

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 9B1810907AFD448D99D6F3563DC28138	APWS Project ID: 38C4D3376A724C3987525CC2789303D7
Procedure: ILS OR LOC RWY 35L AMDT 6		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:**  
AMEND MISSED APPROACH. REMOVE REFERENCES TO DEN VOR FOR FUTURE DEN VOR DECOM. AFS REQUIRED.

ACTIVE AIRNAV AIRPORT & RUNWAY DATA USED.

8260-1 WAIVER ON REQUEST:  
BOSSS TO EPICC TO SUPPORT ATC VECTORS.  
TELLR TO VAILL 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.

1. CHANGED MISSED APPROACH INSTRUCTION FROM "CLIMB TO 10000 ON HEADING 353 TO I-AQD 2.29 DME BEFORE TURNING DIRECT GLL VOR/DME AND HOLD" TO "CLIMB TO 10000 ON HEADING 353 TO I-AQD 2.29 DME NORTH OF I-AQD AND DIRECT GLL VOR/DME AND HOLD."
2. CHANGED LOC MAP FROM "4.75 NM AFTER DYMON/I-AQD 6.90 DME/RADAR OR AT I-AQD /2.15 DME" TO "4.75 NM AFTER DYMON/I-AQD 6.90 DME/RADAR OR AT I-AQD 2.15 DME".

- 8260-1:
1. UPDATED WAIVER FOR "BOSSS TO EPICC" AND "TELLR TO VAILL"; VECTOR ANGLE RESTRICTION.

QUALITY  
20  
CHECKED

QUALITY  
9  
CHECKED  
BEGUE

QUALITY  
34  
CHECKED



**1. FLIGHT PROCEDURE IDENTIFICATION:**

Denver, CO  
Denver International, KDEN  
ILS OR LOC RWY 35L

**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 35L using the leg length from BOSSS to EPICC of 2.66 NM versus the requirement of at least 3.90 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 35L using the leg length from TELLR to VAAIL of 3.58 NM versus the requirement of at least 3.92 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 these fixes.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

The prohibition against vectoring to BOSSS (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 76.16°T (68.16°M) CW 166.16°T (158.16°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

The prohibition against vectoring to TELLR (in excess of 30°) 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 217.93°T (209.93°M) CW 277.93°T (269.93°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 BOSSS or EPICC 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. Moving the TELLR or VAAIL 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.
- 3. Restricting ATC's ability to vector to these fixes 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*

**ROBERT G HAMILTON**

Nov 18, 2025

**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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DENVER, COLORADO

AL-9077 (FAA)

FIG

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Ldg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 35L

DENVER INTL (DEN)

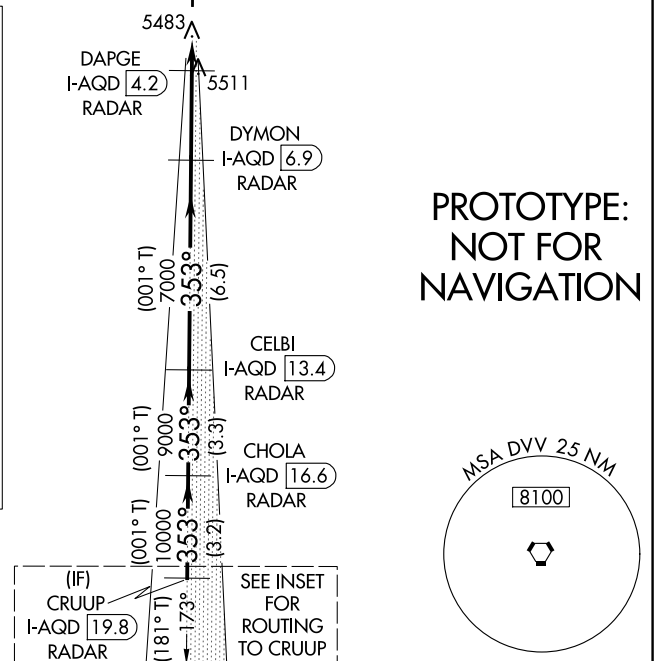
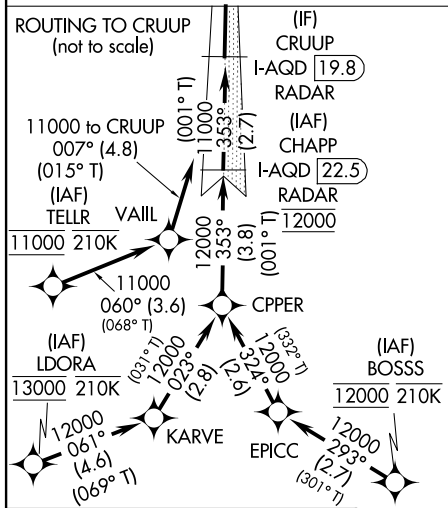
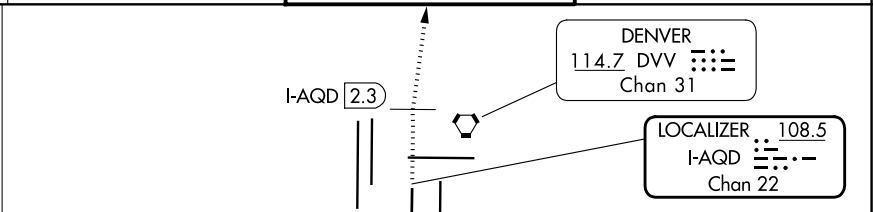
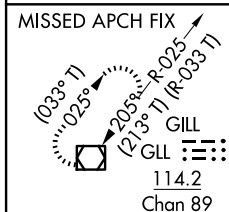
RNP APCH-GPS required. From BOSSS, LDORA or TELLR.  
DME or RADAR required.

