

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 04/17/2025	APWS Task ID: 7AF5FB6262084666B25145606E934021	APWS Project ID: 06CA426953D74DFEA829E62A8BE53AA6
Procedure: STAR LONGZ FOUR (RNAV) DENVER CO KDEN		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: CONTACT: ROBERT HAMILTON 405-954-4608 QUALITY 41 CHECKED QUALITY 35 CHECKED					

FIPC DME/DME FORM						
PROCEDURE: STAR LONGZ FOUR (RNAV) DENVER CO KDEN			AIRPORT NAME: DENVER INTL		AIRPORT ID: KDEN	SPECIAL CONTROL NO: SG-12-277-24
FAC ID: LONGZ4		CITY: DENVER			ST: CO	ORIG CHART DATE: 04/17/2025
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 7AF5FB6262084666B25145606E934021		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT YES NO	
					CPV COMPLETE? ☒ X	
PROCEDURE RESULTS						
INSPECTION DATE: 01/24/2025	CREW #: VN428	N #:	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: jeremy c leighton @ 01/24/2025 08:21			PRINTED NAME: LEIGHTON, JEREMY CURTIS			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☒ SAT ☐ UNSAT		SPECIALIST SIGNATURE: jeanette ctr roller @ 01/27/2025 10:42			PRINTED NAME: Jeanette Roller	
SPECIALIST REMARKS: No new DME/DME recordings needed.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

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PREFLIGHT NOTES									
REVIEWER:						DATE:			
COMMENTS:						CHECK ONE:			
						☐ FLT CK REQ ☐ NFCR ☐ REJECT			
								YES	NO
						CPV COMPLETE?		X	
PROCEDURE RESULTS									
INSPECTION DATE: 01/24/2025		CREW #: VN428	N #:	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT			ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT		
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FLIGHT INSPECTOR REMARKS:									
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:				PRINTED NAME:			
SPECIALIST REMARKS:									
IN-FLIGHT OBSTACLE REPORT									
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:		

