

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 864F32162F6C4E6584C5AFB568F33510	APWS Project ID: 00C896C3A8AF44F6BC889E6278105E1A
Procedure: RNAV (GPS) Y RWY 17L 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 GOLFN. REDESIGN MISSED APPROACH.

ACTIVE AIRNAV AIRPORT & RUNWAY DATA USED

8260-1 WAIVERS

GWENS TO GRIFS & GOLFN TO GWENS LEG LENGTH TO SUPPORT ATC VECTORS

CANCELS FDC NOTAM 5/7962

FOR ADDITIONAL QUESTIONS CONTACT CASEY HILL, MANAGER 4059540624

10/31/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/14/2025:

- NOTES ADDED "CHART SPEED ICON IN PLANVIEW AT GWENS: MAX 210 KIAS"
- 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:

- UPDATED TO REMOVE GWENS TO GRIFS LEG LENGTH FAILURE



1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International, KDEN
RNAV (GPS) Y RWY 17L

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 RNAV (GPS) Y RWY 17L using the leg length from GOLFN to GWENS of 2.14 NM versus the requirement of at least 2.62 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 GOLFN (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 315.54°T (307.54°M) CW 45.54°T (37.54°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 GOLFN or GWENS 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 GOLFN 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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Digitally signed by
CASIMIR L TABAKA
Nov 18, 2025

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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DENVER, COLORADO

AL-9077 (FAA)

FIG

WAAS CH 81830 W17A	APP CRS 173°	Rwy Ldg 12000 TDZE 5339 Apt Elev 5434
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RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

RNP APCH - GPS.

Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 4500. *RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: CLIMB TO 5900, THEN CLIMBING LEFT TURN TO 10000 DIRECT UYOZY AND TRACK 128.07 TO YEBUV AND TRACK 078.42 TO LIMEX AND HOLD.

D-ATIS
125.6 379.9

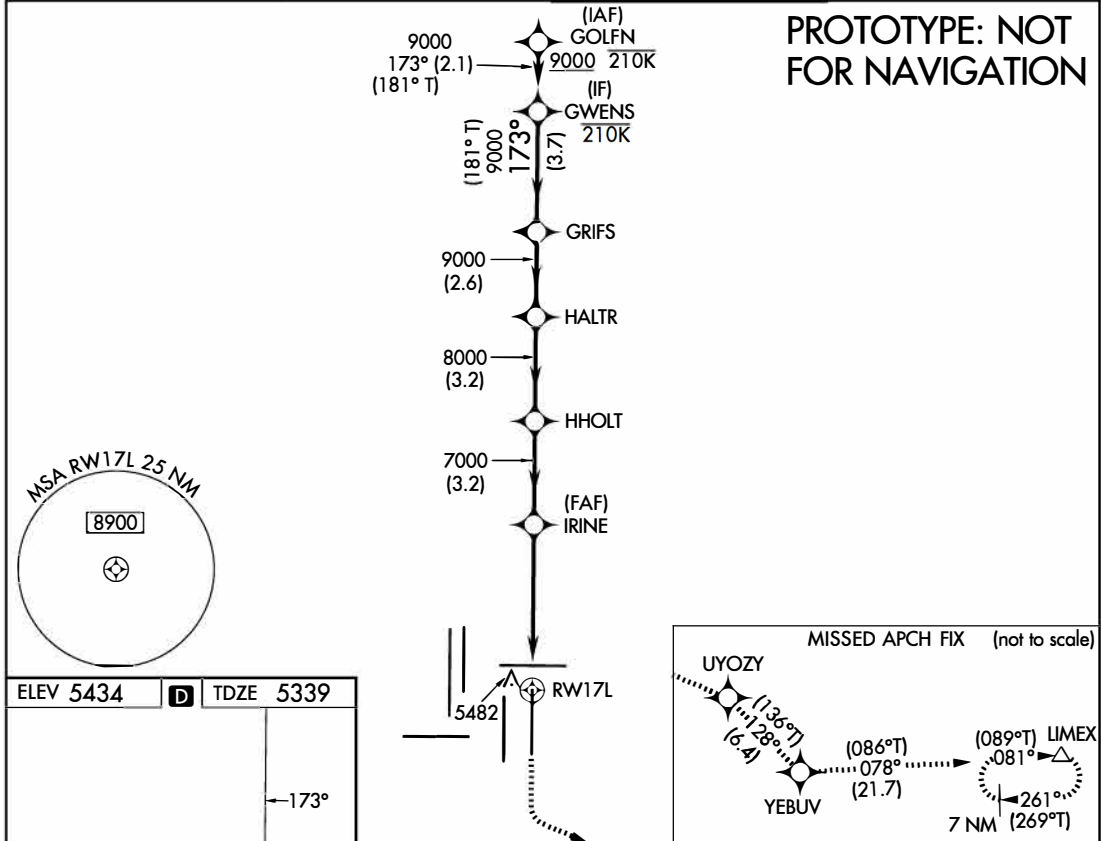
DENVER APP CON
119.3 307.3 (N)
120.35 379.3 (S)

