

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
DEN	RNAV (GPS) Y RWY 17R	2	DENVER	CO	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
5434	5392	RNAV (GPS) Y RWY 17R	10/12/2017	8E	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HISSY	IAF	HOOPE		TF	FB	1.00	172.53	2.75	11000
HOOPE	IF	JAPEX		TF	FB	1.00	172.53	4.65	9600
JAPEX		JOMAG		TF	FB	1.00	172.54	2.04	9000
JOMAG		JOSEE		TF	FB	1.00	172.52	3.25	8000
JOSEE		JOULE		TF	FB	1.00	172.53	3.14	7000
JOULE	FAF	RW17R	MAP	TF	FO	0.30	172.53	4.92	
RW17R	MAP	5592 MSL		CA			172.53		
5592 MSL		WUTVO		DF	FB	1.00			
WUTVO		FQF VORTAC		TF	FB	1.00	155.58	6.55	
FQF VORTAC		HOHUM		TF	FO	1.00	200.00	22.49	11000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 11000 DIRECT WUTVO AND TRACK 155.58 TO FQF VORTAC AND TRACK 200.00 TO HOHUM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT HOOPE														
3.	FAC:	172.53	FAF:	JOULE	DIST FAF TO MAP:	4.92	DIST FAF TO THLD:	4.92							
4.	MIN ALT:	HOOPE 11000, JAPEX 9600, JOMAG 9000, JOSEE 8000, JOULE 7000													
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:		200 HAT:	0.50	GS ANT:						
6.	MIN GP INCPT:	7000	GP ALT AT PFAF:	JOULE 7000			OM:		MM:				IM:		
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.0							
8.	MSA FROM:	RW17R 9300													

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -26°C OR ABOVE 54°C.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM.
CHART SPEED ICON IN PLANVIEW AT HISSY: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT HOOPE: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, LT, 200.00 INBOUND.
CHART FAS OBST: 5704 CONTROL TOWER (08-000781) 395145N/1044025W.
CHART VDP AT 1.54 NM TO RW17R.
WAAS CHANNEL # 93529
REFERENCE PATH ID: W17B
CHART MANDATORY 12000 AT HISSY.
LTP HAE: 1621 M

MINIMUMS:

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

ALTERNATE: NA ☐ 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
LPV DA	5592	1800	200	5592	1800	200	5592	1800	200	5592	1800	200			
LNAV/VNAV DA	5857	5000	465	5857	5000	465	5857	5000	465	5857	5000	465			
LNAV MDA	5940	2400	548	5940	2400	548	5940	6000	548	5940	6000	548			



