

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 11/27/2025	APWS Task ID: 8D25AD9E3737471CADE45FE80FBA7CDF	APWS Project ID: 8CB1D84ACF1B49CC82A3AFB13FEB47A1
Procedure: SID CONNR EIGHT (RNAV) DENVER, CO KDEN		Enroute: YES	Specialist: Palmer, Leo		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

Amendment to Add crossing altitudes to fixes on SID CONNR EIGHT (RNAV).  
 - ADD 'HEMVO' FIX WITH AOA 11000 TO RUNWAY TRANSITIONS. - ATC REQUEST.  
 - ADDED MSA - IAW 8260.46 DOCUMENT STANDARDS.  
 - INCREASE TAVERN "IF" MINIMUM CROSSING ALTITUDE FROM 12000 TO 13000. - ATC REQUEST.  
 - ADDED SPEED RESTRICTIONS OF 250 KIAS AND 280 KIAS TO VONNN AND CONNR WP RESPECTIVELY. - ATC REQUEST.  
 ACTIVE AIRPORT DATA USED: PUB'D 06/20/19.  
  
 CONTACT DAVE DANNER (405)954-5077



## FIPC DME/DME FORM

<b>PROCEDURE:</b> CONNR EIGHT DEPARTURE (RNAV)		<b>AIRPORT NAME:</b> DENVER INTL		<b>AIRPORT ID:</b> KDEN	<b>SPECIAL CONTROL NO:</b> SG-07-003-25
<b>FAC ID:</b> CONNR8		<b>CITY:</b> DENVER		<b>ST:</b> CO	<b>ORIG CHART DATE:</b> 11/27/2025
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 8D25AD9E3737471CADE45FE80FBA7CDF	

### PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 07/29/2025	<b>CREW #:</b> VN428	<b>N #:</b> N95	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> jeremy c leighton @ 07/30/2025 16:38		<b>PRINTED NAME:</b> LEIGHTON, JEREMY CURTIS		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

<b>DME/DME STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b> jeanette ctr roller @ 08/06/2025 14:22	<b>PRINTED NAME:</b> Jeanette Roller
--	--	---

**SPECIALIST REMARKS:**

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
--------------------------	---------------------------------	-----------------------------	-----------------------------------	-----------------------------------

## FIPC DME/DME FORM

<b>PROCEDURE:</b> CONNR EIGHT DEPARTURE (RNAV)		<b>AIRPORT NAME:</b> DENVER INTL		<b>AIRPORT ID:</b> KDEN	<b>SPECIAL CONTROL NO:</b> SG-07-003-25
<b>FAC ID:</b> CONNR8		<b>CITY:</b> DENVER		<b>ST:</b> CO	<b>ORIG CHART DATE:</b> 11/27/2025
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 8D25AD9E3737471CADE45FE80FBA7CDF	

### PREFLIGHT NOTES

<b>REVIEWER:</b>			<b>DATE:</b>				
<b>COMMENTS:</b>			<b>CHECK ONE:</b>				
			<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			YES	NO
			<b>CPV COMPLETE?</b>			X	

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 07/29/2025	<b>CREW #:</b> VN428	<b>N #:</b> N95	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> jeremy c leighton @ 07/30/2025 16:38			<b>PRINTED NAME:</b> LEIGHTON, JEREMY CURTIS		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

<b>DME/DME STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b>	<b>PRINTED NAME:</b>
---	------------------------------	----------------------

**SPECIALIST REMARKS:**

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
--------------------------	---------------------------------	-----------------------------	-----------------------------------	-----------------------------------



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, for vectors to cross TAVRN at or above 13000, thence. . . .

TAKEOFF RUNWAY 16L/R, 17L/R: Climb on heading 173° to 5934, then right turn direct to cross FOAMS at or below 10000, then on track 248° to cross HEMVO at or above 11000, then on track 247° to cross TAVRN at or above 13000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then direct to cross FOAMS at or below 10000, then on track 248° to cross HEMVO at or above 11000, then on track 247° to cross TAVRN at or above 13000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then left turn direct to cross FOAMS at or below 10000, then on track 248° to cross HEMVO at or above 11000, then on track 247° to cross TAVRN at or above 13000, thence. . . .

. . . .on track 247° to cross VONNN at or above 14000 and at 250K, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000 and at 280K. Then on transition. Maintain FL230. Expect higher filed altitude 10 minutes after departure.

WERNR TRANSITION (CONNR8.WERNR)

PROTOTYPE: NOT  
FOR NAVIGATION

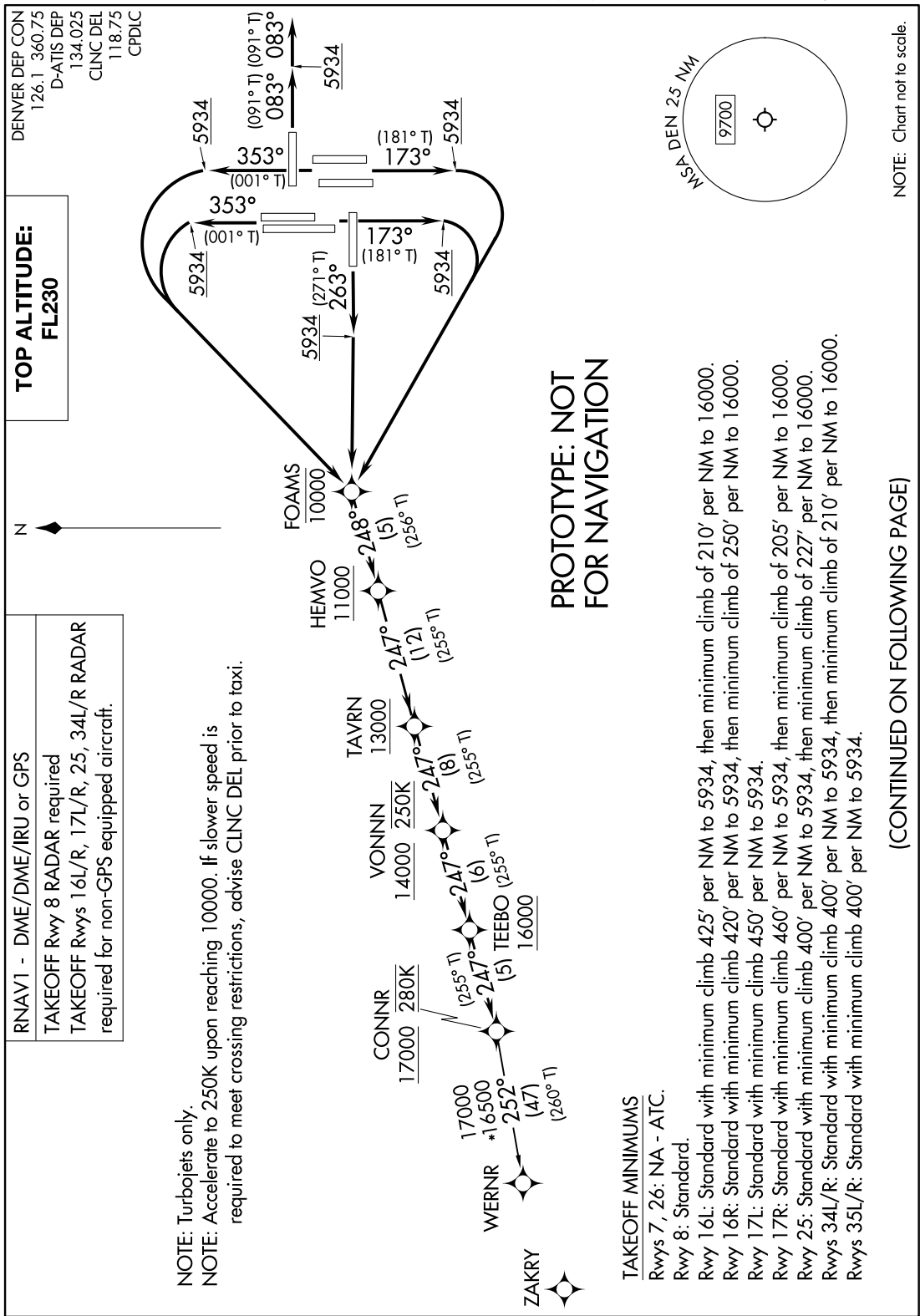
AUTOMATED AL-9077 CONNR DEPARTURE (CONT)

SW-1  
23 JUN 2025  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

(CONNR8.CONNR) FIG  
**CONNR EIGHT DEPARTURE (RNAV)**

AL-9077 (FAA)

DENVER INTL (DEN)  
 DENVER, COLORADO



**CONNR EIGHT DEPARTURE (RNAV)**  
 (CONNR8.CONNR) FIG

DENVER, COLORADO  
 DENVER INTL (DEN)

AUTOMATED AL-9077 CONNR DEPARTURE

SW-1  
 24 JUN 2025  
 COMPILER: CG  
 REVIEWER:  
 DBL CHKR:  
 EFF: FIG

CONN7  
CONN

# INFORMATION ONLY

DENVER INTL (DEN)  
DENVER, COLORADO

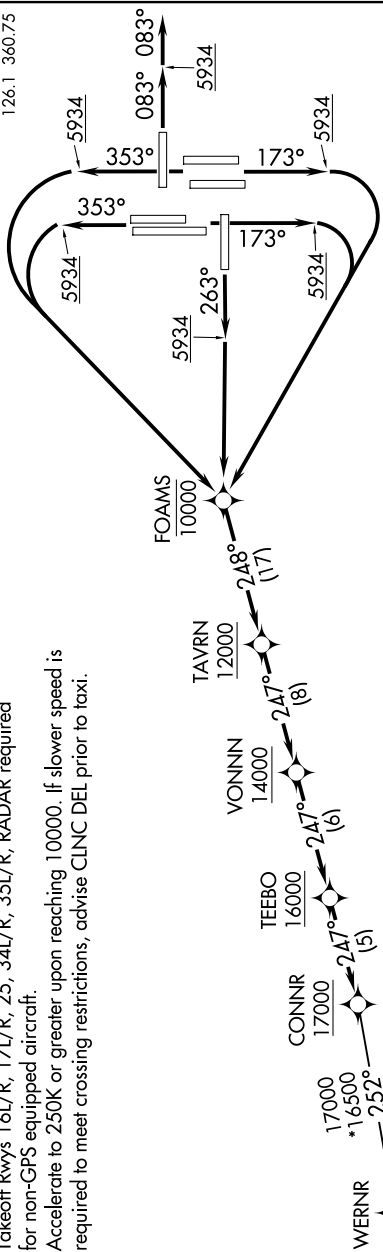
CONN SEVEN DEPARTURE (RNAV) AL-907Z (FAA)

SW-1, 17 APR 2025 to 15 MAY 2025

**TOP ALTITUDE:  
FL230**

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwy 8 RADAR required.
- NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
- NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CINC DEL prior to taxi.