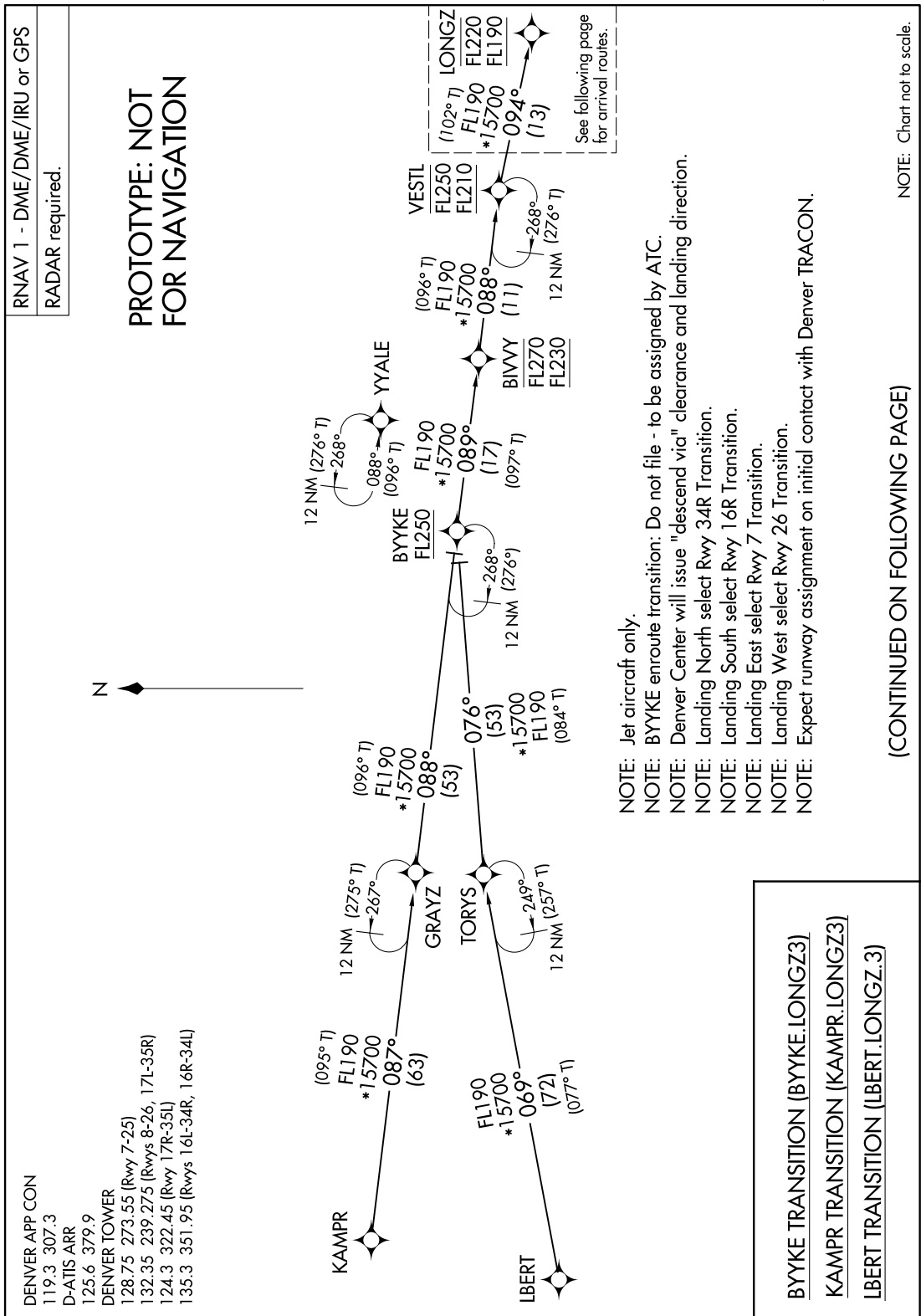
(LONGZ.LONGZ3) FIG

OLD

AL-9077 (FAA)

LONGZ THREE ARRIVAL(RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



LONGZ THREE ARRIVAL(RNAV) Transition Routes
(LONGZ.LONGZ3) FIG

DENVER, COLORADO
DENVER INTL (DEN)

AUTOMATED AL-9077 LONGZ ARRIVAL

SW-1
22 SEPT 2023
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

(LONGZ.LONGZ3) FIG

OLD

LONGZ THREE ARRIVAL(RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

From LONGZ on track 094° to cross FLNEL between 16000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8: From FLNEL on track 115° to cross GILPN at 14000, then on track 170° to cross BASHE at 13000 and at 210K, then on track 170°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From FLNEL on track 092° to cross BEOND at 13000 and at 210K, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210K. Expect ILS or LOC RWY 16L/R or ILS or LOC 17L/R approach.

LANDING RUNWAYS 25, 26: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000 and at 210K, then on track 083°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R, 35L: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 127° to cross ARCHY at or above 13000, then on track 127° to cross BABAA between 12000 and 14000 and at 250K, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35R: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHG between 12000 and 14000, then on track 118° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, proceed on the ILS RWY 16R, when DEN is landing north, proceed on the ILS RWY 34R.

PROTOTYPE: NOT
FOR NAVIGATION

AUTOMATED AL-9077 LONGZ ARRIVAL (CONT 2)

SW-1

22 SEPT 2023

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

LONGZ THREE ARRIVAL(RNAV)

(LONGZ.LONGZ3) FIG

DENVER, COLORADO
DENVER INTL (DEN)

INFO ONLY

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International Airport (KDEN)
LONGZ (RNAV) STAR

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.58A, paragraph 1-2-5, Table 1-2-2, Indicated Airspeeds (KIAS):

Reflects 250 KIAS is the appropriate airspeed for Category B aircraft AT or ABOVE 10,000 feet.

Note 3 states, 250 KTS AT or ABOVE 10,000 feet MSL except for initial and/or STAR termination fix.

Note 2 states, airspeed restrictions may be established at a charted fix to reduce turn radius, avoid obstacles accommodate ATC request, etc...

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

There is an ATC operational requirement to have the crossing restriction AT 13,000 AT 210 KTS at BEOND in order for aircraft to meet the succeeding crossing restriction at the instrument runway transition point KAILE, the LONGZ STAR terminus waypoint and ILS transition fix. The 210 KTS at BOEND is to ensure aircraft can be safely sequenced at an acceptable, manageable speed. The field elevation at DEN is 5,430 MSL, therefore, aircraft at 11,000 MSL are at approximately 5,500 AGL while transitioning to the ILS's. The LONGZ STAR was designed with Industry input and has their endorsement based on various aircraft flight simulator results.

The LONGZ STAR terminus waypoint is KAILE, has a crossing restriction AT 11,000 AT 210 KTS. KAILE is also an ILS transition fix. At the FLNEL waypoint aircraft either transition to the downwinds for landing north or the ILS's for landing south. To accommodate landing north or south, the crossing restriction at FLNEL is block altitude AT or ABOVE 17,000 AT 250KTS and AT or BELOW FL210 AT 250kts. The BEOND waypoint was established to allow for an airspeed and altitude reduction between FLNEL and KAILE and has an altitude crossing restriction of AT 13,000 AT 210 KTS at BEOND.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The LONGZ STAR was designed with Industry input and has their endorsement based on various aircraft flight simulator results. The LONGZ STAR mimics the current KAILE RNAV STAR that has a crossing restriction AT 13,000 AT 210 KTS at BEOND.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Alternatives were considered, however none were feasible due to the KDEN field elevation. Another factor is the need for slower airspeeds when entering the terminal environment in order for ATC to safely sequence aircraft for KDEN's multiple arrival runway operations. It was determined that BEOND is required for speed and altitude reduction between FLNEL and KAILE.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

United Airlines, Delta Airlines, Frontier Airlines, American Airlines, Southwest Airlines
Denver ARTCC
Denver Approach
Denver Metroplex D&I
WSC OSG

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
11/04/19	AJV-143	John Connolly Manager Denver Metroplex

SIGNATURE

John
Connolly

Digitally signed by
John Connolly
Date: 2019.11.04
08:38:09 -07'00'

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

INFO ONLY

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