CHANGES - REASONS

1. TERMINAL ROUTES ADDED INITIAL HISSY TO HOOPE – PER ATC REQUEST FOR IAP TO MATCH ILS IAP
2. TERMINAL ROUTES INTERMEDIATE STEPDOWN HOOPE TO JAPEX RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
3. TERMINAL ROUTES INTERMEDIATE STEPDOWN JAPEX TO JOMAG RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
4. TERMINAL ROUTES INTERMEDIATE STEPDOWN JOMAG TO JOSEE RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
5. TERMINAL ROUTES INTERMEDIATE STEPDOWN JOSEE TO JOULE RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
6. TERMINAL ROUTES INTERMEDIATE STEPDOWN JOSEE TO JOULE DISTANCE CHANGED FROM 3.15 NM TO 3.14 NM – FAF JOULE RELOCATED TO ALIGN WITH ILS
7. TERMINAL ROUTES FINAL JOULE TO RW17R DISTANCE CHANGED FROM 4.91 TO 4.92 – FAF JOULE RELOCATED TO ALIGN WITH ILS
8. TERMINAL ROUTES MISSED APPROACH CA LEG CHANGED FROM 5578 MSL TO 5592 MSL – UPDATING TO REFLECT PRIOR P-NOTAM FOR NEW RUNWAY SURVEY & RWY ELEVATION
9. TERMINAL ROUTES MISSED APPROACH DELETED 5578 MSL TO JAKUR DF LEG – MISSED APPROACH REDESIGNED PER ATC REQUEST
10. TERMINAL ROUTES MISSED APPROACH DELETED JAKUR TO HOHUM TF LEG – MISSED APPROACH REDSIGNED PER ATC REQUEST
11. TERMINAL ROUTES MISSED APPROACH ADDED 5592 MSL TO WUTVO DF LEG – MISSED APPROACH REDESIGNED PER ATC REQUEST
12. TERMINAL ROUTES MISSED APPROACH ADDED WUTVO TO FQF VORTAC TF LEG – MISSED APPROACH REDESIGNED PER ATC REQUEST
13. MISSED APPROACH INSTRUCTIONS CHANGED FROM “CLIMB TO 10000 DIRECT JAKUR AND ON TRACK 199.97 TO HOHUM AND HOLD” TO “CLIMB TO 11000 DIRECT WUTVO AND TRACK 155.58 TO FQF VORTAC AND TRACK 200.00 TO HOHUM AND HOLD” – MISSED APPROACH REDESIGNED PER ATC REQUEST
14. PROFILE LINE 3 DIST FAF TO MAP CHANGED FROM 4.91 NM TO 4.92 NM – FAF JOULE RELOCATED TO BE COINCIDENT WITH ILS
15. PROFILE LINE 3 DIST FAF TO THLD CHANGED FROM 4.91 NM TO 4.92 NM – FAF JOULE RELOCATED TO BE COINCIDENT WITH ILS
16. PROFILE LINE 5 ADDED 200: HAT 0.50 – IAW 8260.19J 8-6-7
17. PROFILE LINE 7 ADDED 20:1 IS CLEAR – IAW 8260.19J 8-6-7
18. PROFILE LINE 7 TCH CHANGED FROM 59.6 TO 55.0 – IAW 8260.19J 8-6-7 TCH CHANGED TO BE COINCIDENT WITH ILS
19. PROFILE LINE 8 CHANGED FROM “MSA FROM: RW17R 9400” TO “MSA FROM: RW17R: 9300” – IAW 8260.19J 8-6-7 NEW SURVEY AND MSA OPTIMIZED FOR LOWEST PER ATC REQUEST
20. PBN REQUIREMENTS NOTE ADDED “RNP APCH – GPS” – IAW 8260.19J 8-6-8
21. NOTES REMOVED “RADAR REQUIRED” – NO LONGER REQUIRED
22. NOTES CHANGED FROM “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 16L/16R AND 17L” TO “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED” – IAW 8260.19J 8-6-12
23. NOTES REMOVED “CHART NOTE: DME/DME RNP-0.3 NA” – NO LONGER REQUIRED
24. NOTES CHANGED FROM “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT” TO “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})” – IAW 8260.19J 8-6-10
25. NOTES CHANGED FROM “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 25°C (13°F) OR ABOVE 10°C (50°F)” TO “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -26°C OR ABOVE 54°C” – IAW 8260.19J 8-6-10 NEW 5 YEAR TEMPERATURE STUDY
26. NOTES CHANGED FROM “CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 MILE, AND LNAV CAT C/D TO 1 5/8 MILE” TO “CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM” – IAW 8260.3G TABLE 3-3-1
27. NOTES ADDED “CHART SPEED ICON IN PLANVIEW AT HISSY: MAX 210 KIAS” – IAW 8260.19J 4-6-10 INITIAL FIX HISSY ADDED WITH SPEED RESTRICTION TO BE CONGRUENT WITH ILS IAP
28. ADDITIONAL FLIGHT DATA REMOVED “DISTANCE TO THLD FROM 200 HATH 0.44 NM” – NO LONGER REQUIRED
29. ADDITIONAL FLIGHT DATA REMOVED “*LNAV ONLY” – NO LONGER REQUIRED
30. ADDITIONAL FLIGHT DATA CHANGED FROM “CHART VDP AT 1.55 NM TO RW17R” TO “CHART VDP AT 1.54 NM TO RW17R” – IAW 8260.3G FORMULA 2-6-5 VDP CHANGED DUE TO NEW TCH TO BE COINCIDENT WITH ILS
31. ADDITIONAL FLIGHT DATA ADDED “CHART MANDATORY 12000 AT HISSY” – MANDATORY ALTITUDE AT HISSY PER ATC REQUEST TO BE CONGRUENT WITH ILS IAP
32. ADDITIONAL FLIGHT DATA CHANGED FROM “CHART FAS OBST: 5701 CTRL TWR (08-000781) 395145N/1044025W” TO “CHART FAS OBST: 5704 CONTROL_TOWER (08-000781) 395145N/1044025W” – NEW SURVEY, SAME OBSTACLE BUT UPDATED RECORD TO PULL MOST RECENT DATA
33. MINIMUMS LNAV/VNAV VISIBILITY ALL CATS CHANGED FROM RVR 6000 TO RVR 5000 – IAW 8260.3G TABLE 3-3-1
34. MINIMUMS LNAV VISIBILITY CAT C AND CAT D VISIBILITY CHAGNED FROM 1 ¼ SM TO RVR 6000 – IAW 8260.3G TABLE 3-3-1
35. FAS DATA BLOCK CRC REMAINDER CHANGED FROM “E4E4BCFB” TO “D7205A50” – NEW TCH CHANGED FROM 59.6 TO 55.0 TO BE CONCIDENT WITH ILS AND FPAP LAT/LONG CHANGED FROM 394941.9300N/1043937.9800W TO 394941.8960N/1043937.9845W

10/31/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/15/2025:

1. NOTES ADDED "CHART SPEED ICON IN PLANVIEW AT HISSY: MAX 210 KIAS" - REQUIRED FOR LEG LENGTH FOR ATC VECTORS
2. NOTES CHANGED FROM "CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS" TO "CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS" - IAW 8260.19K 8-6-12