D-ATIS DEP 134.025  
CINC DEL 118.75  
CPDLC  
DENVER DEP CON 126.1 360.75



TAKEOFF MINIMUMS  
Rwys 7, 26: NA - ATC.  
Rwy 8: Standard.

- Rwy 16L: Standard with minimum climb 425' per NM to 5934, then minimum climb of 210' per NM to 16000.
- Rwy 16R: Standard with minimum climb 420' per NM to 5934, then minimum climb of 250' per NM to 16000.
- Rwy 17L: Standard with minimum climb 450' per NM to 5934.
- Rwy 17R: Standard with minimum climb 460' per NM to 5934, then minimum climb of 205' per NM to 16000.
- Rwy 25: Standard with minimum climb 400' per NM to 5934, then minimum climb of 225' per NM to 16000.
- Rwys 34L/R: Standard with minimum climb 400' per NM to 5934, then minimum climb of 210' per NM to 16000.
- Rwys 35L/R: Standard with minimum climb 400' per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CONN SEVEN DEPARTURE (RNAV)  
(CONN7.CONNR) 26MAR20

DENVER, COLORADO  
DENVER INTL (DEN)

SW-1, 17 APR 2025 to 15 MAY 2025



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 16L/R, 17L/R: Climb on heading 173° to 5934, then climbing right turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

. . . .on track 247° to cross VONNN at or above 14000, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

WERNR TRANSITION (CONNR7.WERNR)

**INFORMATION ONLY**

SW-1, 17 APR 2025 to 15 MAY 2025

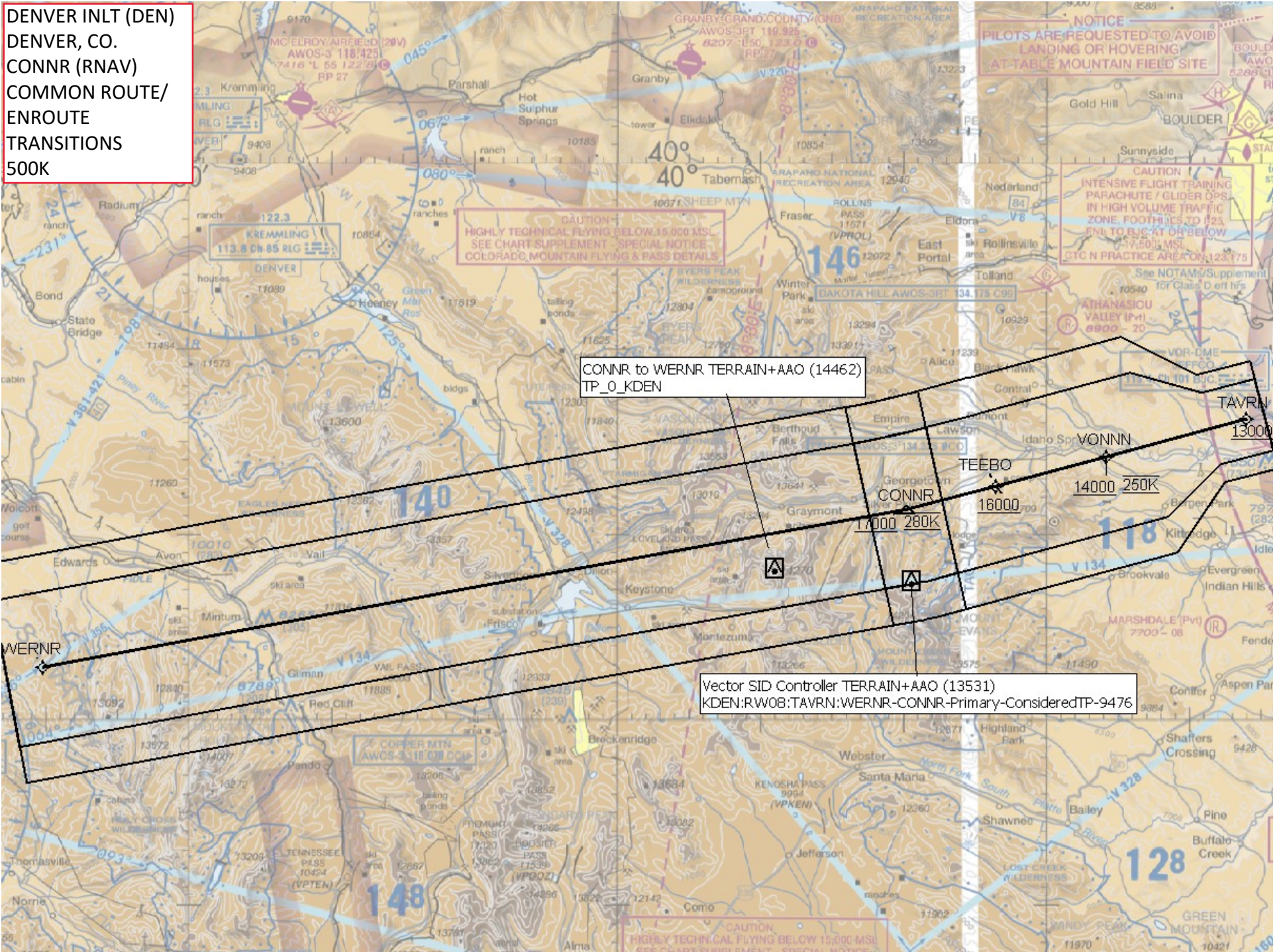
SW-1, 17 APR 2025 to 15 MAY 2025

**ATTENTION ALL USERS PAGE (AAUP)**

## SIMULTANEOUS RNAV DEPARTURES

1. **PREFLIGHT:** upon review of initial clearance, consider the following:
  - a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.
  - b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.
  - c. Advise ATC if unable to meet any speed requirements or crossing restriction on the SID.
2. **BEFORE TAKEOFF:**
  - a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.
  - b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.
3. **LINE UP/TAKEOFF:**
  - a. **EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE GROUND) OR A HEADING.** Additionally, ATC may be assigning both on the same frequency.
  - b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.
  - c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin SID, either with tower or departure.
  - d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."
4. **AFTER TAKEOFF:**
  - a. If assigned an "RNAV off the ground" take off clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.
  - b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.
  - c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.
5. **SPECIFIC INFORMATION:**
  1. Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.

DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
COMMON ROUTE/  
ENROUTE  
TRANSITIONS  
500K

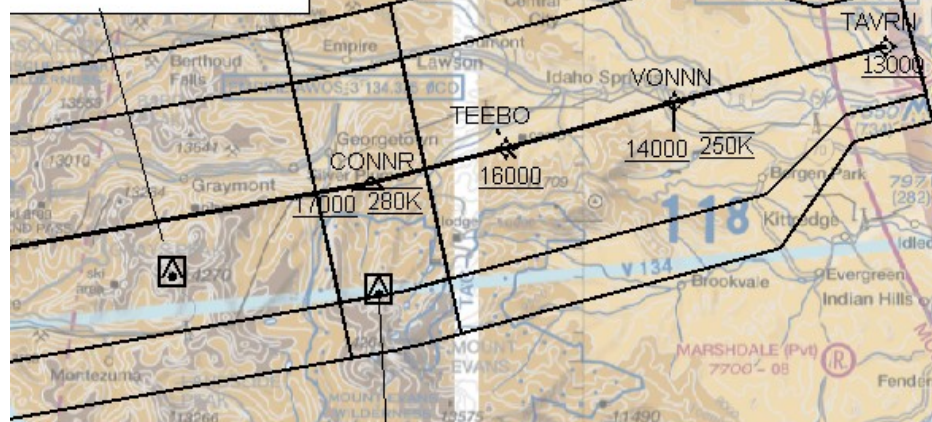


CONNR to WERNR TERRAIN+AAO (14462)  
TP\_0\_KDEN

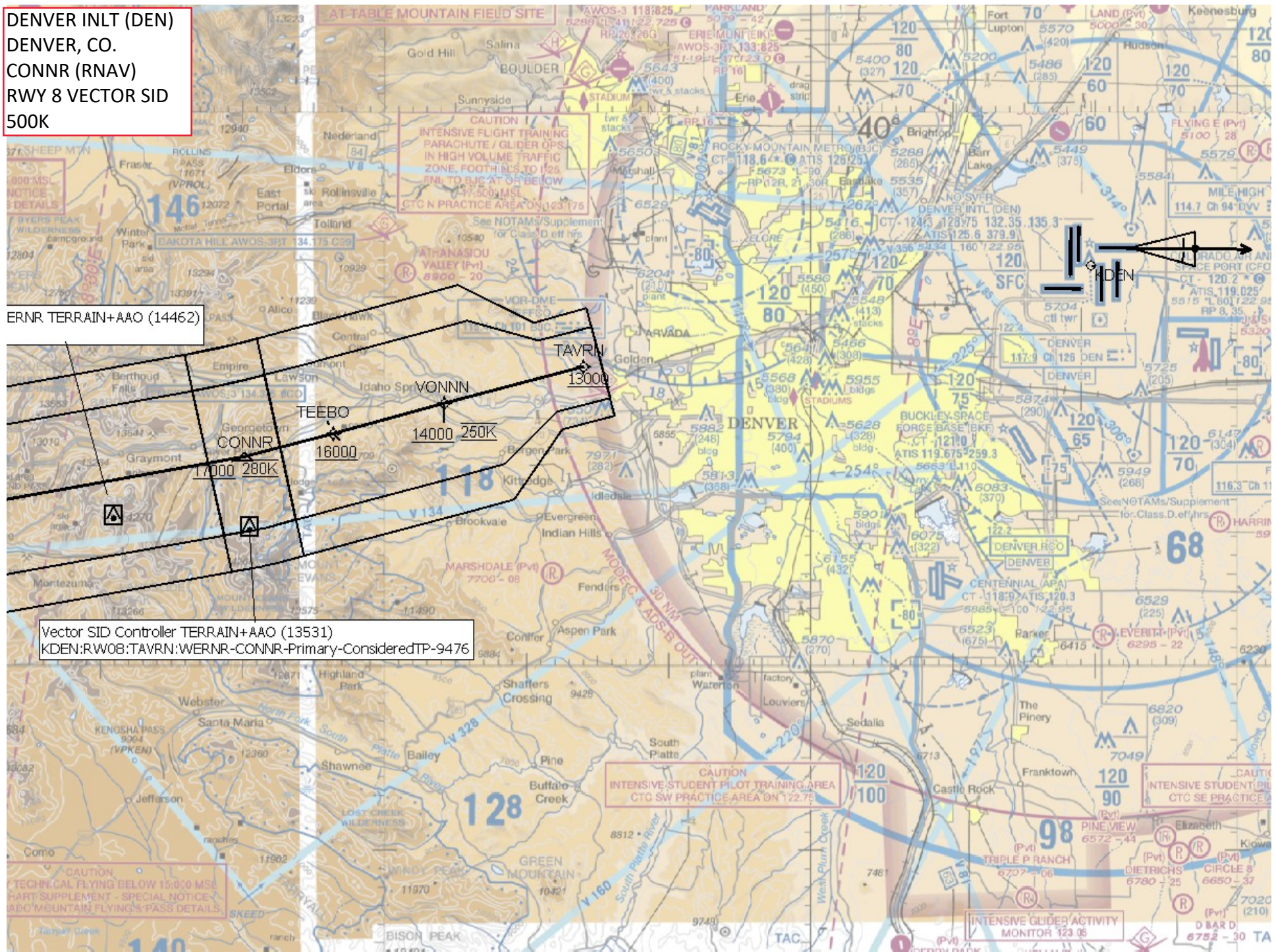
Vector SID Controller TERRAIN+AAO (13531)  
KDEN:RW08:TAVRN:WERNR-CONNR-Primary-ConsideredTP-9476

DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 8 VECTOR SID  
500K

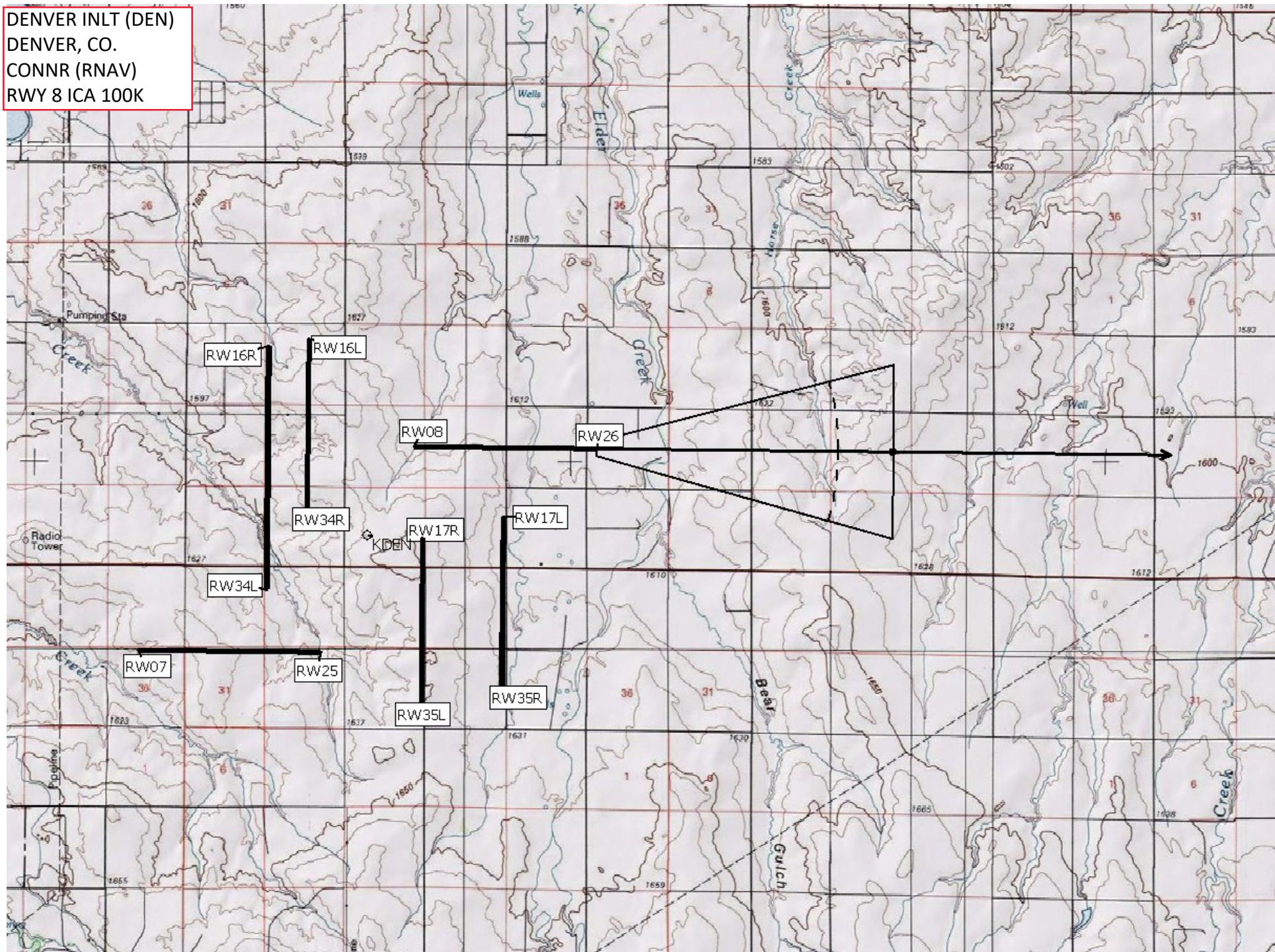
ERNR TERRAIN+AAO (14462)



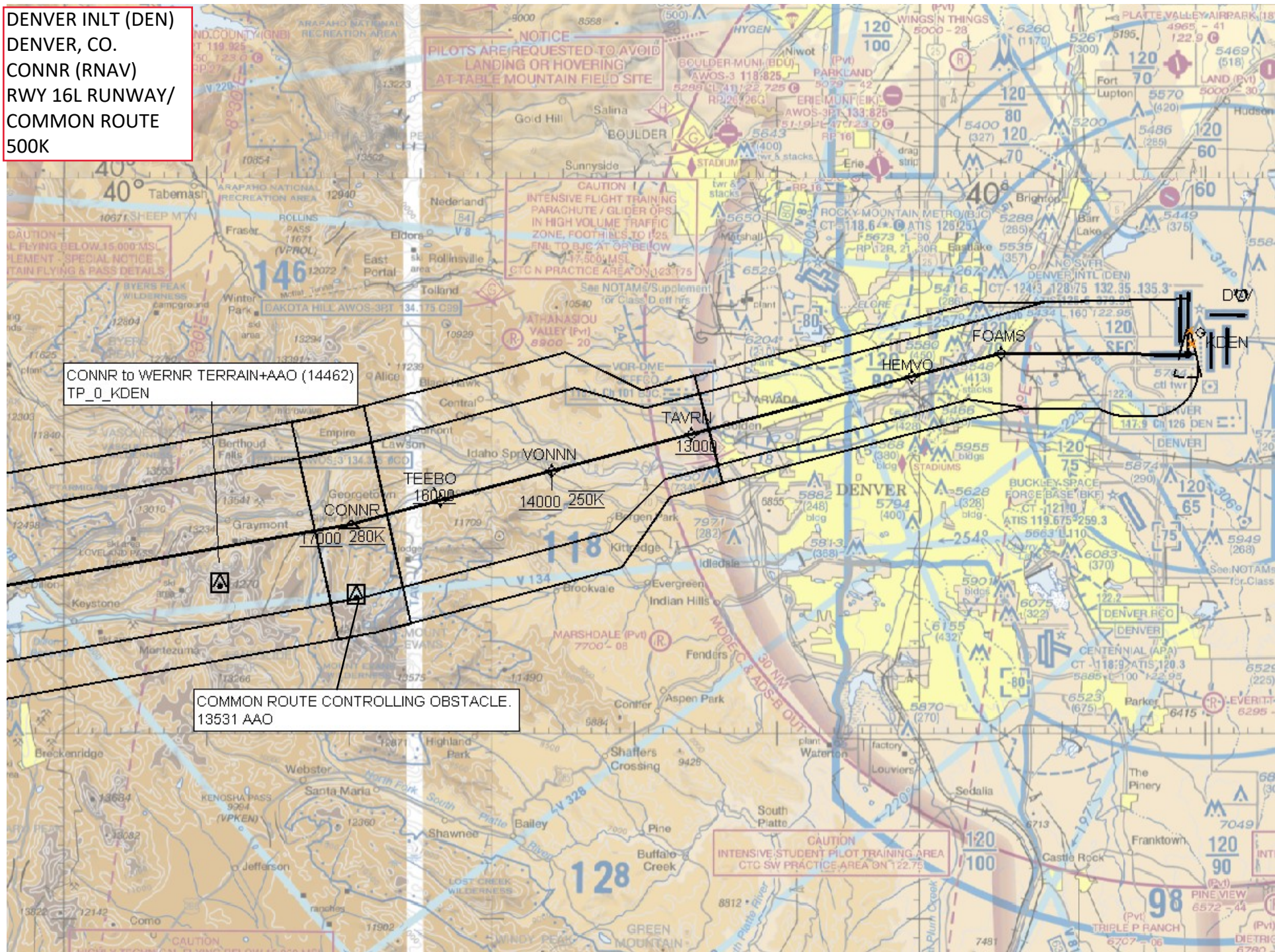
Vector SID Controller TERRAIN+AAO (13531)  
KDEN:RW08:TAVRN:WERNR-CONNR-Primary-ConsideredTP-9476



