

**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 16R	ORIGINAL/AMENDMENT 2	CITY DENVER	STATE CO
AIRPORT ELEVATION 5434	TDZE 5326	SUPERSEDED ILS OR LOC RWY 16R	DATED 07/24/2014	MAG VAR 8E
FACILITY I-DQQ	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	SKIMJ		TF	FB	1.00	137.69	4.58	11500
KIPPR	IAF	HAYLY		TF	FB	1.00	248.52	4.63	12000
HAYLY		SKIMJ		TF	FB	1.00	202.64	2.70	11500
SKIMJ		SEEUU		TF	FB	1.00	172.51	3.00	10600
SEEUU		SHRED/I-DQQ 18.49 DME/RADAR		TF	FB	1.00	172.51	2.13	10000
KAILE	IAF	SHROM		TF	FB	1.00	105.70	2.80	10400
SHROM		SHRED/I-DQQ 18.49 DME/RADAR		TF	FB	1.00	149.99	2.45	10000
SHRED/I-DQQ 18.49 DME/RADAR	IAF	SAKIC/I-DQQ 15.76 DME/RADAR					172.51 (I-DQQ)	2.73	10000
SAKIC/I-DQQ 15.76 DME/RADAR	IF	NEWLN/I-DQQ 11.87 DME/RADAR					172.51 (I-DQQ)	3.89	9000
NEWLN/I-DQQ 11.87 DME/RADAR		MERYN/I-DQQ 8.07 DME/RADAR					172.51 (I-DQQ)	3.80	8000
MERYN/I-DQQ 8.07 DME/RADAR		JETSN/I-DQQ 4.92 DME/RADAR					172.51 (I-DQQ)	3.15	7000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.10 NM AFTER JETSN/I-DQQ 4.92 DME/RADAR OR AT I-DQQ 0.19 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5900 ON HEADING 172.51 THEN CLIMBING RIGHT TURN TO 10000 ON DVV VORTAC R-229 TO ZOOKS INT/DVV 25.76 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT SHRED/I-DQQ 18.49 DME/RADAR
3. **FAC:** 172.51 **FAF:** JETSN/I-DQQ 4.92 DME/RADAR **DIST FAF TO MAP:** 5.10 **DIST FAF TO THLD:** 5.10
4. **MIN ALT:** SHRED/I-DQQ 18.49 DME/RADAR 10000, SAKIC/I-DQQ 15.76 DME/RADAR 10000, NEWLNI/I-DQQ 11.87 DME/RADAR 9000, MERYN/I-DQQ 8.07 DME/RADAR 8000, JETSN/I-DQQ 4.92 DME/RADAR 7000
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1020
6. **MIN GS INCPT:** 7000 **GS ALT AT PFAF:** JETSN/I-DQQ 4.92 DME/RADAR 7000 **OM:** **MM:** **IM:**
7. **GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 55.1
8. **MSA FROM:** DVV VORTAC 8100

PBN REQUIREMENTS NOTE:

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

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: FOR INOPERATIVE ALS, INCREASE S-LOC 16L CAT C/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 KAILE: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT SHRED: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT SAKIC: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE I-DQQ DME ANTENNA.
 HOLD NE, RT, 229.10 INBOUND.
 FAS OBST: 5374 AAO 395712N/1044109W.
 CHART VDP AT 0.60 DME.
 DISTANCE VDP TO THLD 0.77 NM.
 CHART MANDATORY 13000 AT TSHNR.
 CHART MANDATORY 12000 AT KIPPR.
 CHART MANDATORY 10000 AT SHRED.
 CHART MANDATORY 11000 AT KAILE.
 CHART MANDATORY 10000 AT SAKIC.

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 16R	5526	1800	200	5526	1800	200	5526	1800	200	5526	1800	200				
S-LOC 16R	5640	2400	314	5640	2400	314	5640	2400	314	5640	2400	314				