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZDV, DEN ATCT, DEN APP CON, CO AERO, AMGR

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 21, 2025

OFFICE

AJV-A431

DATE

07/15/2025

APPROVED BY

CASEY HILL

Digitally signed by
CASIMIR L TABAKA
Nov 19, 2025

OFFICE

AJV-A431

DATE

02/12/2026

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KDEN
RW17R
0
Y
0
W17B
395140.4820N
1043936.5560W
+16210
394941.8960N
1043937.9845W
00055.0
F
03.00
106.75
0000
40.0
35.0

CRC REMAINDER

D7205A50

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K2
+16392
+16392



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DEN	RNAV (GPS) Y RWY 17R	2	DENVER	CO	5434	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM HISSY **TO** HOOPE

RNP 1.00 **DISTANCE** 2.75 **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	401015.00N/1044157.00W	5178	215	8	4B	1000				AT4822	11000
TERRAIN	401015.00N/1044157.00W	4977 (5000)								AS1500	6500

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM HOOPE **TO** JAPEX

RNP 1.00 **DISTANCE** 4.65 **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>
TOWER (08-000877)	400718.06N/1043617.87W	5469	20	10	1B	500				SA-197 AT3828	9600
TERRAIN	400503.00N/1043824.00W	5003 (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

JAPEX

TO

JOMAG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	2.04										
<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	400224.00N/1043812.00W	5312	215	8	4B	500				AT3188	9000
TERRAIN	400300.00N/1043754.00W	5085 (5100)								AS1500	6600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

JOMAG

TO

JOSEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	3.25										
<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	395900.00N/1043857.00W	5430	215	8	4B	500				AT2070	8000
TERRAIN	395945.00N/1043854.00W	5180 (5200)								AS1500	6700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

JOSEE

TO

JOULE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	3.14				

<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	395718.00N/1043933.00W	5460	215	8	4B	500				AT1040	7000
TERRAIN	395636.00N/1043945.00W	5308 (5300)								AS1500	6800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

JOULE

TO

RW17R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	4.92		DA	200	

<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				5592

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

JOULE

TO

RW17R

RNP

0.30

DISTANCE

4.92

PAT

MAP

DA

HAT

465

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
CONTROL_TOWER (08-000781)	395144.74N/1044025.08W	5704	20	3	1A	161				XP12 SA-20	5857

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RETAIN CURRENT MINIMA

FINAL: LNAV

FROM

JOULE

TO

RW17R

RNP

0.30

DISTANCE

4.92

PAT

MAP

RW17R

HAT

548

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
CONTROL_TOWER (08-000781)	395144.74N/1044025.08W	5704	20	3	1A	250				SA-19	5940

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

HOHUM

RNP 0.30-1.00	DISTANCE	PAT	MAP			HAT	HMAS 5418				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				11000
AAO	391812.00N/1044809.00W	7080	215	8	4B	1000					8100
TERRAIN	392048.00N/1044906.00W	6748 (6700)								AS1500	8200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

HOHUM

RNP 0.30-1.00	DISTANCE	PAT	MAP			HAT	HMAS 5696				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				11000
AAO	391812.00N/1044809.00W	7080	215	8	4B	1000					8100
TERRAIN	392048.00N/1044906.00W	6748 (6700)								AS1500	8200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW17R

TO

HOHUM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										5840	
<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				11000
AAO	391812.00N/1044809.00W	7080	215	8	4B	1000					8100
TERRAIN	392048.00N/1044906.00W	6748 (6700)								AS1500	8200

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

RW17R

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	AAO	395315.00N/1051712.00W	265	29.0	8271	215	8	4B	1000			9300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

DEN TOWER, ZDV ARTCC, DEN APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	DEN	24	DEN		Y	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>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW07 - MALSR, C/LINE, TDZ, HIRL, PAPI-4R		PIR-null	APPROACH, ROLL OUT
RW08 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW16L - MALSR, HIRL, TDZ, 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, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35L - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	5377.9	55.0			3.00	68.6

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-26C	+54C	-26C	+4.24C

CRITICAL TEMPERATURE REMARKS:



AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1031 HIGH TEMP 1360.

"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.

TAA, FEEDERS AND INITIALS NOT DEVELOPED PER ATC REQUEST.

50 FT VEGETATION HEIGHT USED PER WESTERN FPT.

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

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	3.04
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5400
DISTANCE FROM	THLD	TO 1500FT POINT	4.72
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	5400

THRESHOLD COORDINATES (IF STR-IN) 395140.48N/1043936.56W

ARP COORDINATES 395142.00N/1044023.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 7 DISTANCE 2.77 NM

FAF COORDINATES 395635.89N/1043933.01W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

CHARLES HIRST

OFFICE

AJV-A431

DATE

07/15/2025

TITLE

AERONAUTICAL INFORMATION SPECIALIST

