

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 5B81385658704883B67BFA540C51D448	APWS Project ID: 00C896C3A8AF44F6BC889E6278105E1A
Procedure: RNAV (GPS) Y RWY 17R AMDT 2		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 FOR ADDITIONAL QUESTIONS CONTACT CASEY HILL, MANAGER 4059540624 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" 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" 8260-1 1. REMOVED WAIVER. QUALITY 21 CHECKED QUALITY 34 CHECKED					

DENVER, COLORADO

AL-9077 (FAA)

FIG

WAAS CH 93529 W17B	APP CRS 173°	Rwy Ldg 12000 TDZE 5392 Apt Elev 5434
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RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

RNP APCH - GPS.

⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. Simultaneous approach authorized. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.

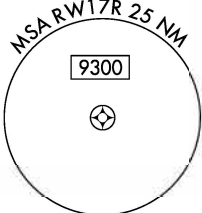
MALSR



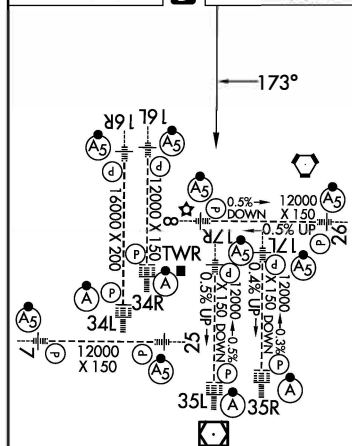
MISSED APPROACH: Climb to 11000 direct WUTVO and track 156° to FQF VORTAC and track 200° to HOHUM and hold.

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



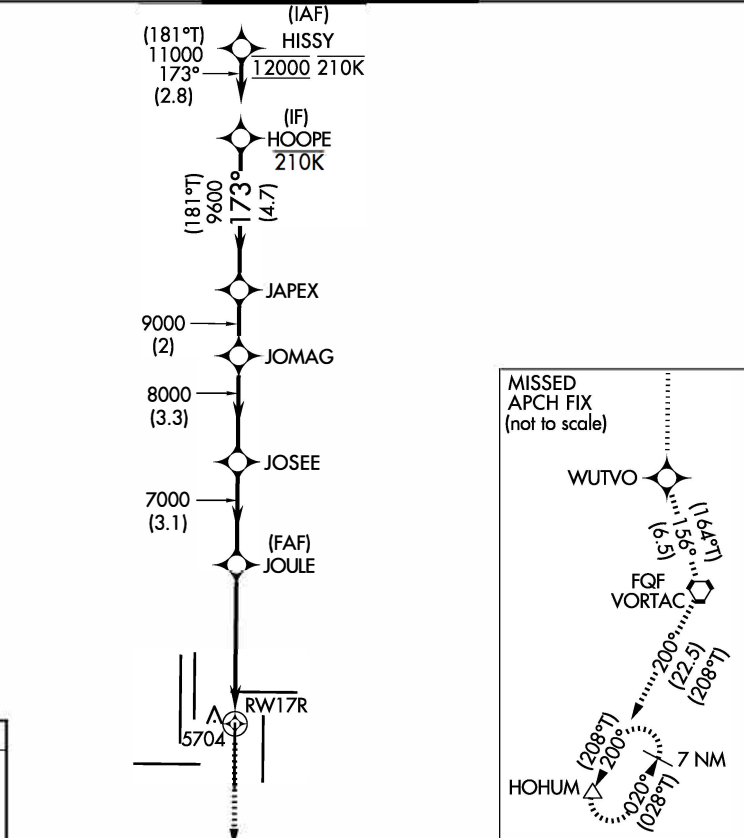
ELEV 5434 D TDZE 5392



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

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Amdt 2 FIG



11000	WUTVO	FQF	HOHUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	HOPE
11000	tr 156°	tr 200°	△		
1.5 NM to RWY 17R	JOULE	JOSE	JOMAG	JAPEX	11000
7000	8000	9000	9600		
1.5	3.4 NM	3.1 NM	3.3 NM	2 NM	4.7 NM
GP 3.00°					TCH 55
CATEGORY	A	B	C	D	
LPV DA	5592/18 200 (200-½)				
LNAV/VNAV DA	5857/50 465 (500-1)				
LNAV MDA	5940/24	548 (600-½)	5940-/60	548 (600-1¼)	

DENVER INTL (DEN)

39°52'N-104°40'W

RNAV (GPS) Y RWY 17R

AUTOMATED AL-9077 RNAV (GPS) Y RWY 17R

SW-1

15 AUG 2025

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

ACTIVE PROCEDURE

DENVER, COLORADO

AL-9077 (FAA)

24361

WAAS CH 93529 W17B	APP CRS 173°	Rwy Idg 12000 TDZE 5392 Apt Elev 5434
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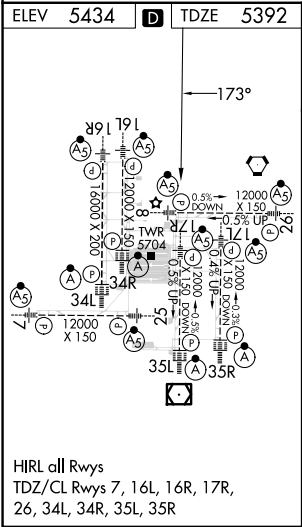
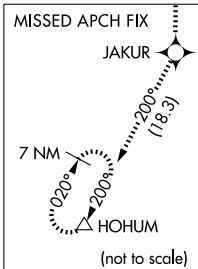
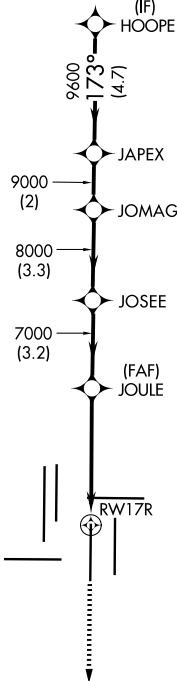
RNAV (GPS) Y RWY 17R
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.	MALSR 	MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.
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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)	CINC DEL 118.75	CPDLC
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RADAR REQUIRED

Λ 6260



10000 ↑	JAKUR ✧	tr 200°	HOHUM △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).					
				JOULE	JOSEE	JOMAG	JAPEX	HOOPE	
*LNAV only				7000	8000	9000	9600	11000	
*1.6 NM to RW17R				7000					
RW17R				1.6	3.3 NM	3.2 NM	3.3 NM	2 NM	4.7 NM
							173°	GP 3.00° TCH 60	
CATEGORY		A		B		C		D	
LPV	DA	5592/18		200 (200-½)					
LNAV/ VNAV	DA	5857/60		465 (500-1¼)					
LNAV	MDA	5940/24		548 (600-½)		5940-1¼		548 (600-1¼)	

DENVER, COLORADO
Amdt 1C 12OCT17

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (GPS) Y RWY 17R

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025