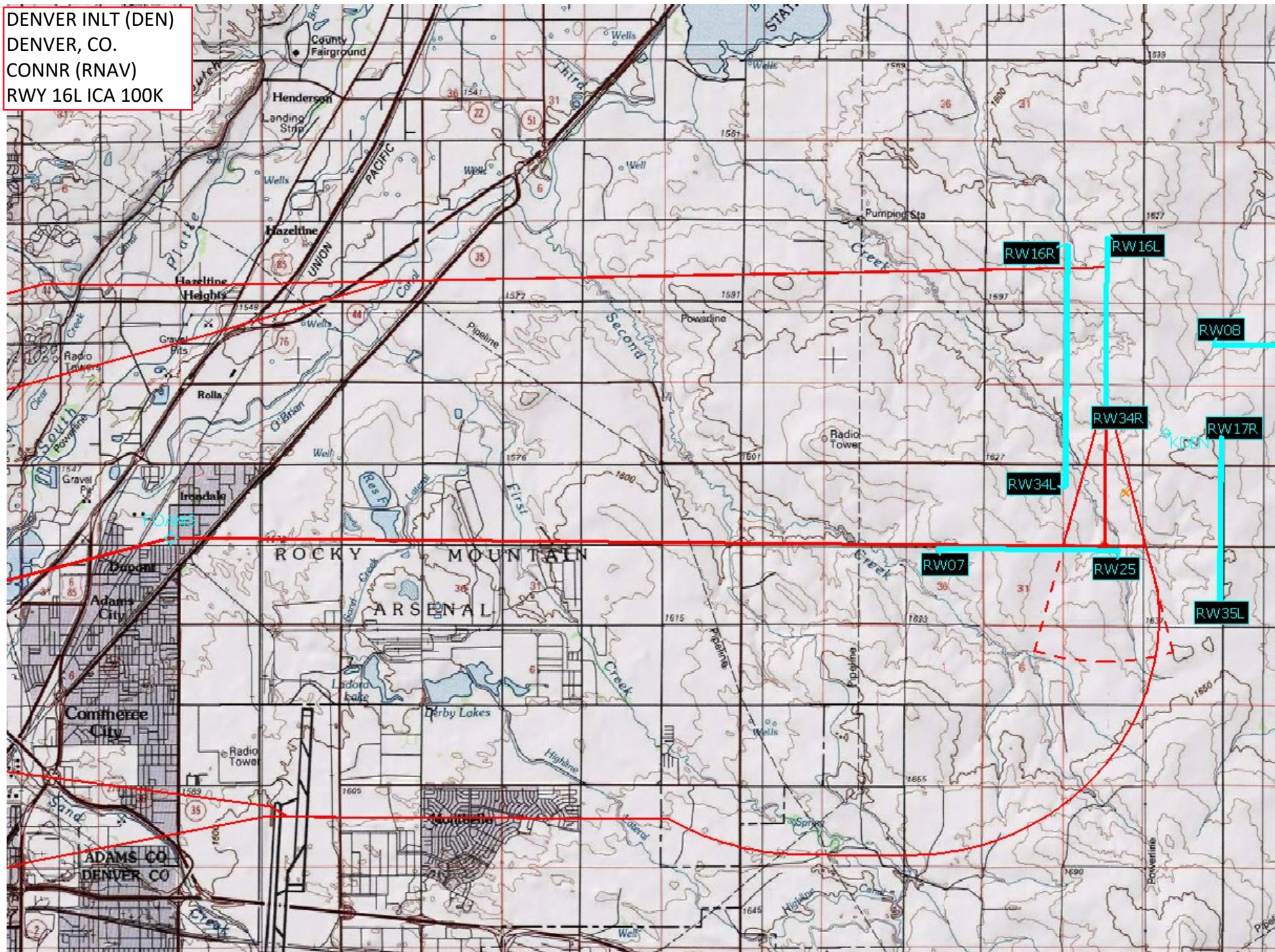
DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 8 ICA 100K



DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 16L RUNWAY/  
COMMON ROUTE  
500K

