

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 9417368274DD4C1EB22FC1B5473780C5	APWS Project ID: 38C4D3376A724C3987525CC2789303D7
Procedure: RNAV (RNP) Z RWY 35R AMDT 1		Enroute: NO	Specialist: Purnell, Troy		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
CHANGE MISSED APPROACH. ADD INITIAL APPROACH SEGMENT AT DITSE TO MATCH CURRENT ILS APPROACH. AFS REQUIRED.

ACTIVE AIRNAV AIRPORT & RUNWAY DATA USED.

APPROVAL ON REQUEST:
DOGGG TO MSIMS CONTAINS MANDATORY ALITUDE.

8260-1 WAIVER ON REQUEST:
DORRY TO DEANE TO SUPPORT ATC VECTORS.

CONTACT ROBERT G. HAMILTON, AJV-A33 405-954-4608.

10/02/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/18/2025.

8260-2 EVAFA:

1. FIX EVAFA MOVED FROM 395805.20N/1043002.90W TO 395352.34N/1043827.24W.

8260-3:

1. MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 10000 DIRECT EVAFA AND ON TRACK 044.37 TO YIMZO AND HOLD" TO "CLIMB TO 10000 DIRECT EVAFA AND ON TRACK 045.88 TO YIMZO AND HOLD"; EVAFA NOW A FO FIX.

2. NOTES: ADDED CHART SPEED ICON IN PLANVIEW AT DORRY: MAX 210 KIAS.

3. NOTES: CHANGED "FOR INOPERATIVE ALSF..." TO "FOR INOPERATIVE ALS..."

8260-1:

1. UPDATED WAIVER FROM "DORRY TO DEAN" TO "DITSE TO DORRY"; VECTOR ANGLE RESTRICTION.

QUALITY
20
CHECKED

QUALITY
34
CHECKED

QUALITY
38
CHECKED

QUALITY
41
CHECKED

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International, KDEN
RNAV (RNP) Z RWY 35R

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 (RNP) Z RWY 35R using the leg length from DITSE to DORRY of 2.61 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 DITSE (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 135.54°T (127.54° M) CW 225.54°T (217.54°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 DITSE or DORRY 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 DITSE 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

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by
ROBERT G HAMILTON
Nov 18, 2025

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date:

To:

From: Bev L Bordy, Manager, IFP Team 3, AJV-A430

Subject: APPROVAL: DENVER, CO KDEN RNAV (RNP) Z RWY 35R

ISSUE: MANDATORY ALTITUDE RESTRICTION: INTERMEDIATE SEGMENT DOGGG TO MSIMS

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 RNAV (RNP) Z RWY 35R DOGGG to MSIMS has a mandatory altitude of 11000 MSL. The following five STARS that service KDEN have a mandatory altitude of 11000 MSL at DOGGG: AALLE ARRIVAL, CLASH ARRIVAL, FLATI ARRIVAL, LAWGR ARRIVAL and LONGZ ARRIVAL.

Per the 8260.3G 2-2-7f, an altitude restriction must be established at the termination fix of the STAR if the same fix is charted on an approach procedure. If the approach procedure fix has an altitude restriction associated with it, then the STAR termination altitude restriction must be identical to it.

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.

Requesting approval to continue to publish the mandatory altitude restriction at the intermediate fix DOGGG IAW the 8260.3G 2-2-7f criteria. It is not possible to easily convert DOGGG to an initial fix without significant redesign of the subsequent segment due to leg length and TF to RF requirements.

Sincerely,

DENVER, COLORADO

AL-9077 (FAA)

FIG

APP CRS 353°	Rwy Ldg 12000
	TDZE 5370
	Apt Elev 5434

RNAV (RNP) Z RWY 35R

DENVER INTL (DEN)