Simultaneous approach authorized.

ALSIF-2

MISSED APPROACH: Climb to 10000 on heading 353° to I-AQD 2.3 DME before turning direct GLL VOR/DME and hold.

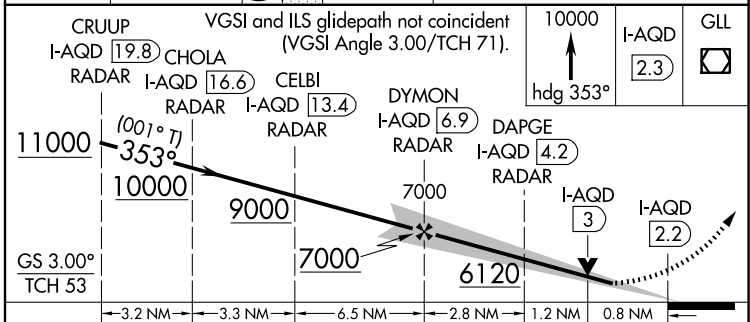
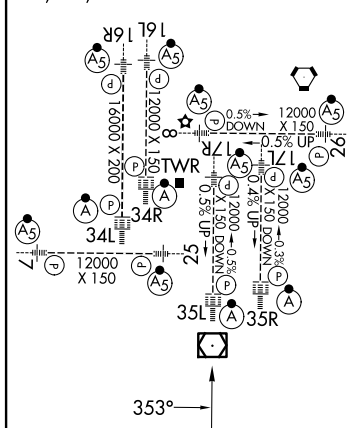
D-ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 (N)</b> <b>120.35 379.3 (S)</b>	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.35 379.175 (W)</b> <b>121.85 377.1 (E)</b>
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**PROTOTYPE:  
NOT FOR  
NAVIGATION**

ELEV 5434 TDZE 5434

HIRL gll Rwws  
TDZ/CL Rwws 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CRUUP I-AQD 19.8 RADAR	CHOLA I-AQD 16.6 RADAR	CELBI I-AQD 13.4 RADAR	DYMON I-AQD 6.9 RADAR	DAPGE I-AQD 4.2 RADAR	I-AQD 2.3	GLL
10000 hdg 353°						
11000	10000	9000	7000	6120	7000	
GS 3.00° TCH 53						
-3.2 NM -3.3 NM -6.5 NM -2.8 NM 1.2 NM 0.8 NM						
CATEGORY	A		B		C	D
S-ILS 35L	5634/18 200 (200-½)					
S-LOC 35L	5760/24 326 (400-½)		5760/26 326 (400-½)			

DENVER, COLORADO

DENVER INTL (DEN)