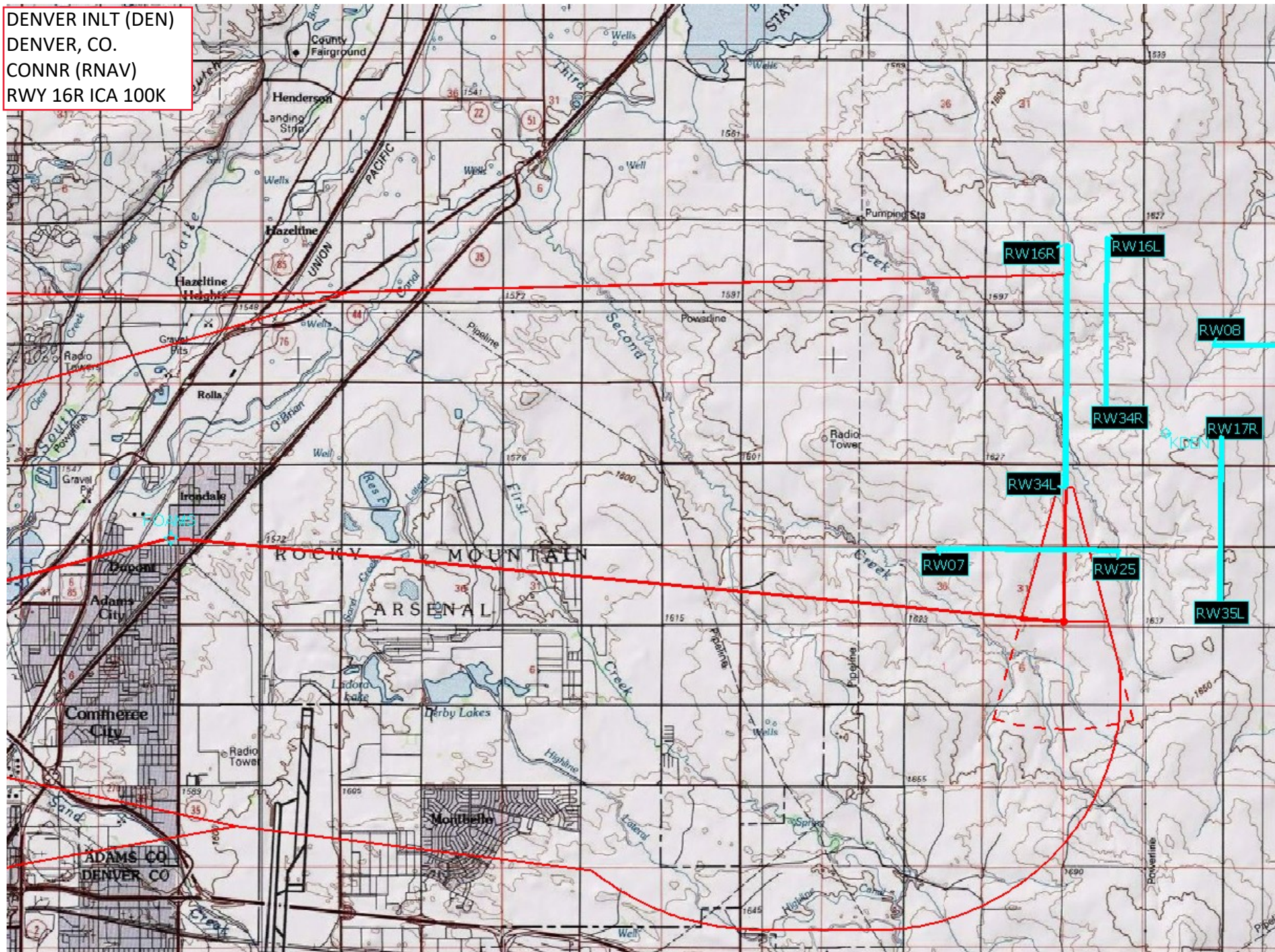


DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 16L ICA 100K

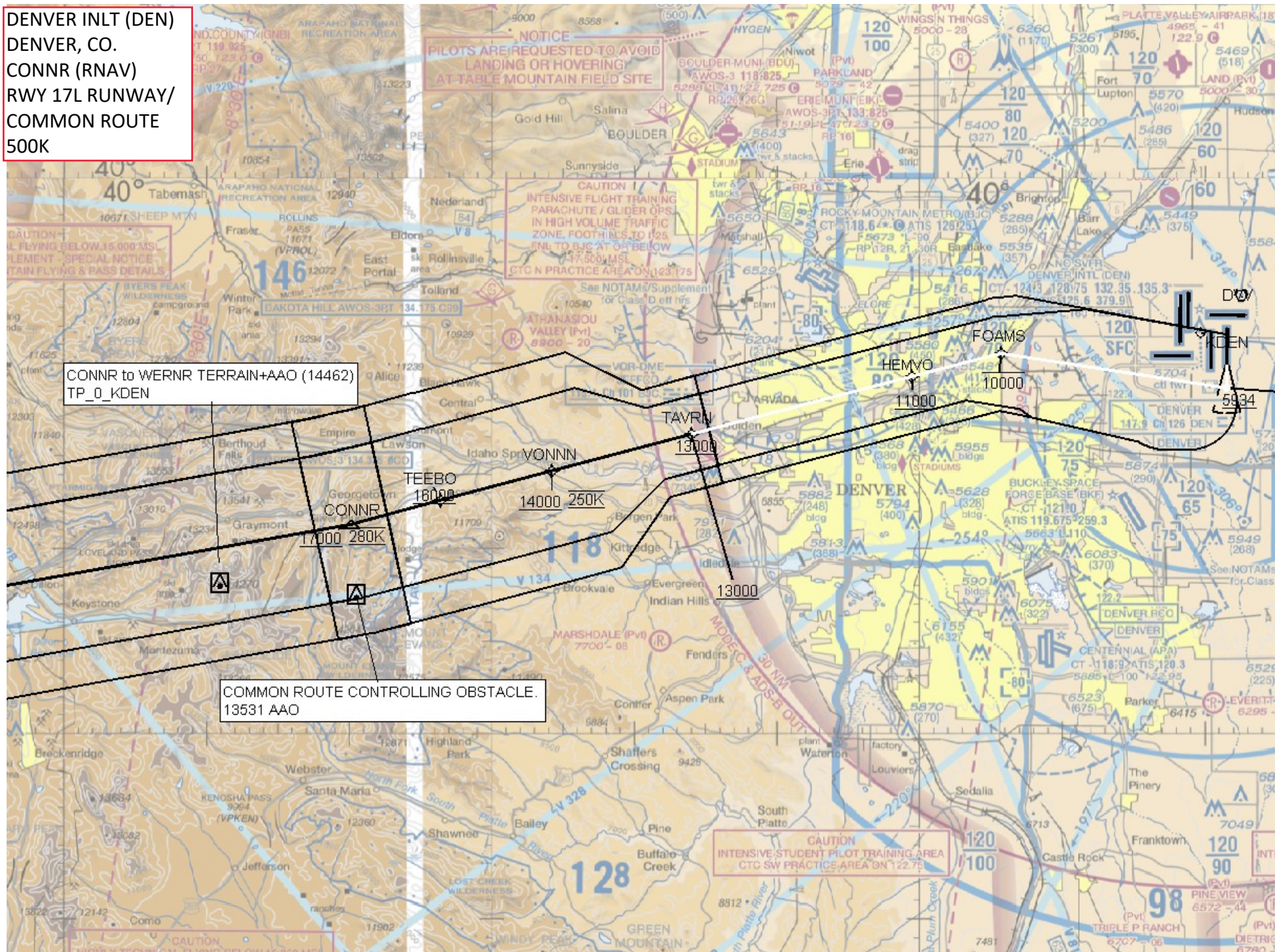




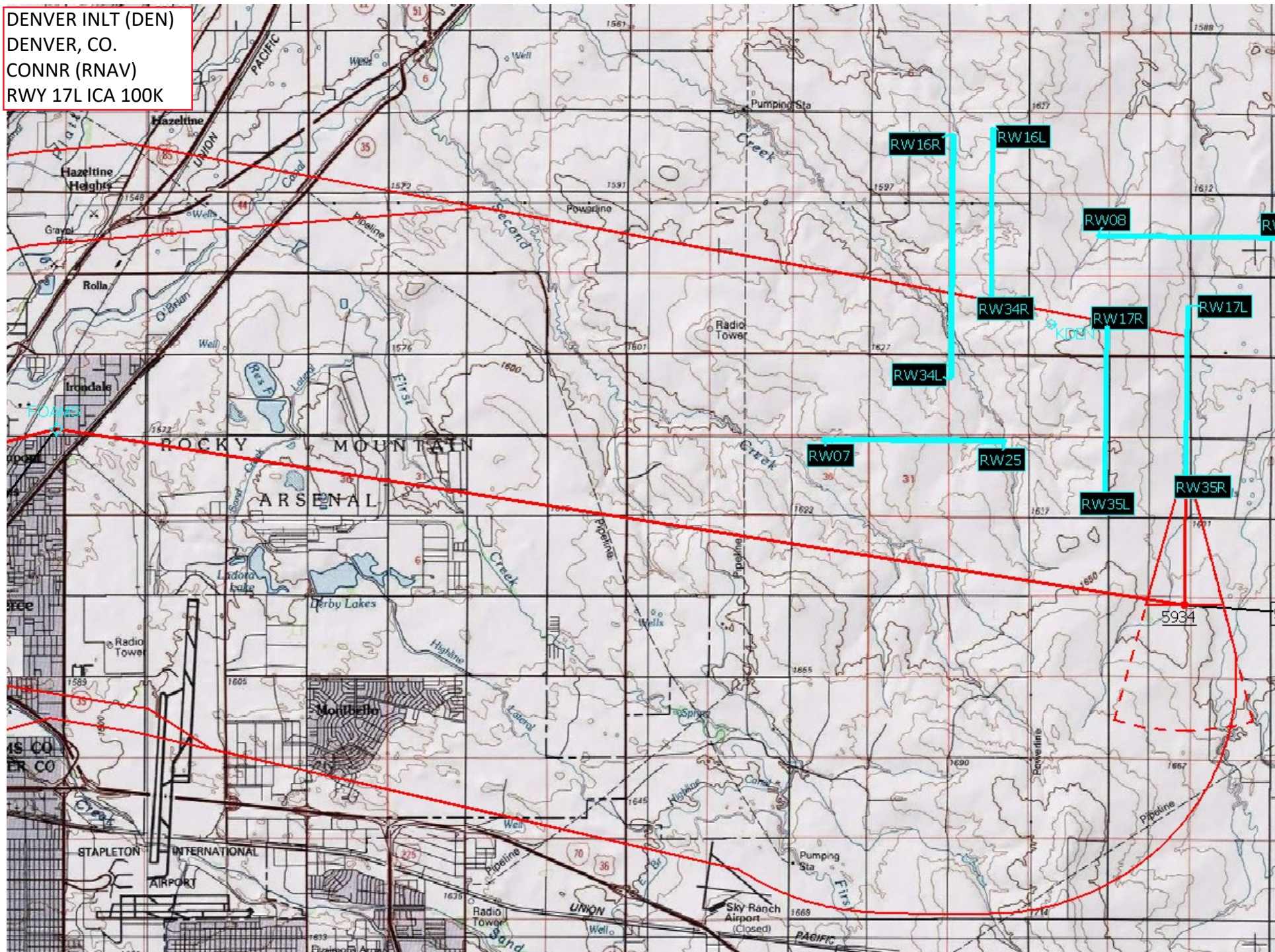
DENVER INTL (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 16R ICA 100K



DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 17L RUNWAY/  
COMMON ROUTE  
500K