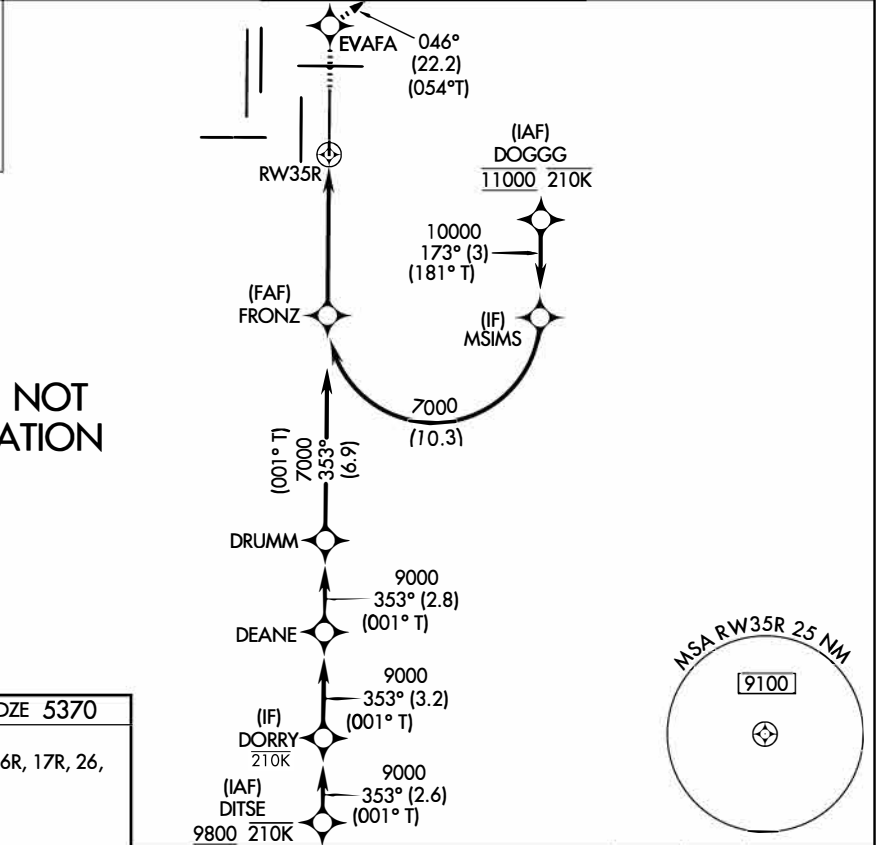
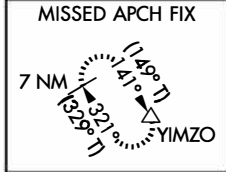
RNP AR APCH - GPS. Authorization required. From MSIMS: RF.

For uncompensated Baro-VNAV systems, procedure NA below -26°C or above 54°C. For inoperative ALS, increase RNP 0.10 all Cats visibility to RVR 4500. Simultaneous approach authorized.

ALSF-2

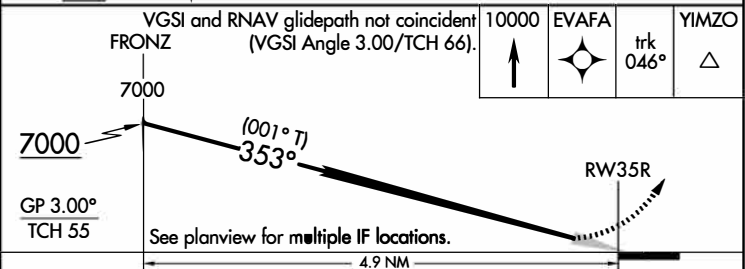
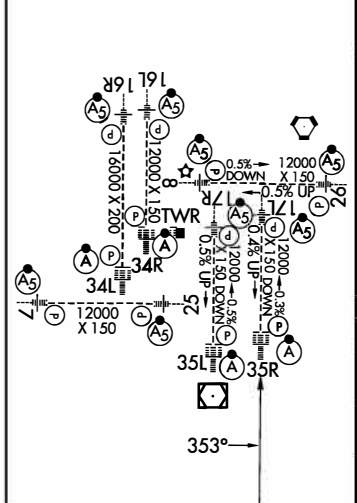
MISSED APPROACH: Climb to 10000 direct EVAFA and on track 046° to YIMZO and hold.

