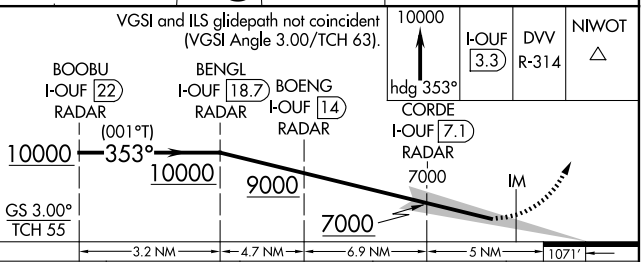
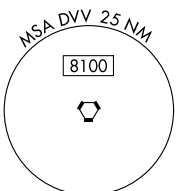
ELEV 5434 **D** TDZE 5354



HIRL all rwys
TDZL/RCLS Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



PROTOTYPE-
NOT FOR NAVIGATION



CATEGORY	A	B	C	D
S-ILS 34R		RA 179/14	1.50 DA 5504	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 4 FIG

39°52'N-104°40'W

DENVER INTL (DEN)
ILS RWY 34R (SA CAT I)

LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy Ldg 12000 TDZE 5354 Apt Elev 5434
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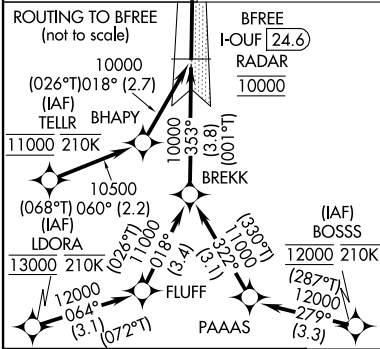
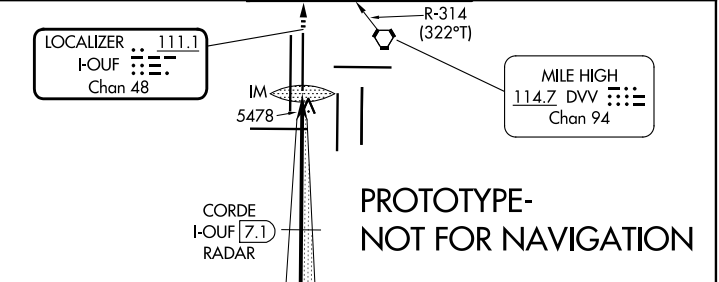
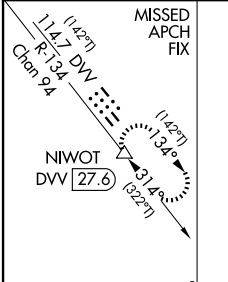
ILS RWY 34R (CAT II & III)

DENVER INTL (DEN)

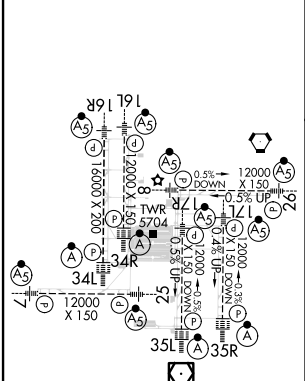
RNP APCH-GPS. From LDORA, BOSSS, TELLR.
DME or RADAR required.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized.

ALSF-2
MISSED APPROACH: Climb to 10000 on heading 353° to I-OUF 3.3 DME and on DVV VORTAC R-314 and to NIWOT/DVV 27.6 DME and hold.

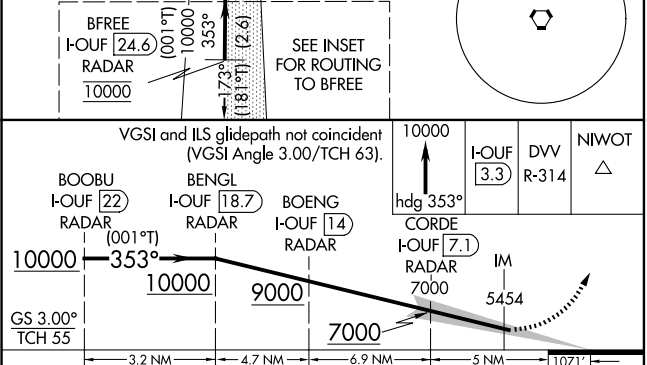
D-ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)
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ELEV 5434	D	TDZE 5354
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HIRL all runways
TDZL/RCLS Runways 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34R	CAT II RA 110/12 100 DA 5454			
S-ILS 34R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy Idg TDZE Apt Elev	12000 5354 5434
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OLD