Amdt 6 FIG

39°52'N-104°40'W

# ILS or LOC RWY 35L

AUTOMATED AL-9077 ILS or LOC RWY 35L

SW-1  
19 AUG 2025  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

DENVER, COLORADO

AL-9077 (FAA)

FIG

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Ldg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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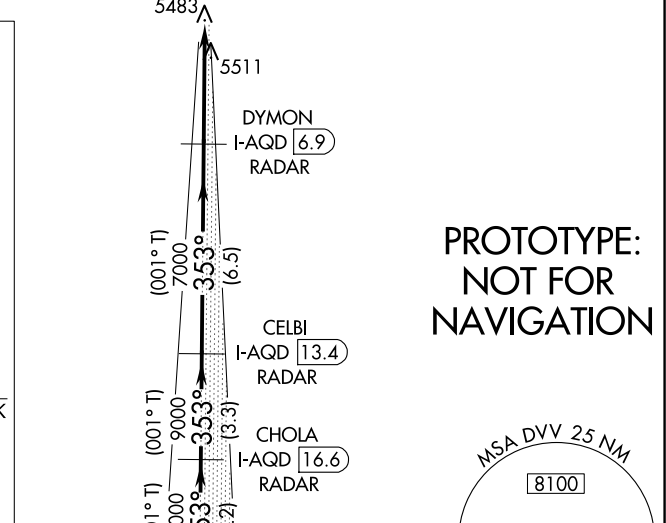
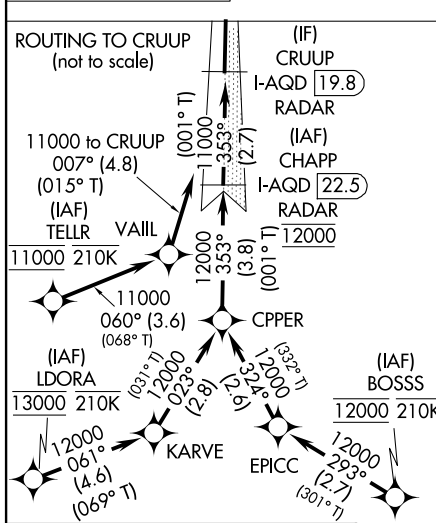
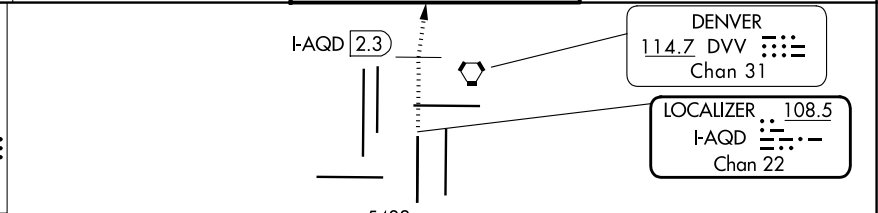
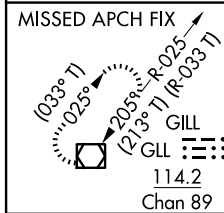
# ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

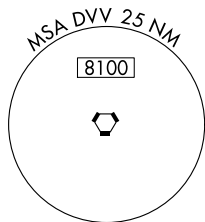
RNP APCH-GPS required. From BOSSS, LDORA or TELLR.  
DME or RADAR required.  
Simultaneous approach authorized. RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

ALSIF-2  
MISSED APPROACH: Climb to 10000 on heading 353° to I-AQD 2.3 DME before turning direct GLL VOR/DME and hold.

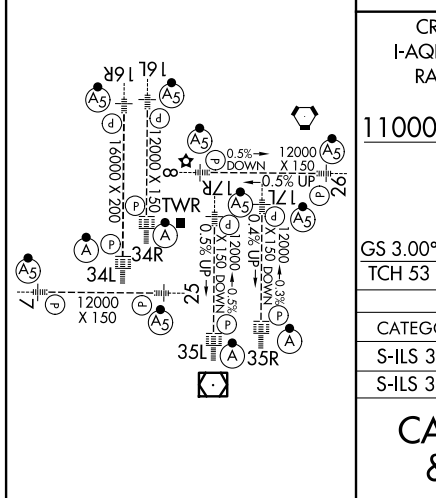
D-ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 (N)</b> <b>120.35 379.3 (S)</b>	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.35 379.175 (W)</b> <b>121.85 377.1 (E)</b>
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**PROTOTYPE:  
NOT FOR  
NAVIGATION**