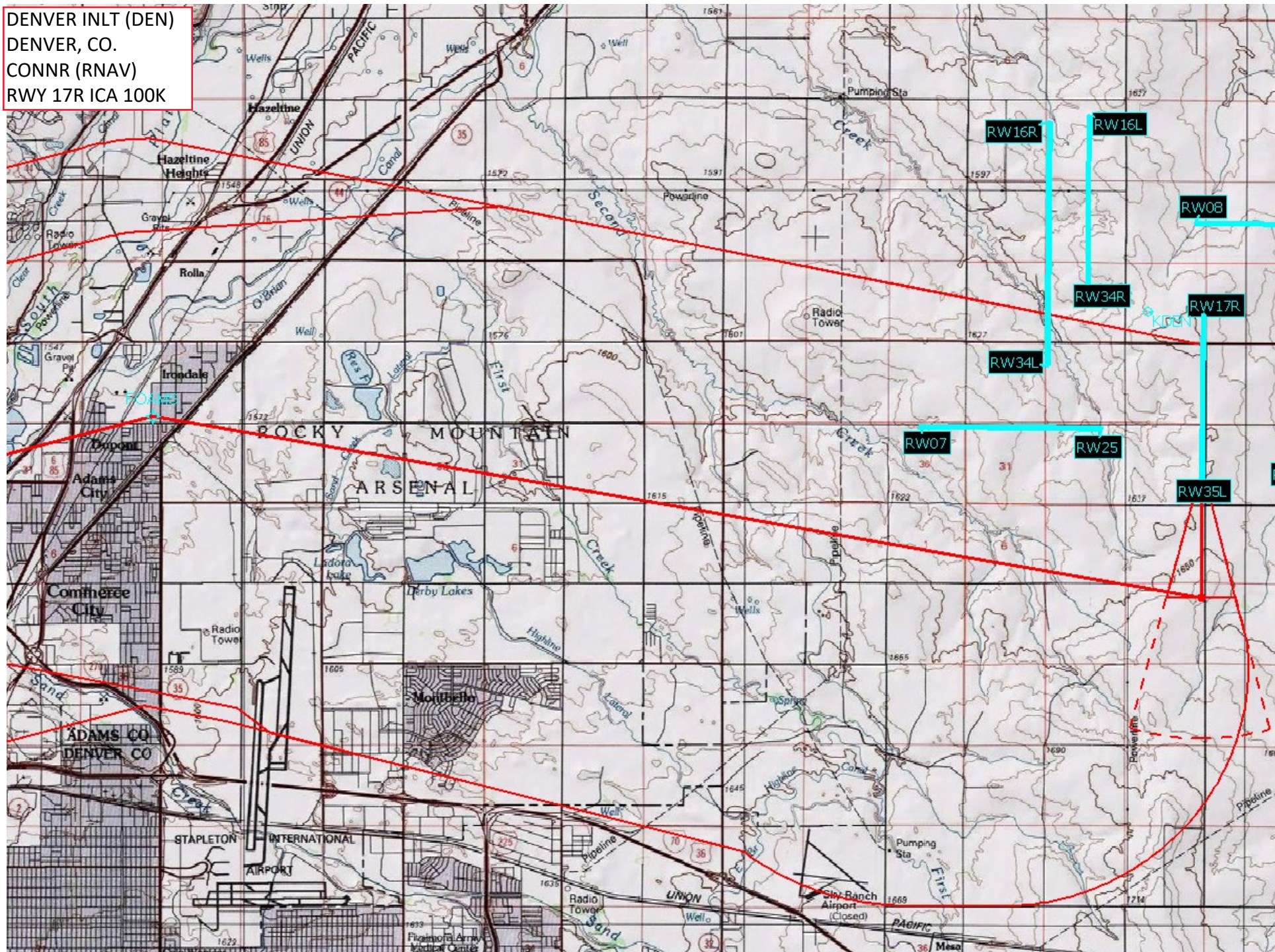


DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 17L ICA 100K

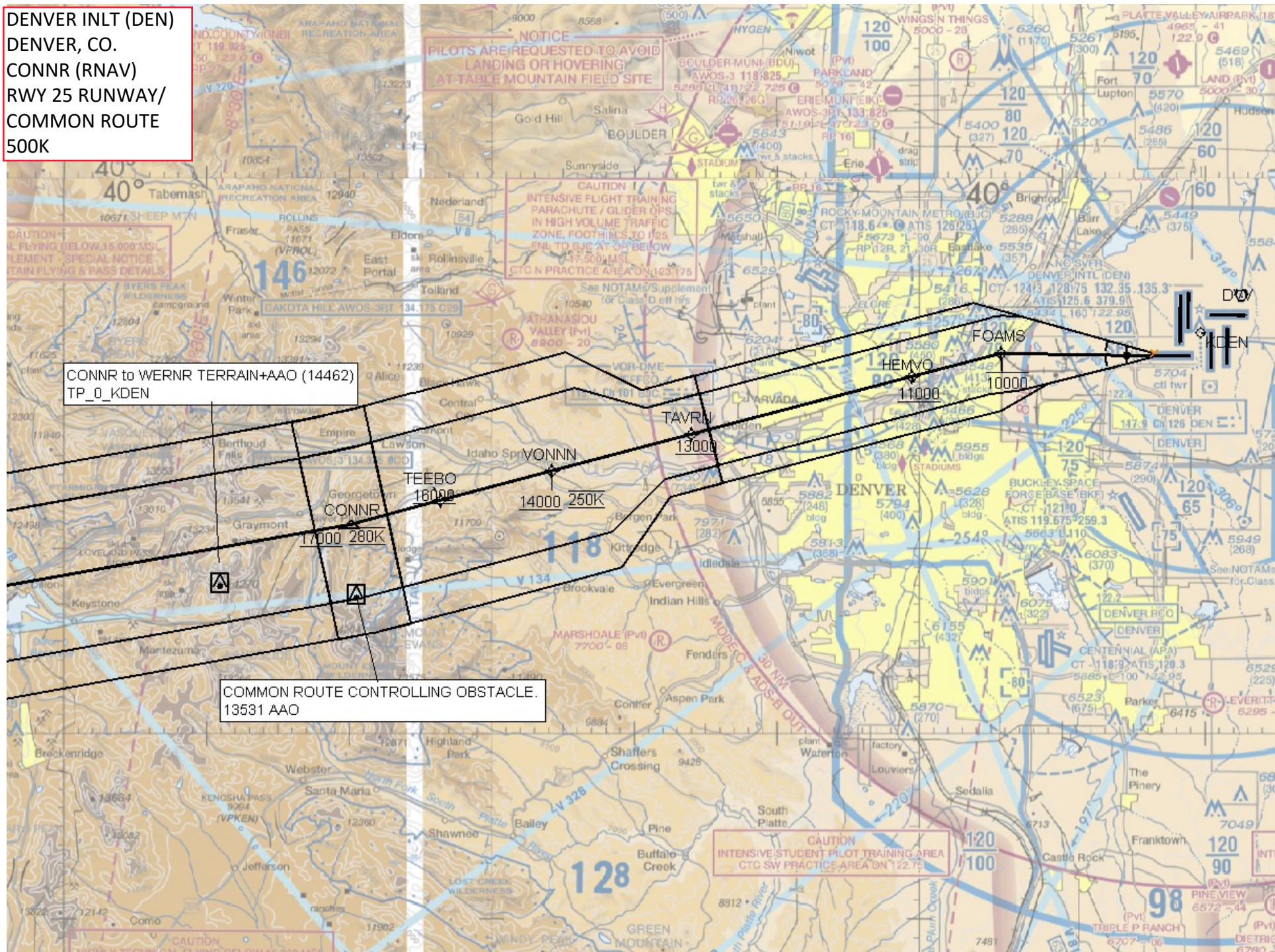




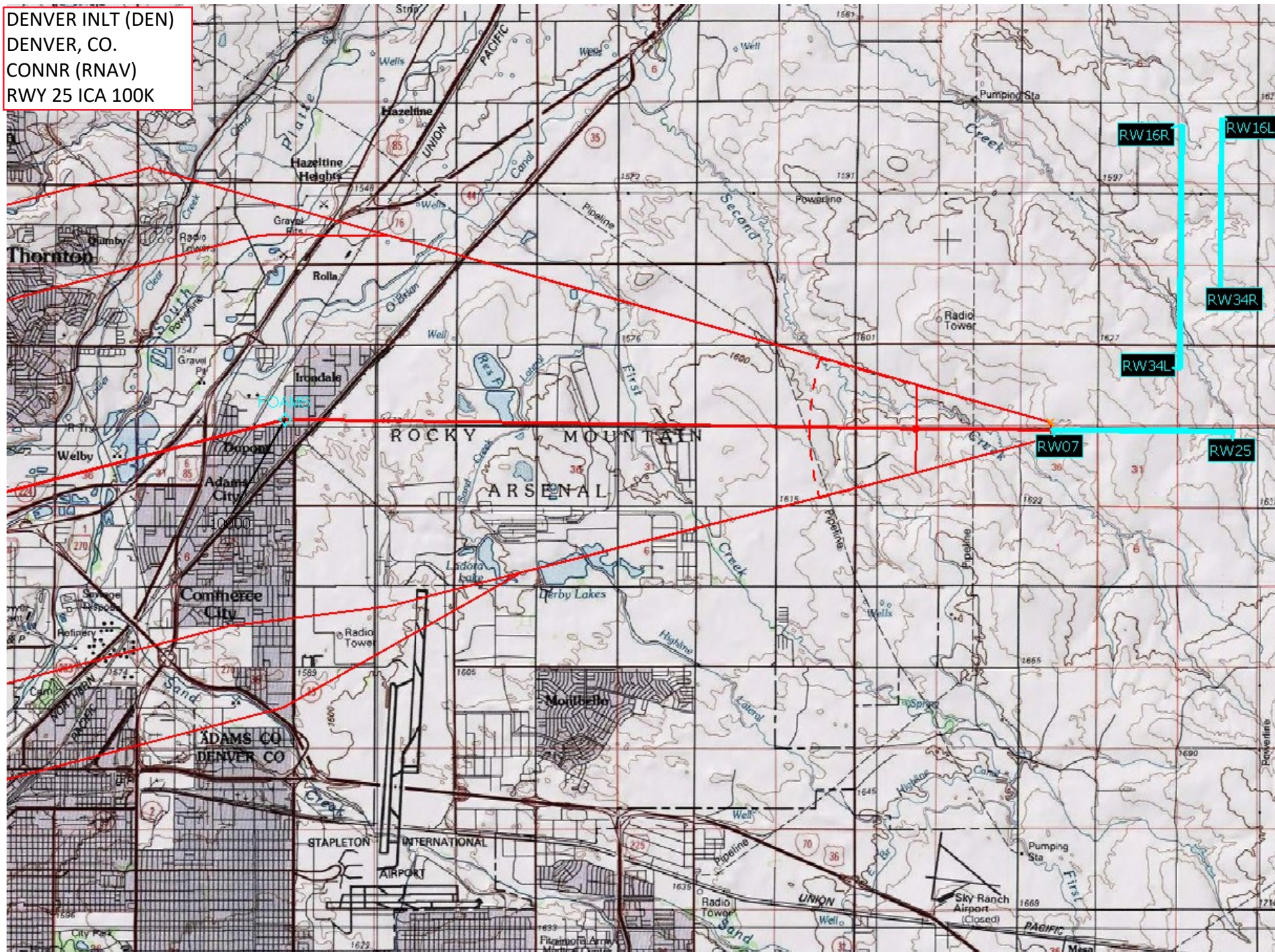
DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 17R ICA 100K



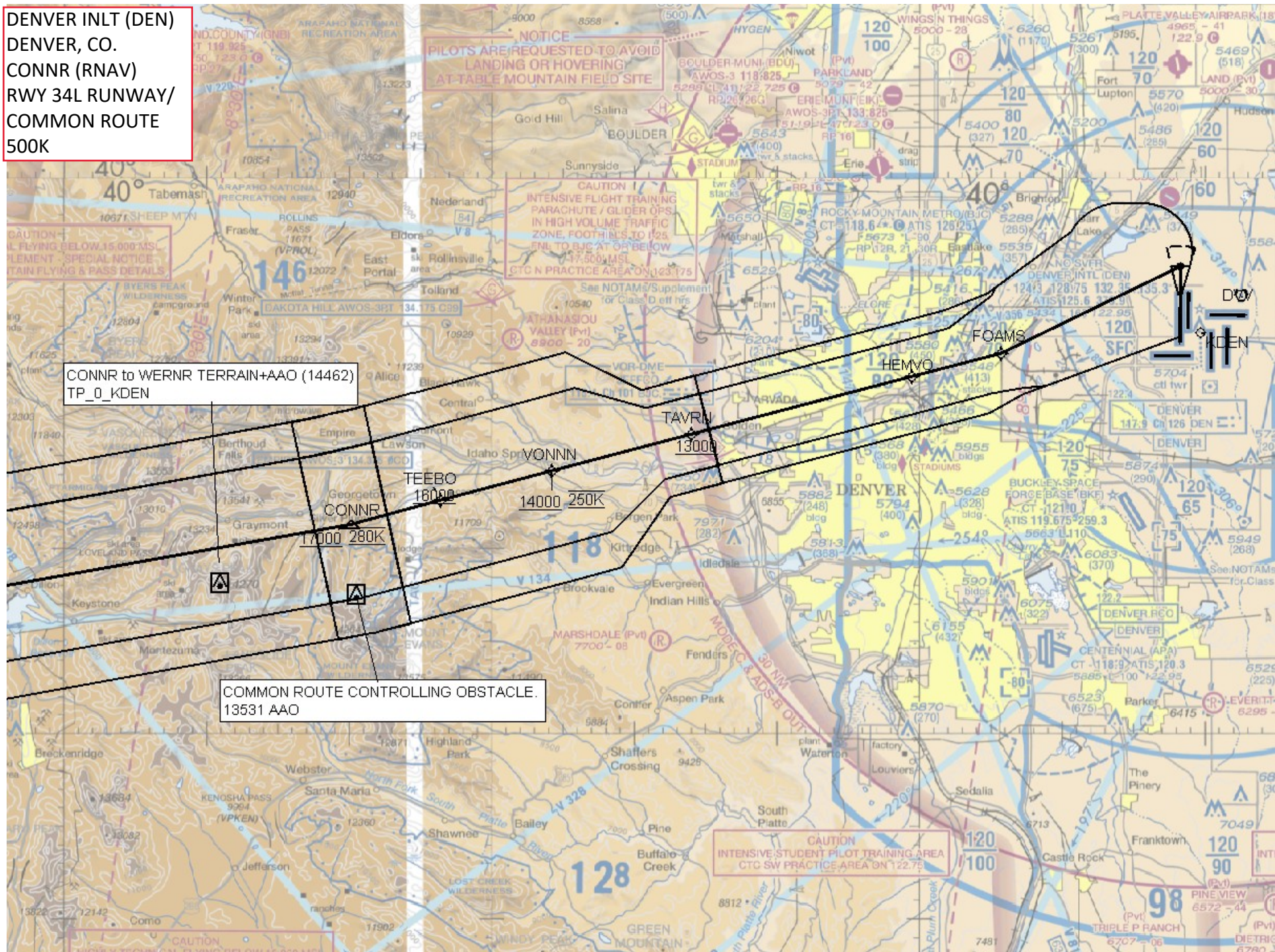
DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 25 RUNWAY/  
COMMON ROUTE  
500K



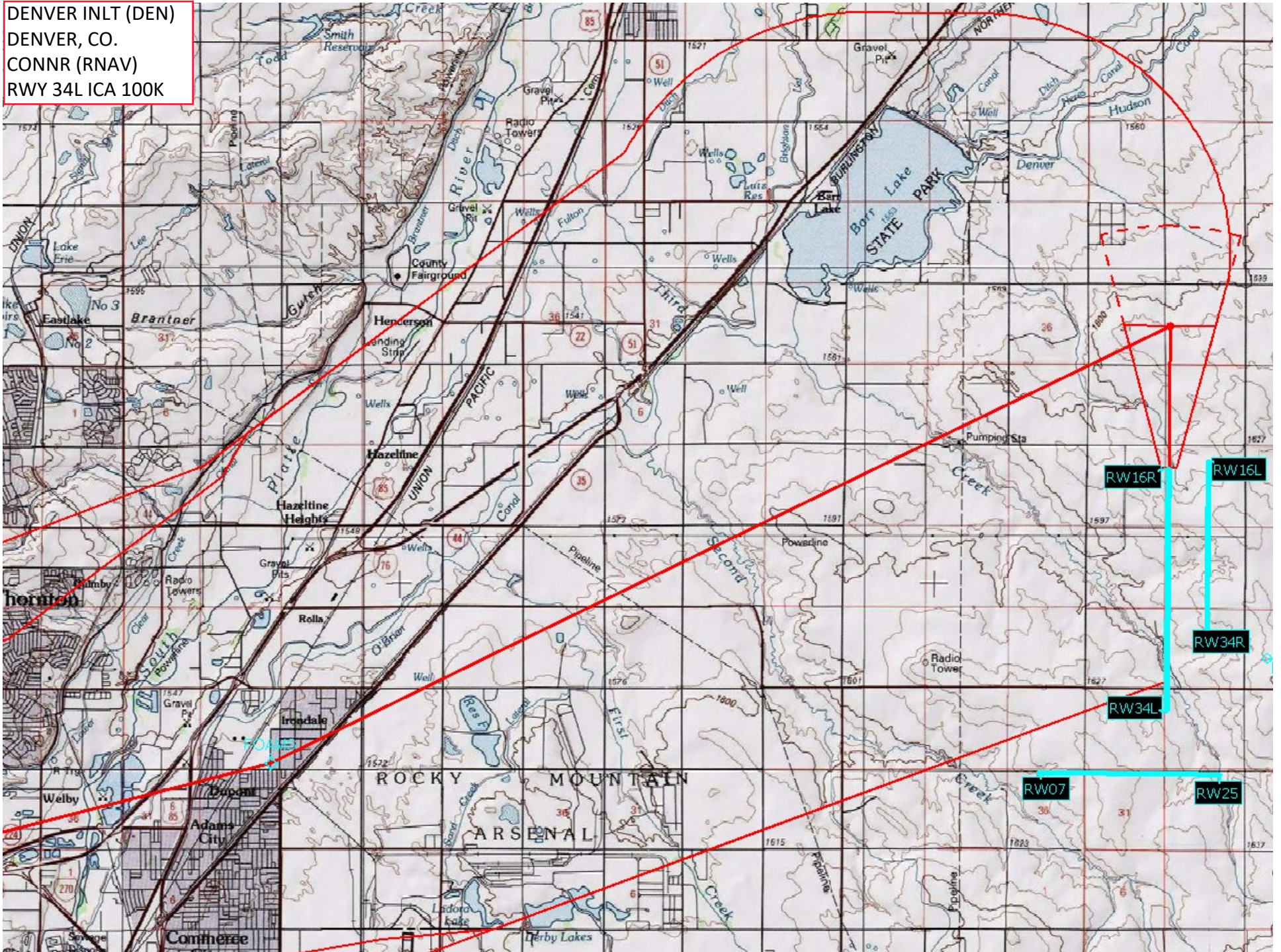
DENVER INTL (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 25 ICA 100K



DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 34L RUNWAY/  
COMMON ROUTE  
500K

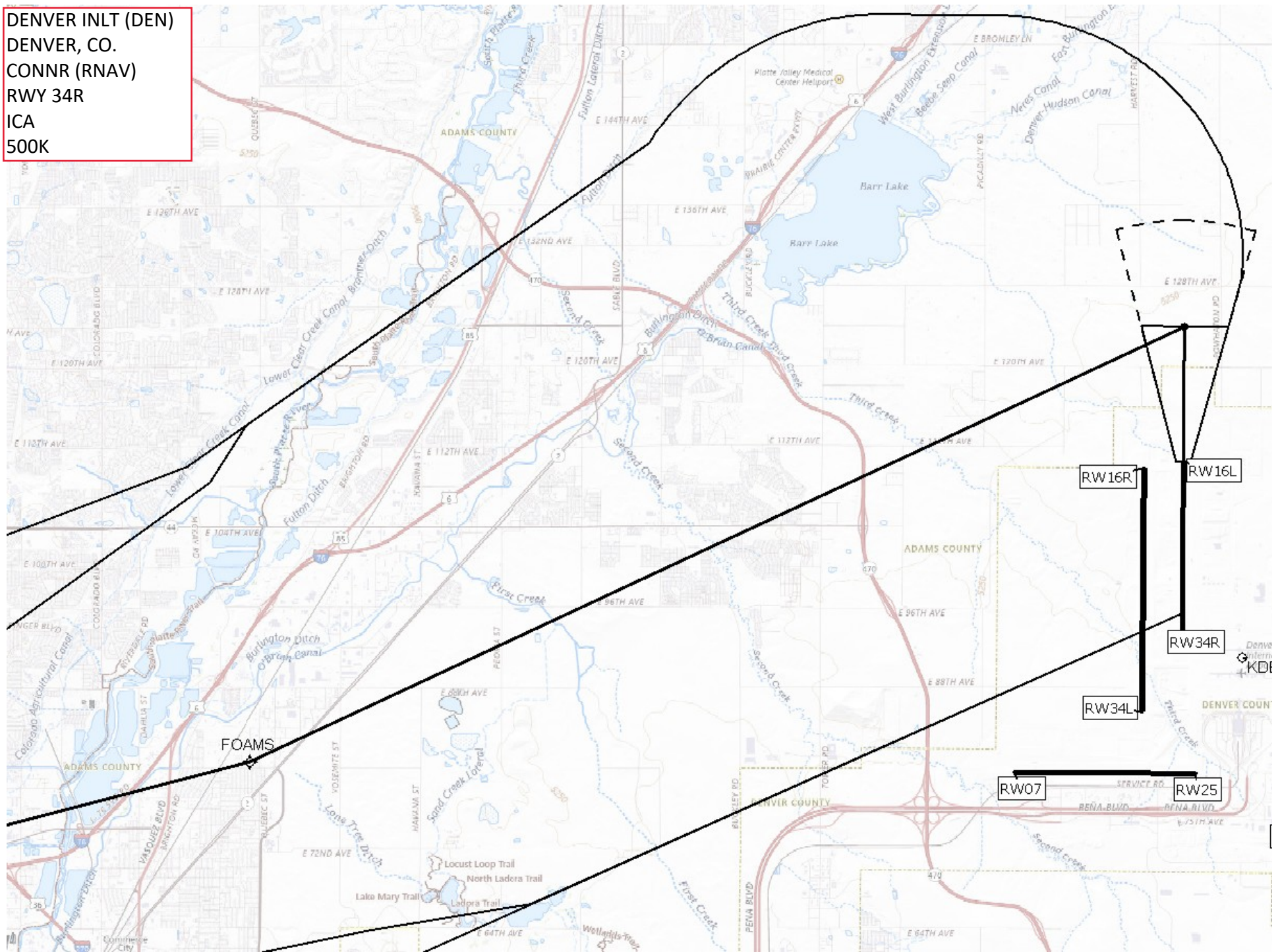


DENVER INTL (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 34L ICA 100K

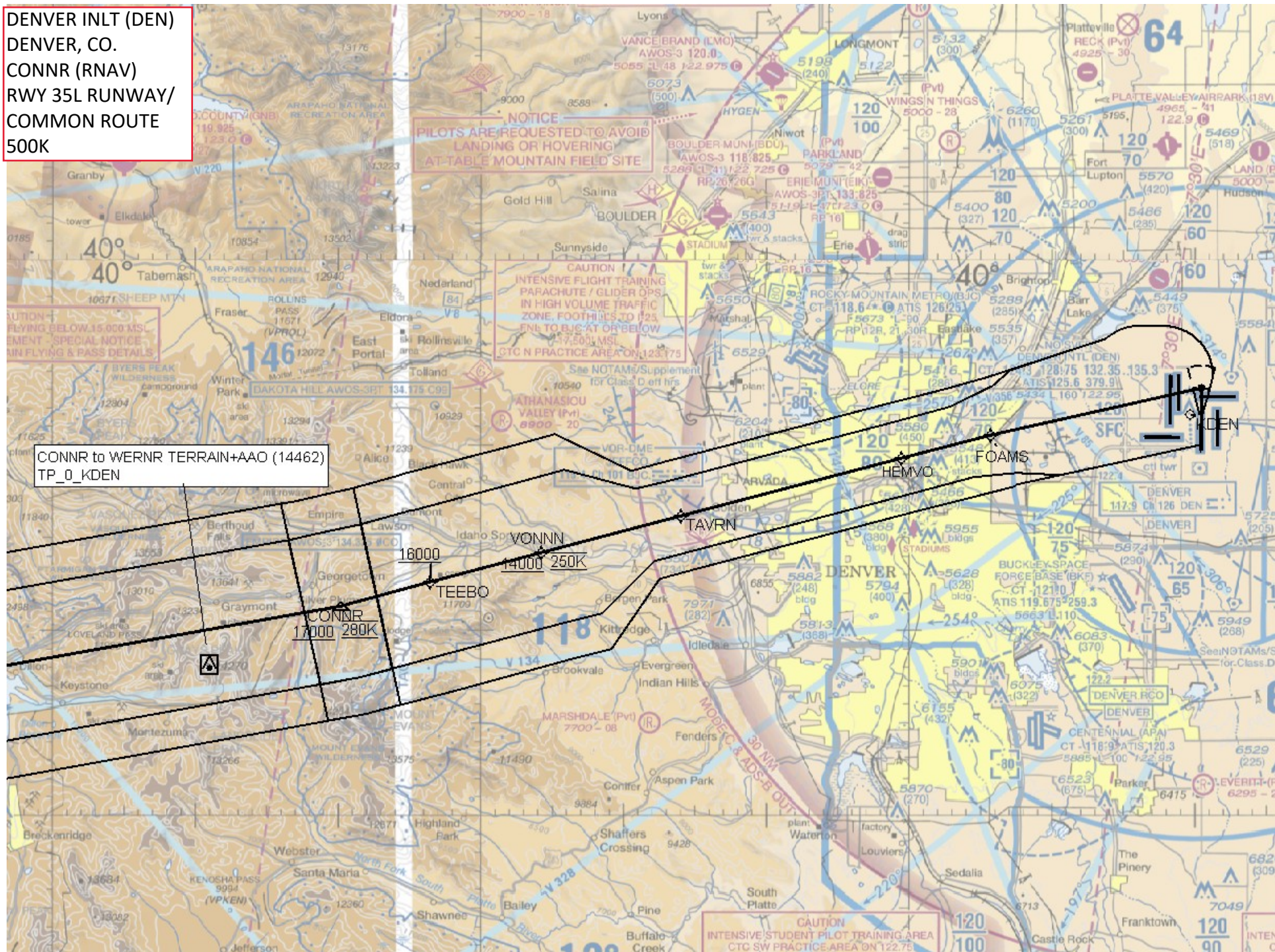




DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 34R  
ICA  
500K



DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 35L RUNWAY/  
COMMON ROUTE  
500K