CHANGES - REASONS

1. ADDED RNP 1.00 TO SEGMENTS TSHNR-SKIMJ, KIPPR-HAYLY, HAYLY-SKIMJ, SKIMJ-SEEYU, SEEYU-SHRED, KAILE-SHROM, AND SHROM-SHRED IN TERMINAL ROUTES - REQUIRED FOR RNAV LEGS PER 8260.19J PARA. 8-6-4A(6)(B).
2. ADDED FB (FLY BY) TO SEGMENTS KIPPR-HAYLY, SKIMJ-SEEYU, SEEYU-SHRED, AND SHROM-SHRED IN TERMINAL ROUTES - REQUIRED FOR RNAV LEGS PER 8260.19J PARA. 8-6-4A(6)(A).
3. REMOVED TF FROM LEG TYPE COLUMN FOR SEGMENTS SHRED-SAKIC, NEWLN-MERYN, AND MERYN-JETSN - RNAV LEG TYPE NOT USED ON CONVENTIONAL SEGMENTS.
4. REPLACED PRIMARY MISSED APPROACH FROM "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 12000 ON HEADING 218 AND ON FQF VORTAC R-254 TO BREWS/FQF 26.02 DME AND HOLD" WITH "CLIMB TO 5900 ON HEADING 172.51 THEN CLIMBING RIGHT TURN TO 10000 ON DVV VORTAC R-229 TO ZOOKS INT/DVV 25.76 DME AND HOLD" - REQUESTED BY ATC/FPT TO MEET TRIPLE WIDELY SPACED SIMULTANEOUS INDEPENDENT PARALLEL INSTRUMENT APPROACH (SIPIA) OPERATIONS CRITERIA.
5. REMOVED ALTERNATE MISSED APPROACH - NO LONGER REQUIRED PER ATC/FPT.
6. PROFILE LINE 8: CHANGED MSA ORIGIN FROM DEN VOR/DME TO DVV VORTAC AND LOWERED ALTITUDE FROM 9200 TO 8100 - DEN VOR/DME SCHEDULED FOR DECOMMISSIONING AT A FUTURE DATE.
7. ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS. FROM KAILE, KIPPR OR TSHNR." - REQUIRED FOR RNAV INITIAL SEGMENTS PER 8260.19J PARA. 8-6-8D(5)(A)1.
8. ADDED EQUIPMENT REQUIREMENTS NOTE "DME OR RADAR REQUIRED." - DME REQUIRED TO FLY INTERMEDIATE SEGMENT AND MISSED APPROACH AND RADAR IS AVAILABLE PER 8260.19J PARA. 8-6-9A(2)(A) AND (3)(B).
9. REMOVED NOTES "DME REQUIRED" AND PLANVIEW NOTE "RADAR OR GPS REQUIRED" - REPLACED WITH PBN AND EQUIPMENT REQUIREMENTS NOTES.
10. CHANGED PROFILE NOTE FROM "VGSI AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - PER 8260.19J PARA. 8-6-10M(1).
11. CHANGED NOTE "FOR INOPERATIVE MALSR, INCREASE S-LOC CAT C/D VISIBILITY TO RVR 4500" TO "FOR INOPERATIVE ALS, INCREASE S-LOC CAT C/D VISIBILITY TO RVR 4500" - PER 8260.19J PARA. 8-6-12O(3)(D).
12. REMOVED "CHART PLANVIEW NOTES AT TSHNR 210 KIAS, AT KIPPR 210 KIAS", AND "AT KAILE 210 KIAS" - REPLACED BY CHART SPEED ICON IN PLANVIEW NOTES.
13. REMOVED "CHART SPEED ICON IN PLANVIEW NOTES AT TSHNR, KIPPR, HAYLY, SKIMJ, SEEYU, KAILE, SHRED, NEWLN AND MERYN: MAX 210 KIAS" - REDUNDANT AND NOT REQUIRED.
14. REMOVED "CHART LOC RWY 17L AND 17R" FROM ADDITIONAL FLIGHT DATA - NO LONGER A CHARTING SPECIFICATION.
15. CHANGED MISSED HOLDING FROM "HOLD E, RT, 254.46 INBOUND" TO "HOLD NE, RT, 229.10 INBOUND" AND REMOVED "CHART FQF R-254 AT BREWS" IN ADDITIONAL FLIGHT DATA - MISSED APPROACH CLEARANCE LIMIT MOVED FROM BREWS TO ZOOKS AND ORIGINATING NAVAID HOLDING RADIAL CHANGED FROM FQF VORTAC R-254 TO DVV VORTAC R-229.
16. CHANGED FAS OBST FROM 5379 AAO 395709N/1044109W TO 5374 AAO 395712N/1044109W ADDITIONAL FLIGHT DATA - NEW TARGETS SOFTWARE EVALUATION.
17. VDP DISTANCE FROM THLD/DME CHANGED FROM 0.78 NM/0.60 DME TO 0.77 NM/0.61 DME IN ADDITIONAL FLIGHT DATA - NEW TARGETS SOFTWARE EVALUATION CONFIRMED BY 8260.3J VDP CALCULATOR.
18. ADDED "CHART IN PROFILE I-DQQ DME ANTENNA" IN ADDITIONAL FLIGHT DATA - DME ANTENNA LOCATED ON FINAL 1013 FT/0.17 NM TO THLD.
19. REMOVED "CHART IN PLANVIEW: BREWS/DEN 25.87 DME" AND "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE BREWS/DEN 25.87 DME, LT, 240.68 INBOUND" IN ADDITIONAL FLIGHT DATA - NOT REQUIRED.
20. MOVED FIX SHROM 0.40 NM NORTHWEST AND LENGTHENED SHROM TO SHRED/I-DQQ 18.49 DME/RADAR SEGMENT FROM 2.05 NM TO 2.45 NM IN TERMINAL ROUTES - TO SUPPORT ATC VECTORS TO SHROM.
21. CHANGED VISUAL DESCENT POINT LOCATION FROM VDP AT 0.61 DME/VDP TO THLD 0.77 NM TO VDP AT 0.60 DME/VDP TO THLD 0.77 NM - UPDATED TARGETS SOFTWARE ASSESSMENT.
22. ADDED IAF IN FIX TYPE COLUMN FOR SHRED/I-DQQ 18.49 DME/RADAR IN TERMINAL ROUTES - PREVIOUSLY OMITTED AND PER 8260.19K PARA. 8-6-4A(1).
23. REMOVED PFAF FROM FIX TYPE COLUMN OF INTERMEDIATE STEPDOWN MERYN/I-DQQ 8.07 DME/RADAR TO JETSN/I-DQQ 4.92 DME/RADAR IN TERMINAL ROUTES - NOT REQUIRED.
24. CHANGED NOTE "SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 17L/R" TO "SIMULTANEOUS APPROACH AUTHORIZED" - PER 8260.19K PARA. 8-6-12O(8)(A).