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



CRUUP I-AQD [19.8] RADAR	CHOLA I-AQD [16.6] RADAR	CELBI I-AQD [13.4] RADAR	DYMON I-AQD [6.9] RADAR	10000 I-AQD [2.3] GLL
11000 (001° T)	10000 (001° T)	9000 (001° T)	7000 (001° T)	7000 (001° T)
3.2 NM	3.3 NM	6.5 NM	4.8 NM	
CATEGORY A	CATEGORY B	CATEGORY C	CATEGORY D	
S-ILS 35L CAT II RA 115/12 100 DA 5534				
S-ILS 35L CAT III RVR 03				
<b>CATEGORY II &amp; III ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

AUTOMATED AL-9077 ILS RWY 35L CAT 2 & 3

SW-1  
19 AUG 2025  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

DENVER, COLORADO  
Amdt 6 FIG

DENVER INTL (DEN)  
39°52'N-104°40'W  
**ILS RWY 35L (CAT II & III)**

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Ldg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

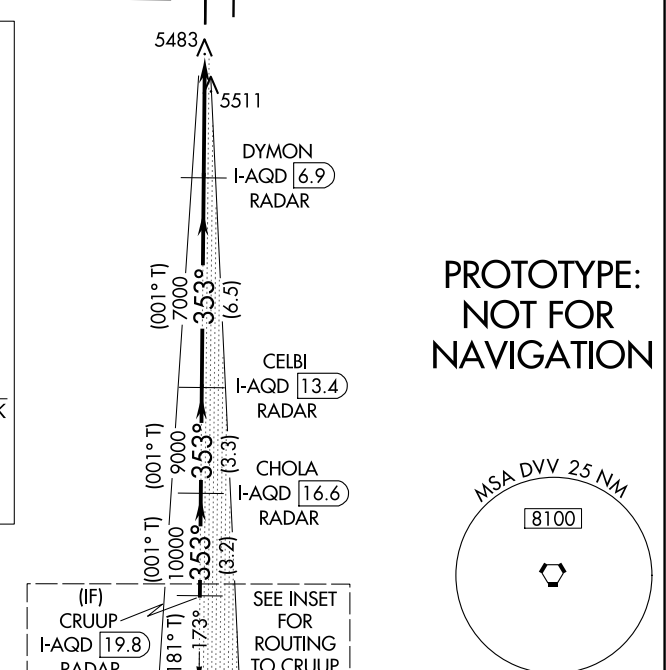
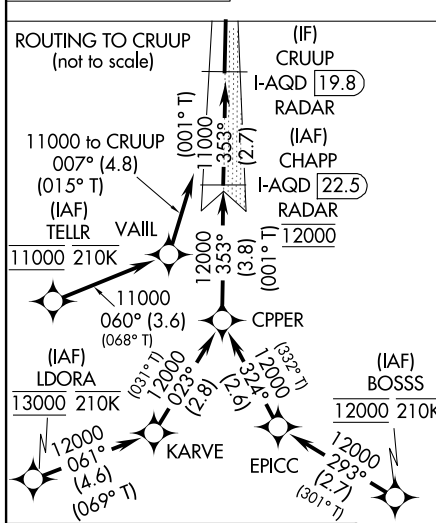
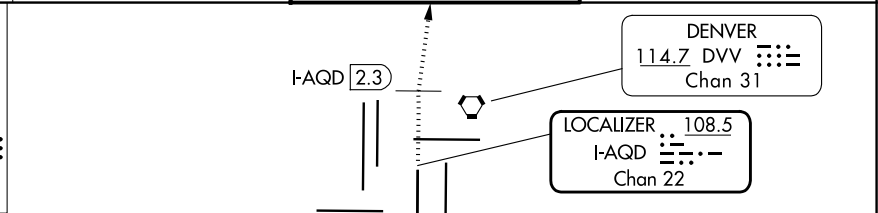
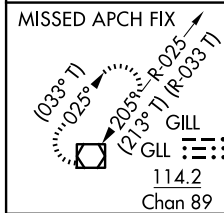
RNP APCH-GPS required. From BOSSS, LDORA or TELLR.  
DME or RADAR required.