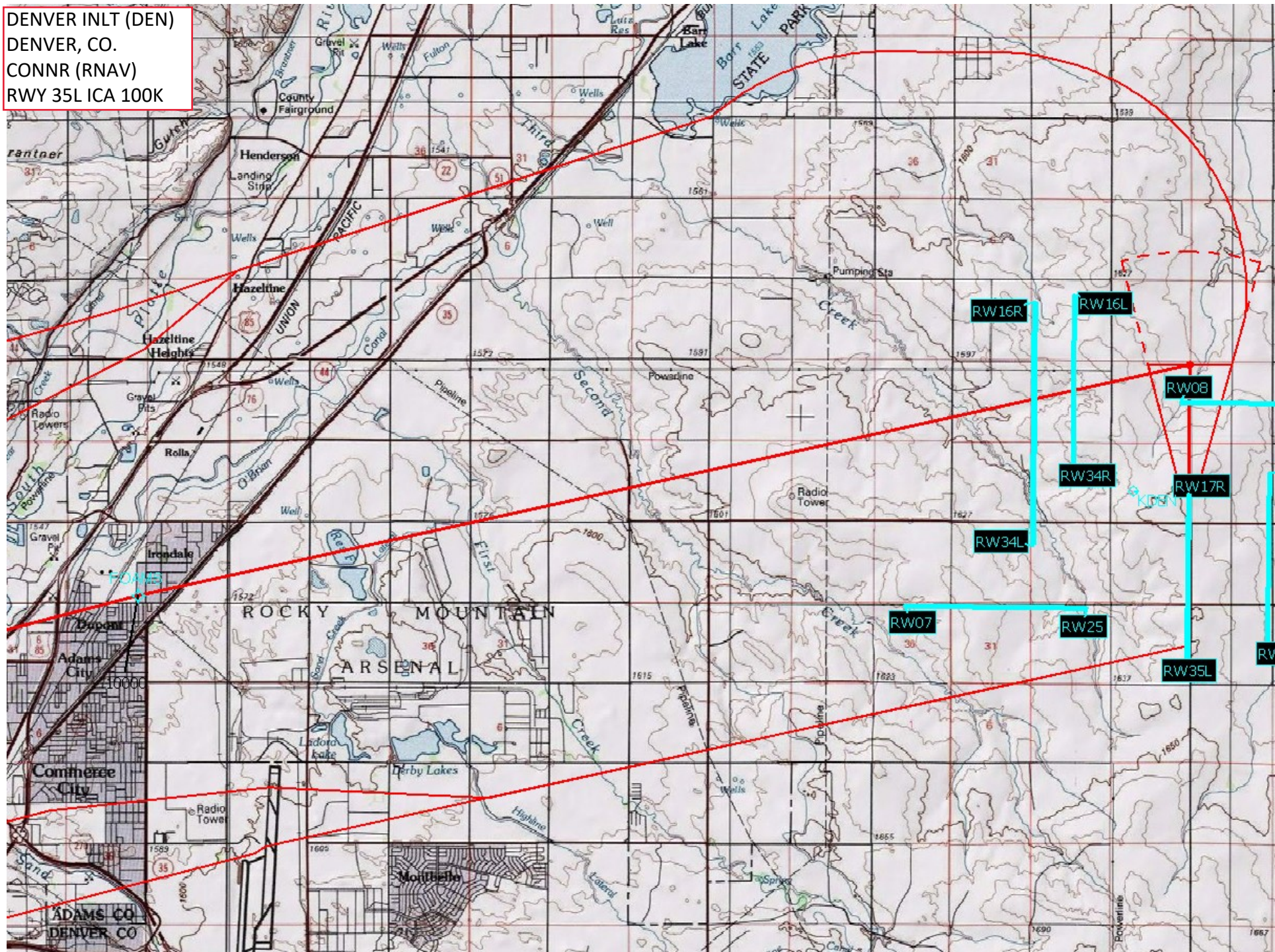
**NOTICE**  
PILOTS ARE REQUESTED TO AVOID  
LANDING OR HOVERING  
AT TABLE MOUNTAIN FIELD SITE

**CAUTION**  
INTENSIVE FLIGHT TRAINING  
PARACHUTE / GLIDER OPS  
IN HIGH VOLUME TRAFFIC  
ZONE. FOOTHOLES TO 125  
ENL TO BJC AT OR BELOW  
17,500 MSL  
CTC N PRACTICE AREA ON 123175

CONNR to WERNR TERRAIN+AO (14462)  
TP\_Q\_KDEN

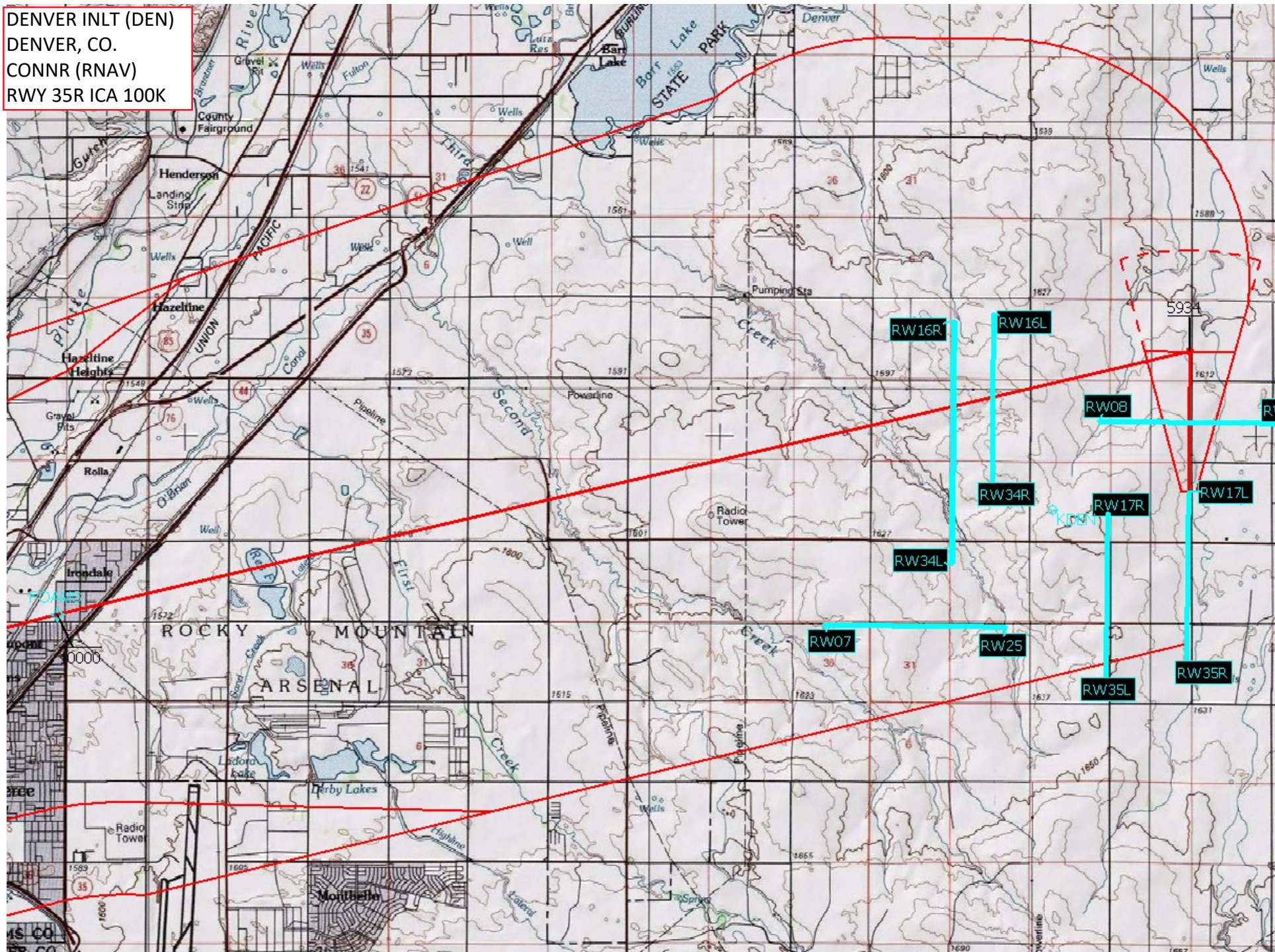
**CAUTION**  
INTENSIVE STUDENT PILOT TRAINING AREA  
CTC SW PRACTICE AREA ON 12275

DENVER INTL (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 35L ICA 100K





DENVER INLT (DEN)  
DENVER, CO.  
CONNR (RNAV)  
RWY 35R ICA 100K



# Periodic Review

David A. Dowling

01-27-23

DENVER INTL AIRPORT  
DENVER, CO (KDEN)

CONNR SEVEN \_RNAV\_

Review Type: FULL

## Summary/Findings

DP NAME: CONNR SEVEN DEPARTURE (RNAV)  
(CONNR7.CONNR)

AIRPORT:

CITY/STATE:

DENVER INTL (KDEN)

DENVER, CO

### Summary/Findings

TYPE: FOUR-YEAR PERIODIC REVIEW COMPLETED IAW 8260.19I, SEC 2-8, IFP GROUP SOP AND OTHER PERTINENT GUIDANCE, AS APPLICABLE, WITH SATISFACTORY RESULTS.

#### GENERAL REMARKS:

REVIEW AND EVALUATIONS CONDUCTED USING ACTIVE DATA AND PUBLISHED MINIMUMS AND/OR SEGMENT ALTITUDE RESTRICTIONS. DEFAULT VEGETATION HEIGHT: 100 FT. NO FLIGHT SAFETY ISSUES IDENTIFIED USING TARGETS EVALUATION TOOL.

PREVIOUS REVIEW FOLLOW UP: (02-08-19) FOR KAPA RWY 17R 1.00 FT PER NM HIGHER FOR THE SAME OBSTACLE. NO LONGER AN ISSUE. CONNR SEVEN SID IS FOR KDEN ONLY.

WAIVERS/APPROVAL LETTERS: PROVIDED IN "S" FILES.

FACILITY MAG VAR VALUES: AIRPORT and NAVAID MAG VAR TABLES ARE MAINTAINED BY AERONAUTICAL INFORMATION SERVICES and

PROVIDED TO THE OSG-FPT OFFICES FOR WORK SCHEDULING AT THEIR DISCRETION.

DP ROUTE DESCRIPTION: SAT AS PUBLISHED.

TRANSITION ROUTES: WERNR TRANSITION DESIGNED IAW CRITERIA. CODING AND NAV DATA COMPLETE AND ACCURATE, i.e. COURSE, DISTANCE, ALTITUDES, MEA, MOCA.

MSA/ESA: NEW CRITERIA. PUBLISH AT NEXT AMENDMENT. PRELIMINARY EVALUATION RESULTS INDICATE A 9,500 FT MSA.

FACILITY RESTRICTIONS: NONE NEW AFFECTING SID. ESVs ON FILE. SAT.

PROCEDURAL DATA NOTES: SAT, PER, 8260-46J, WITH ONE MINOR UPDATE. CHANGE "TURBOJETS" TO "JETS."

TAKEOFF MINIMUMS: SAT AS PUBLISHED ON EACH ALLOWABLE RUNWAY AT THE AIRPORT.

TAKEOFF OBSTACLES NOTES: REMOVED AND RECORDED ON 8260-15A, PER .46J. STATEMENT CORRECTLY ADDED: "SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP.)"

OBSTACLES:

- TAKEOFF: (see above).
- CONTROLLING: SAT. NOT APPLICABLE TO ALL RUNWAYS.
- MANDATING ROUTE: N/A.

TARGETS RS WARNING AND FAILURES: GENERAL WARNINGS THAT ARE JUSTIFIABLE.. NO FLIGHT SAFETY ISSUES IDENTIFIED.

LOST COMMUNICATIONS PROCEDURES: STANDARD, PER 14 CFR PART 91.185. TERPS CRITERIA DOESN'T APPLY.

ADDITIONAL FLIGHT DATA: INFORMATION SAT.

AIRPORTS SERVED: SAT. (listed above)

FIXES AND/OR NAVAIDS: SAT, CHARTED PER FORM INSTRUCTION.

8260-2: REVISION NOT INDICATED ON FORMS FOR NAVIGATION OR OBSTACLE ISSUES. FIX USE NOT EXAMINED, PER .19I.

NOTAM: NONE REQUIRED. NONE ACTIVE.

OTHER PERTINENT INFORMATION: 9/15 8260-15B/C USED. SID DOCUMENTATION IAW WITH .46J METHODS AND CRITERIA. SUPPORTING DOCUMENTATION IN FILES, e.g., FLIGHT CHECK MAPS, TARGETS DISTRIBUTION PACKAGE

## Actions/Notes

SAT AS PUBLISHED.