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA

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

FLIGHT CHECKED BY

NATHAN J CHOTT

Digitally signed by

RAKE MCGRAW **OFFICE**

Jan 15, 2026 AJF

DATE

12/17/2025

Digitally signed by

RAKE MCGRAW **OFFICE**

Jan 15, 2026 AJV-A422

DATE

10/07/2025

APPROVED BY

BEV L BORDY

Digitally signed by

RAKE MCGRAW **OFFICE**

Jan 15, 2026 AJV-A4

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 16R	<u>AMDT NO.</u> 2	<u>CITY</u> DENVER	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5434	<u>FACILITY</u> I-DQQ
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TSHNR **TO** SKIMJ

RNP 1.00 DISTANCE 4.58 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				AT5372	11500
TERRAIN	401754.00N/1044012.00W	4885 (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 KIPPR **TO** HAYLY

RNP 1.00 DISTANCE 4.63 PAT MAP HAT HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	401936.00N/1043542.00W	5073	215	8	4B	1000				AT5927	12000
TERRAIN	401933.00N/1043542.00W	4872 (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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DEN

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DENVER

STATE
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5434

FACILITY
I-DQQ

INITIAL: STEPDOWN

FROM
HAYLY **TO**
SKIMJ

RNP 1.00 **DISTANCE** 2.70 **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				AT5372	11500
TERRAIN	401724.00N/1044039.00W	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
SKIMJ **TO**
SEEUJ

RNP 1.00 **DISTANCE** 3.00 **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				AT4325	10600
TERRAIN	401439.00N/1044239.00W	5032 (5000)								AS1500	6500

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
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DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DQQ

INITIAL: STEPDOWN

FROM
SEEYU

TO
SHRED/I-DQQ 18.49 DME/RADAR

RNP
1.00

DISTANCE
2.13

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	401254.00N/1044330.00W	5273	215	8	4B	1000				AT3727	10000
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:

INITIAL

FROM
KAILE

TO
SHROM

RNP
1.00

DISTANCE
2.80

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 (08-000570)	401540.90N/1044222.80W	5275	500	50	5D	1000				AT4125	10400
TERRAIN	401436.00N/1044257.00W	5019 (5000)								AS1500	6500