Simultaneous approach authorized.  
Requires specific OPSPEC, MSPEC or LOA approval.

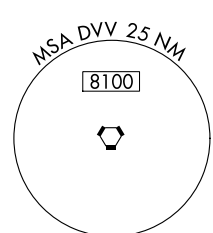
ALSIF-2

MISSED APPROACH: Climb to 10000 on heading 353° to I-AQD 2.3 DME before turning direct GLL VOR/DME and hold.

D-ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 (N)</b> <b>120.35 379.3 (S)</b>	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.35 379.175 (W)</b> <b>121.85 377.1 (E)</b>
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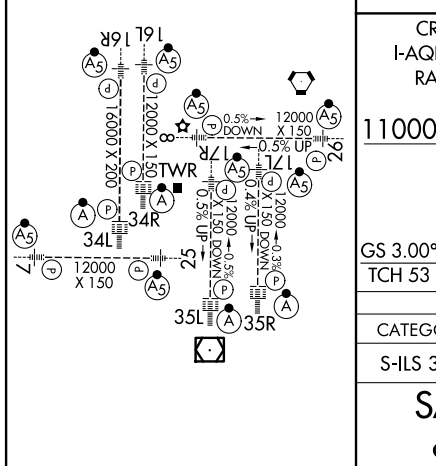


**PROTOTYPE:  
NOT FOR  
NAVIGATION**



ELEV 5434 TDZE 5434

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



CRUUP I-AQD 19.8 RADAR	CHOLA I-AQD 16.6 RADAR	CELBI I-AQD 13.4 RADAR	DYMON I-AQD 6.9 RADAR	10000 I-AQD 2.3 GDD
11000 353° 10000 9000 7000 GS 3.00° TCH 53				I-AQD 2.2
CATEGORY A B C D S-ILS 35L RA 165/14 150 DA 5584				

**SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

AUTOMATED AL-9077 ILS RWY 35L SAC 1

SW-1  
19 AUG 2025  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 35L

DENVER INTL (DEN)

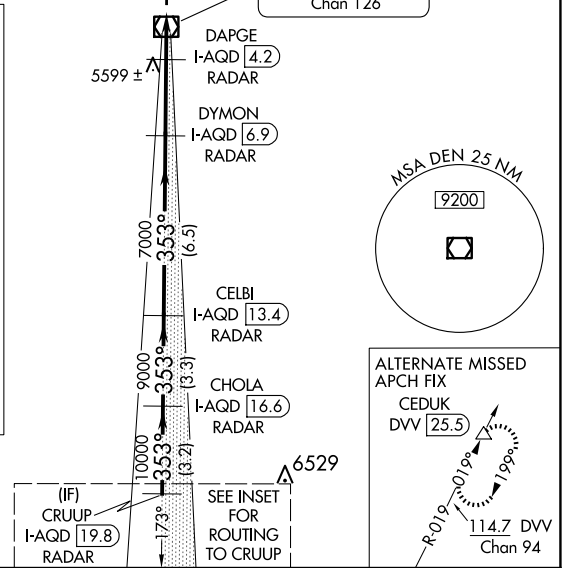
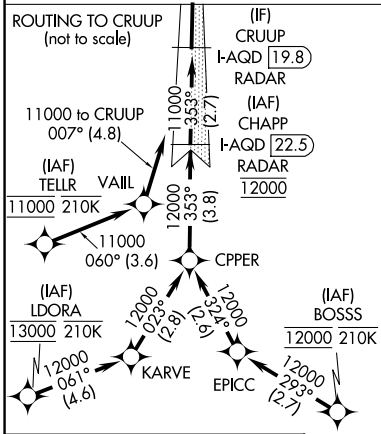
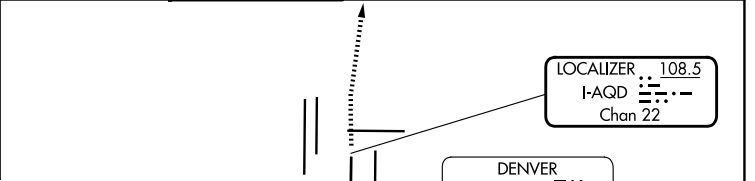
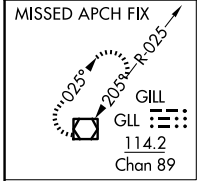
DME or RADAR required for LOC only.  
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