DENVER TOWER
132.35 239.275

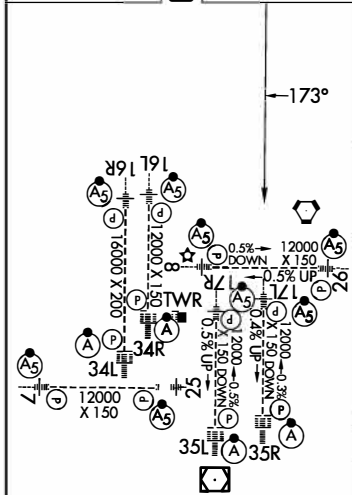
GND CON
121.35 379.175 (W)
121.85 377.1 (E)

PROTOTYPE: NOT FOR NAVIGATION

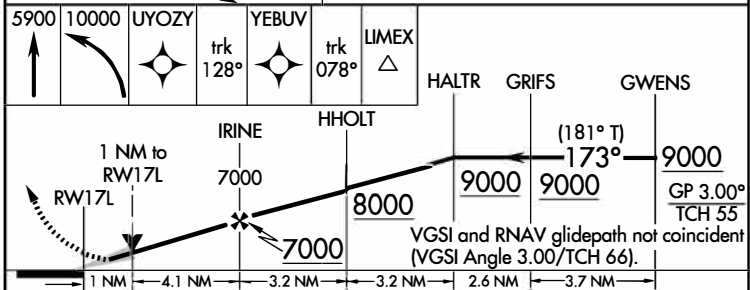
AUTOMATED AL-9077 RNAV (GPS) Y RWY 17L



ELEV 5434 **D** TDZE 5339



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA*		5539/24	200 (200-½)	
LNAV/VNAV DA		5648/24	309 (300-½)	
LNAV MDA	5720/24	381 (300-½)	5720/35	381 (300-½)

DENVER, COLORADO
Amdt 2 FIG

39°52'N-104°40'W

RNAV (GPS) Y RWY 17L

SW-1
31 JUL 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

ACTIVE PROCEDURE

DENVER, COLORADO


AL-9077 (FAA)

24361

WAAS CH 81830 W17A	APP CRS 173°	Rwy Idg 12000 TDZE 5339 Apt Elev 5434
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RNAV (GPS) Y RWY 17L DENVER INTL (DEN)

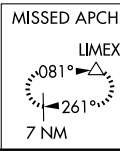
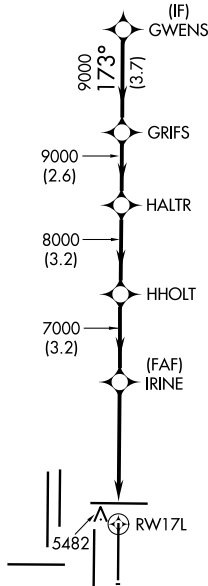
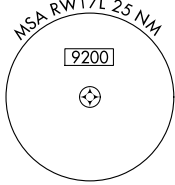
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSRL increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL 	MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX 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 132.35 239.275	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

Λ 6260



ELEV 5434	D	TDZE 5339
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R

5900	10000	LIMEX △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 66).
*LNAV only		IRINE	HHOLT HALTR GRIFS GWENS
*1 NM to RWY 17L		7000	173° 9000
7000		8000	9000 9000
1 NM		4.1 NM	3.2 NM 3.2 NM 2.6 NM 3.7 NM
GP 3.00°	TCH 48		
CATEGORY	A	B	C D
LPV DA#	5539/24 200 (200-½)		
LNAV/VNAV DA	5648/24 309 (300-½)		
LNAV MDA	5700/24 361 (300-½)	5700/35 361 (300-¾)	

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025

DENVER, COLORADO
Amdt 1B 07DEC17

39°52'N-104°40'W

DENVER INTL (DEN) RNAV (GPS) Y RWY 17L