ILS or LOC RWY 34R

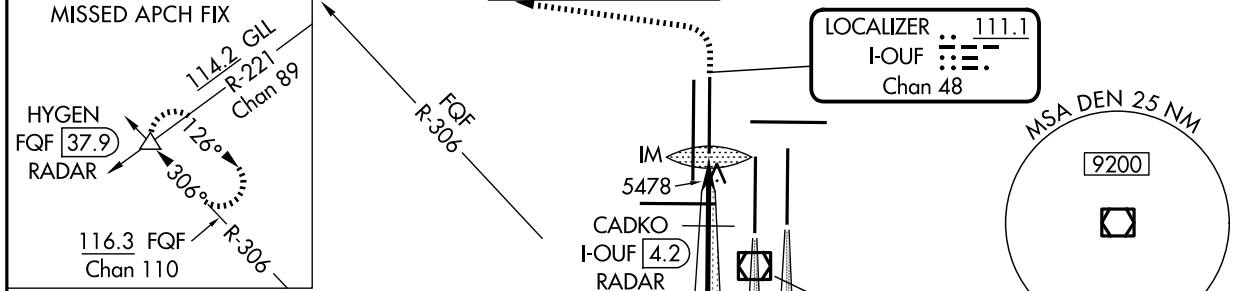
DENVER INTL (DEN)

▼ S-LOC 34R DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cat C/D visibility to RVR 5500.

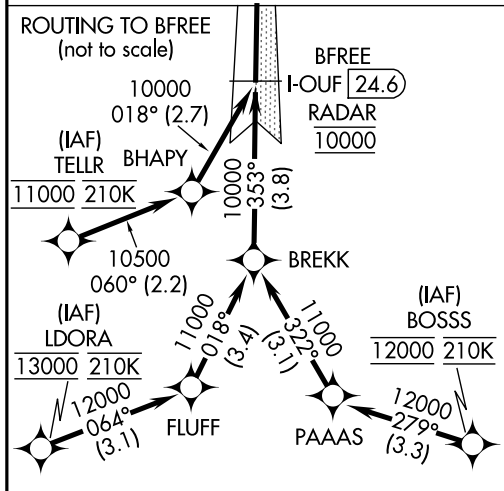
ALSF-2 

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR 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 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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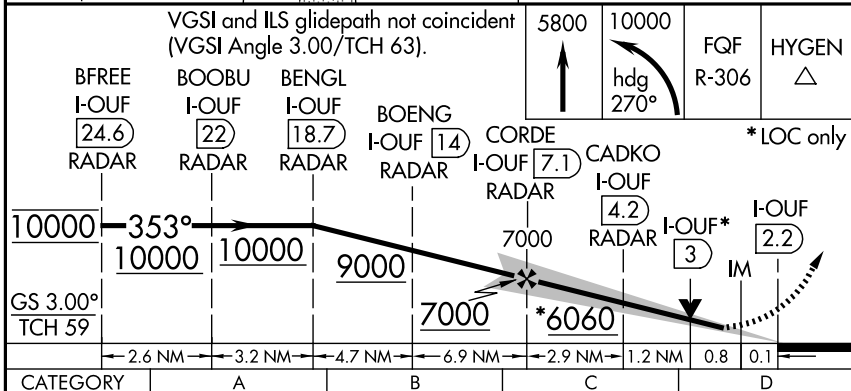
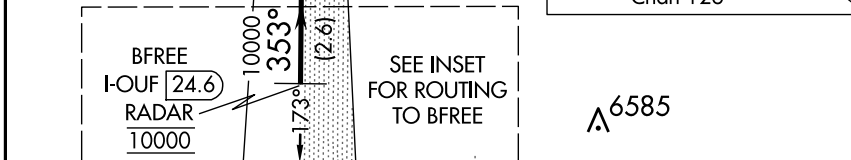
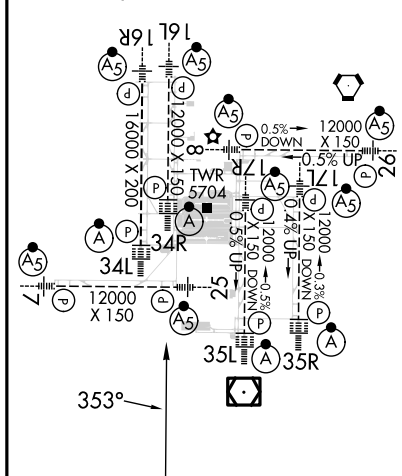
RADAR or GPS REQUIRED