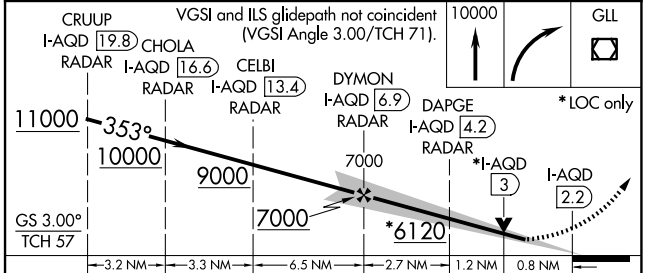
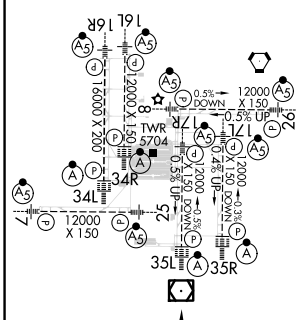
MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS <b>125.6 379.9 (ARR)</b> <b>134.025 (DEP)</b>	DENVER APP CON <b>119.3 307.3 (N)</b> <b>120.35 379.3 (S)</b>	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.35 379.175 (W)</b> <b>121.85 377.1 (E)</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	D	TDZE 5434
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HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35L	5634/18 200 (200-½)			
S-LOC 35L	5760/24	326 (400-½)	5760/26	326 (400-½)

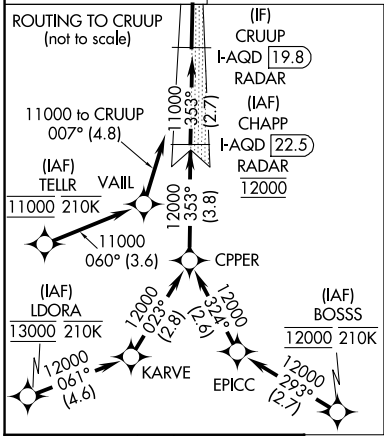
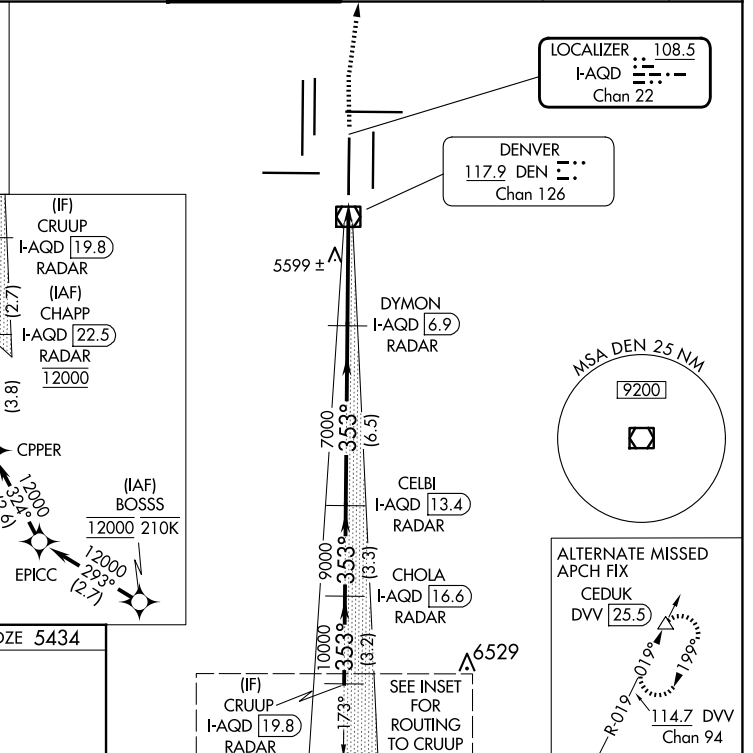
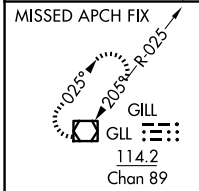
LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS RWY 35L (SA CAT I)

