

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 741B00E3A5204C09A8E20A75EEC2128F	APWS Project ID: 74166A518FF948E5AFF907A25152E9CE
Procedure: ILS OR LOC RWY 16R AMDT 2		Enroute: NO	Specialist: Dumar, Ralph	Agreement Number:	
Airport ID: KDEN			Airport City: DENVER	State: CO	
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			

Procedure Comments:

AIRPORT AND NAVAIDS: ACTIVE DATA USED EXCEPT I-DQQ PENDING DATA USED.

8260-1: INITIAL SEGMENT KAILE TO SHROM: ATC VECTOR LEG LENGTH ISSUES; VECTOR ANGLE RESTRICTED AT KAILE TO 45 DEGREES.

APPROVAL LETTER: MANDATORY ALTITUDE AT IF 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.

REMARKS: NEW MISSED APPROACH

CONTACT RAKE MCGRAW (AJV-A422)- 405-954-8711

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1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International, KDEN
ILS OR LOC RWY 16R

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 16R using the leg length from KAILE to SHROM of 3.02 NM versus the requirement of at least 3.84 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 this fix.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The prohibition against vectoring to KAILE (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 248.07°T (240.07°M) CW 338.07°T (330.07°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 KAILE or SHROM 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. Restricting ATC's ability to vector to KAILE 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
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SIGNATURE

Digitally signed by
RAKE MCGRAW
Nov 24, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date: 08/15/2025
To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group
From: Julie Morgan, Manager, Team 1, AJV-A41
Subject: Approval Request: DENVER INTL (KDEN), ILS OR LOC RWY 16R

ILS OR LOC RWY 16R
DENVER INTL DENVER CO (KDEN)

ISSUE: MANDATORY ALTITUDE RESTRICTION: INTERMEDIATE SEGMENT SAKIC TO
NEWLN

Per the 8260.19J 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 ILS OR LOC RWY 16R SAKIC to NEWLN has a mandatory altitude of 10000 MSL AT SAKIC.

This mandatory altitude was added in Amendment 1A at the request of Air Traffic Control to ensure separation and for operational advantage.

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.

Request approval to continue to publish the mandatory altitude restriction at the intermediate fix SAKIC.



Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedures Service Providers

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.

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.

LOC/DME I-DQIQ 111.9 Chan 56	APP CRS 173°	Rwy Idg 16000 TDZE 5326 Apt Elev 5434
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ILS or LOC RWY 16R

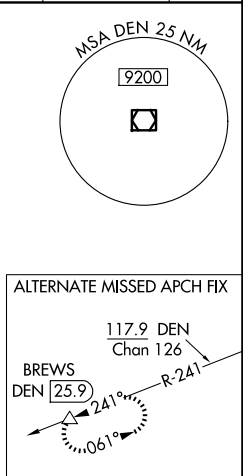
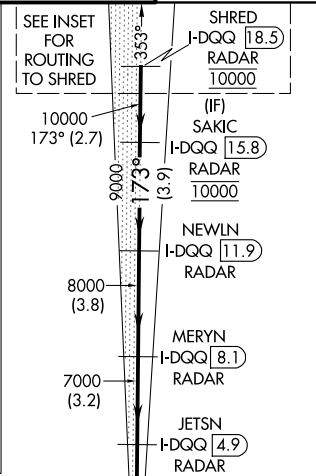
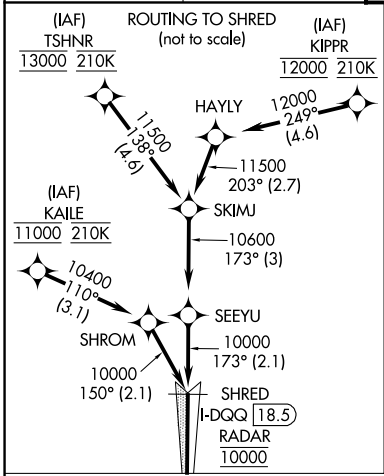
DENVER INTL (DEN)

⚠ For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

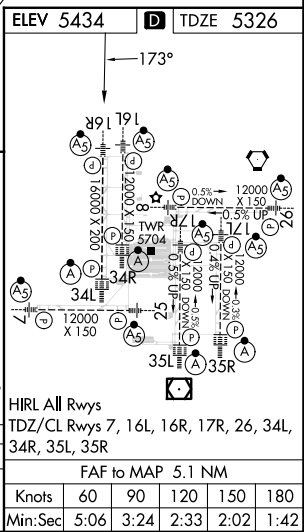
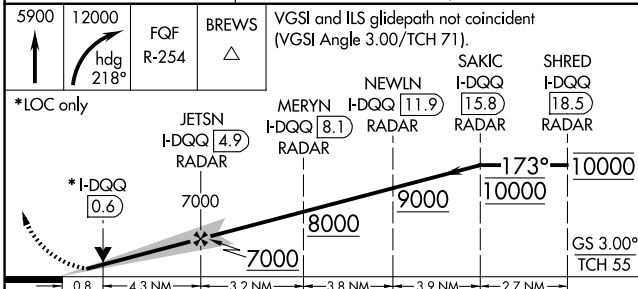
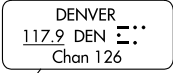
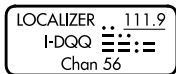
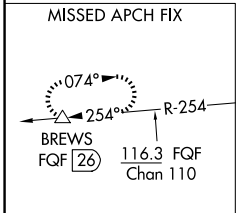
MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FGF VORTAC R-254 to BREWS/FQF 26 DME 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



CATEGORY	A	B	C	D
S-ILS 16R	5526/18 200 (100-½)			
S-LOC 16R	5640/24 314 (300-½)			

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025