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)
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PROTOTYPE: NOT FOR NAVIGATION

ELEV 5434	D	TDZE 5370
HIRL all Rwys		
TDZL/RCLS Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R		



CATEGORY	A	B	C	D
RNP 0.10 DA		5631/24	261 (200-1/2)	
RNP 0.30 DA		5702/26	332 (300-1/2)	

AUTHORIZATION REQUIRED

AUTOMATED AL-9077 RNAV (RNP) Z RWY 35R

SW-1
21 OCT 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

DENVER, COLORADO
Amdt 1 FIG

DENVER INTL (DEN)
39°52'N-104°40'W
RNAV (RNP) Z RWY 35R

OLD

DENVER, COLORADO

AL-9077 (FAA)

24361

RNAV (RNP) Z RWY 35R

DENVER INTL (DEN)

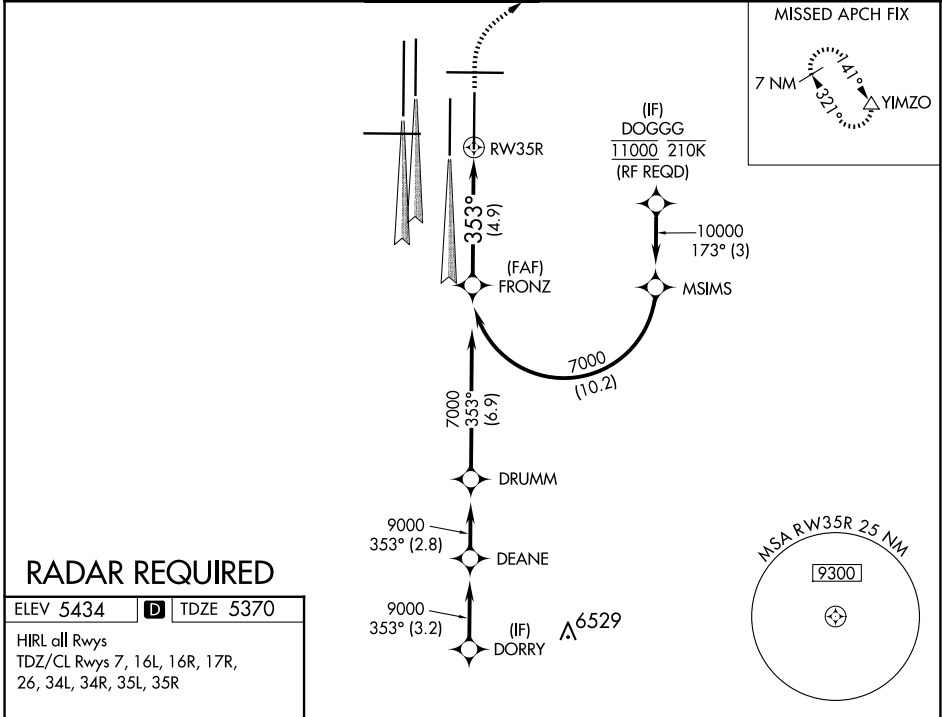
APP CRS 353°	Rwy Idg 12000 TDZE 5370 Apt Elev 5434
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▽ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

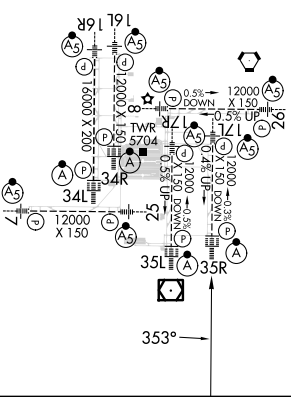
D-ATIS 125.6 379.9 (ARR) 134.025 (DEP)	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 132.35 239.275	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

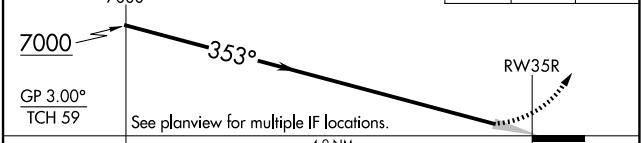
ELEV 5434	D	TDZE 5370
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

5900	8000	YIMZO



CATEGORY	A	B	C	D
RNP 0.10 DA		5631/24	261 (200-1/2)	
RNP 0.30 DA		5702/32	332 (300-5/8)	

AUTHORIZATION REQUIRED

DENVER, COLORADO
Orig-C 01FEB18

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (RNP) Z RWY 35R

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025