ELEV 5434 **D** TDZE 5354

TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

HIRL all Rwy



FAF to MAP 5 NM	S-ILS 34R	5554/18 200 (200-½)	
Knots 60 90 120 150 180	S-LOC 34R	5700/24 346 (300-½)	5700/30 346 (300-⅝)
Min:Sec 5:00 3:20 2:30 2:00 1:40			

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025

LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy Idg 12000 TDZE 5354 Apt Elev 5434
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OLD

ILS RWY 34R (SA CAT I)

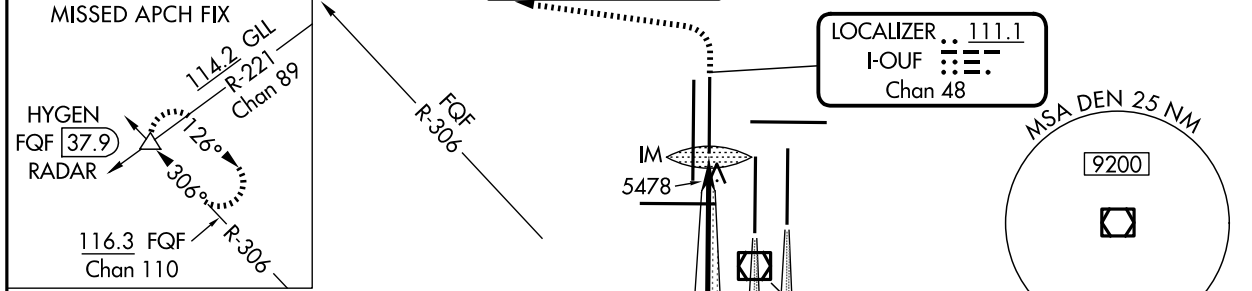
DENVER INTL (DEN)

Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.

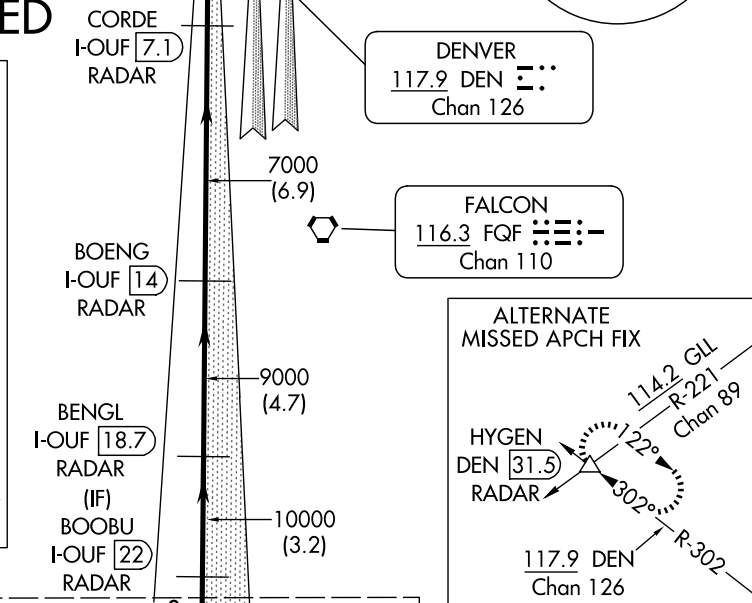
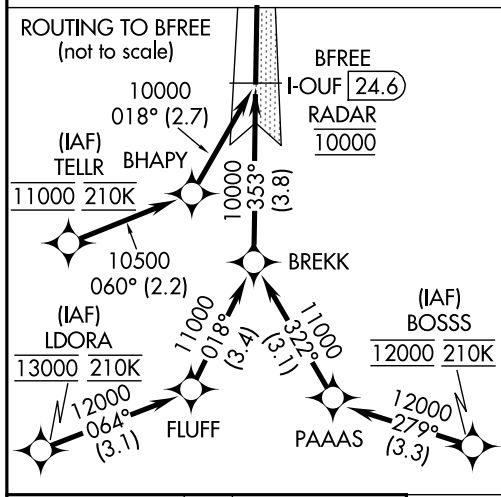
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR 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 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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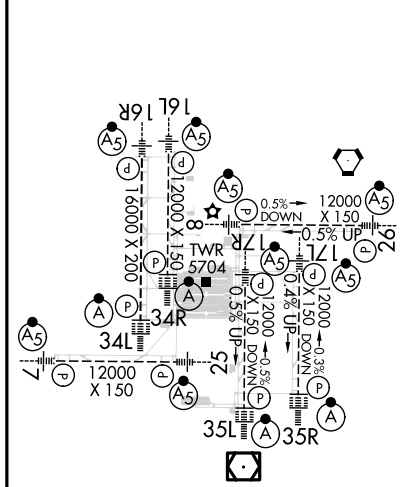
RADAR or GPS REQUIRED