COMPUTATIONS

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

SEGMENT REMARKS:



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DENVER

STATE
CO

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5434

FACILITY
I-DQQ

INITIAL: STEPDOWN

FROM
SHROM **TO**
SHRED/I-DQQ 18.49 DME/RADAR

RNP 1.00 **DISTANCE** 2.45 **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				AT3725	10000
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:

INITIAL
FROM
SHRED/I-DQQ 18.49 DME/RADAR **TO**
SAKIC/I-DQQ 15.76 DME/RADAR

RNP **DISTANCE** 2.73 **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	401015.00N/1044427.00W	5292	215	8	4B	1000				AT3708	10000
TERRAIN	401012.00N/1044409.00W	5072 (5100)								AS1500	6600

COMPUTATIONS

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

SEGMENT REMARKS:



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5434

FACILITY
I-DQQ

FINAL: LOC

FROM
JETSNI-DQQ 4.92 DME/RADAR

TO
5.10 NM AFTER JETSNI-DQQ 4.92 DME/RADAR OR AT I-DQQ 0.19 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	5.10		5.10 NM AFTER JETSNI-DQQ 4.92 DME/RADAR OR AT I-DQQ 0.19 DME	314	

<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	395712.00N/1044109.00W	5374	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>
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SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM DA	TO ZOOKS INT/DVV 25.76 DME
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<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
					5356

<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	394251.00N/1050812.00W	6001	215	8	4B	1000					7100
TERRAIN	394251.00N/1050812.00W	5800 (5800)								AS1500	7300

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>
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SEGMENT REMARKS:



AIRPORT ID
DEN

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AMDT NO.
2

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DQQ

MISSED APPROACH: LOC

FROM
5.10 NM AFTER JETSN/I-DQQ 4.92 DME/RADAR OR AT I-DQQ 0.19 DME

TO
ZOOKS INT/DVV 25.76 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	394251.00N/1050812.00W	6001	215	8	4B	1000					7100
TERRAIN	394251.00N/1050812.00W	5800 (5800)								AS1500	7300

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:

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

MISSED APPROACH PER ATC REQUEST.

50' TREE HEIGHT INSIDE 20,000 FT PER FPT.

CIRCLING NA: DEN ATCT

ALTERNATE MISSED APPROACH NOT REQUIRED PER ATC/FPT. WHEN DVV VORTAC OUT OF SERVICE, NOTAM PERMITTING AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS TO FLY MISSED APPROACH WILL BE ISSUED.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, DEN APP CON, DEN TOWER



AIRPORT ID DEN	PROCEDURE NAME ILS OR LOC RWY 16R	AMDT NO. 2	CITY DENVER	STATE CO	AIRPORT ELEVATION 5434	FACILITY I-DQQ
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WX SERVICE ASOS	LOCATION DEN	HRS OPERATION 24	ALTIMETER SOURCE DEN	DISTANCE	WMSCR Y	ADJUSTMENTS 0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:
24-HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID I-DQQ	MONITOR POINT	HRS OPERATION	CAT
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW07 - MALSR, C/LINE, TDZ, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW08 - MALSR, C/LINE, HIRL, 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, C/LINE, HIRL, 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, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, HIRL, C/LINE, TDZ, 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, C/LINE, TDZ, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE 3.00	ELEV RWY THRESHOLD 5321.8	TCH 55.1	ELEV GS ANTENNA 5316.8	DISTANCE FROM RWY 1020	VGSI ANGLE 3.00	TCH 71.2
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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

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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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.

WAIVERS:
INITIAL SEGMENT KAILE TO SHROM: ATC VECTOR LEG LENGTH ISSUES; VECTOR ANGLE RESTRICTED AT KAILE TO 45 DEGREES.

APPROVAL LETTER:
MANDATORY ALTITUDE AT INTERMEDIATE FIX SAKIC.

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.

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	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	172.51
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5300
DISTANCE FROM	THLD	TO 1500FT POINT	4.70
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	172.51
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	5300

THRESHOLD COORDINATES (IF STR-IN) 395344.87N/1044145.90W
ARP COORDINATES 395142.00N/1044023.40W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 7 DISTANCE 2.77 NM
FAF COORDINATES 395850.83N/1044142.36W
FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RALPH DUMAR	AJV-A422	10/07/2025	AERONAUTICAL INFORMATION SPECIALIST