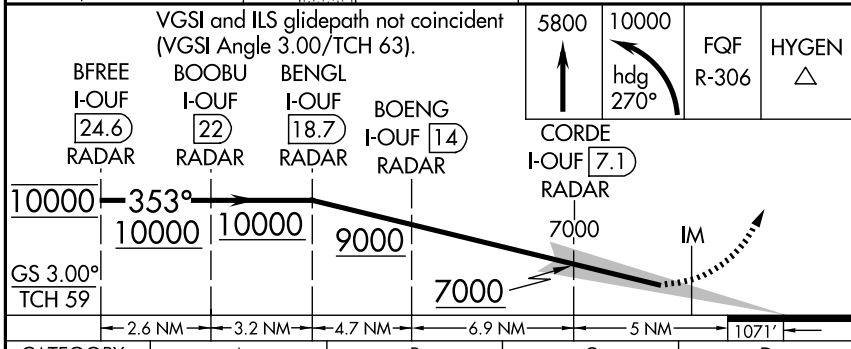
SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025

ELEV 5434	D	TDZE 5354
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34R	RA 175/14 150 DA 5504			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy Idg 12000 TDZE 5354 Apt Elev 5434
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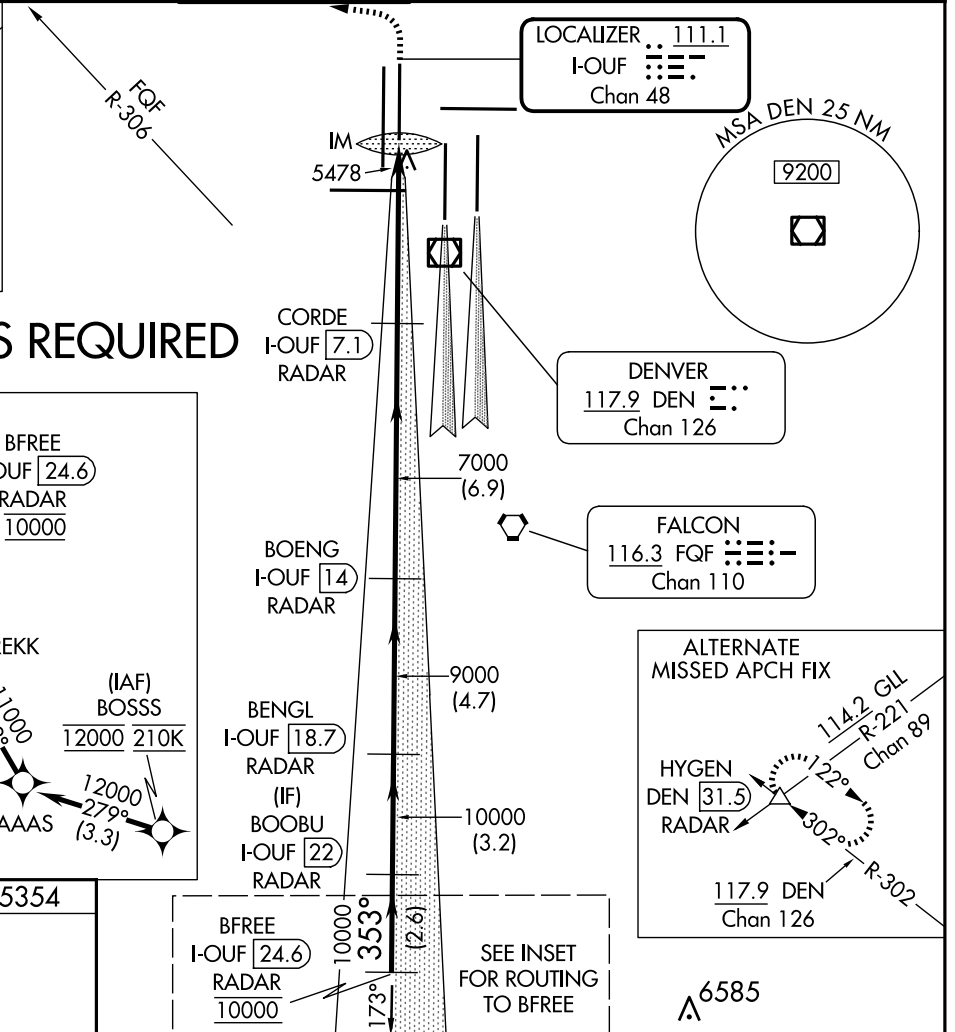
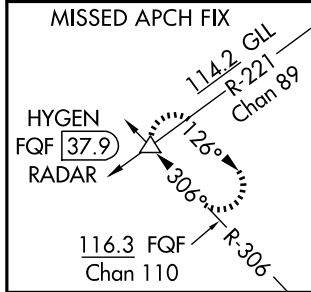
OLD

ILS RWY 34R (CAT II & III)

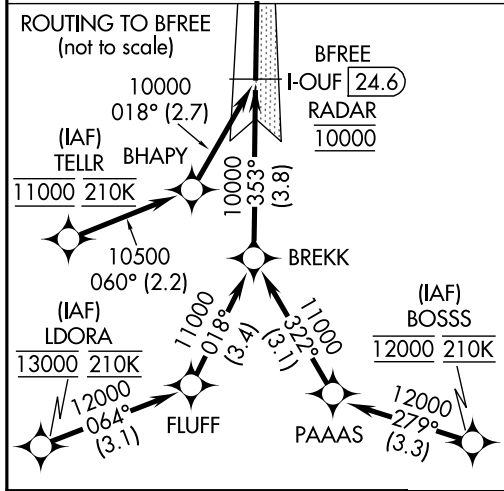
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 35L/R.
 CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.  MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

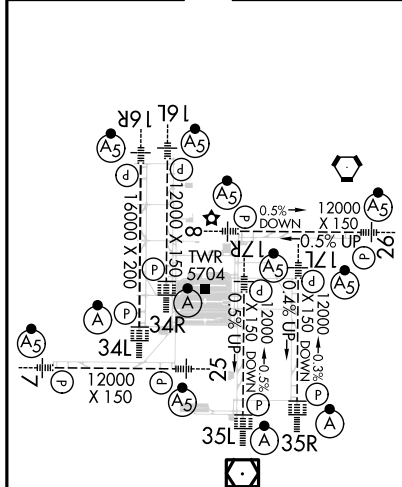
D-ATIS 125.6 379.9 (ARR) 134.025 (DEP)	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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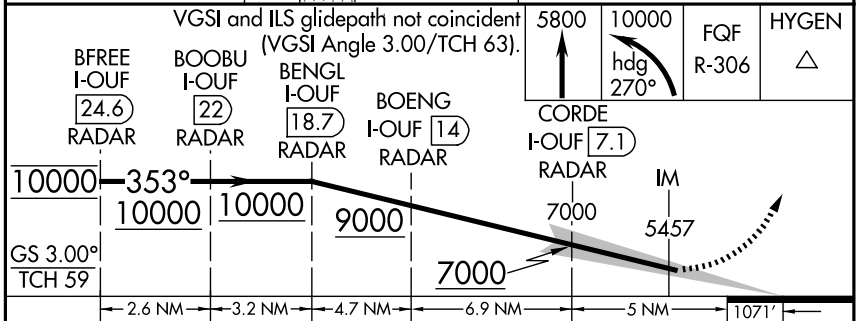
RADAR or GPS REQUIRED



ELEV 5434 **D** TDZE 5354



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



CATEGORY	A	B	C	D
S-ILS 34R	CAT II RA 155/12 100 DA 5454			
S-ILS 34R	CAT IIIa RVR 07		RVR 03	
S-ILS 34R	CAT IIIb RVR 07		RVR 03	
S-ILS 34R	CAT IIIc NA		NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025