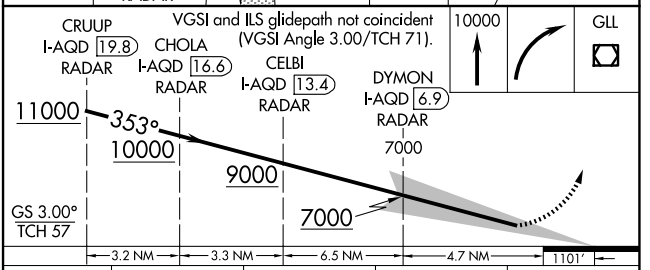
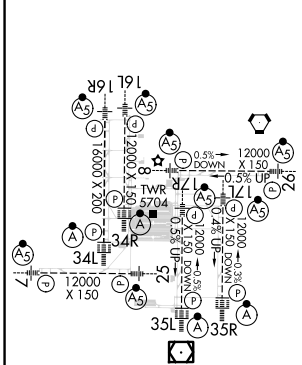
DENVER INTL (DEN)

RNAV 1-GPS or RADAR required for procedure entry.	ALSIF-2 	MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.
▽ Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

D-ATIS <b>125.6 379.9</b> (ARR) <b>134.025</b> (DEP)	DENVER APP CON <b>119.3 307.3</b> (N) <b>120.35 379.3</b> (S)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.35 379.175</b> (W) <b>121.85 377.1</b> (E)	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5434
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CATEGORY	A	B	C	D
S-ILS 35L	RA 165/14 150 DA 5584			
<b>SA CATEGORY I ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025

OLD

DENVER, COLORADO

AL-9077 (FAA)

24361

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

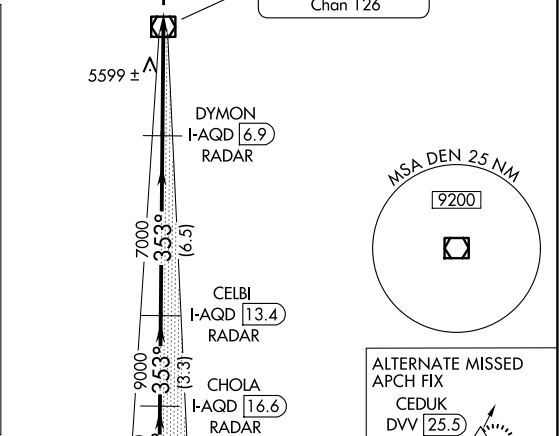
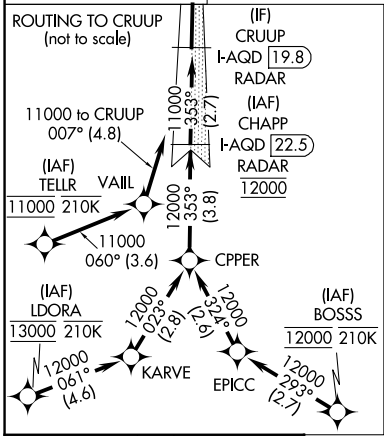
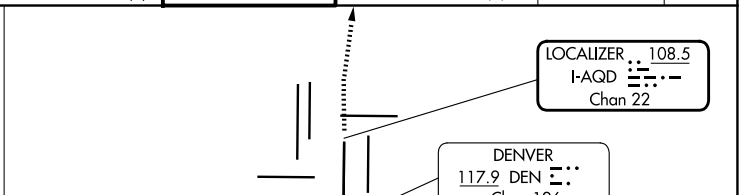
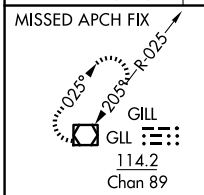
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

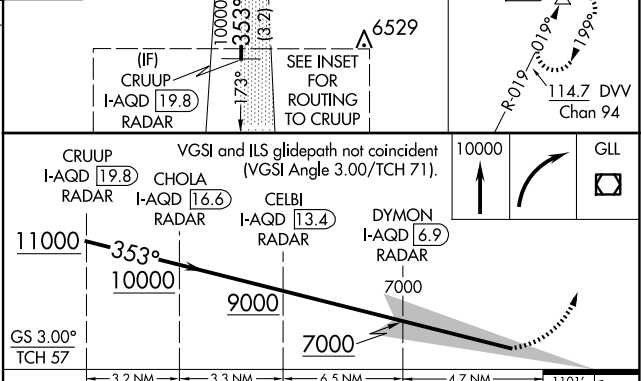
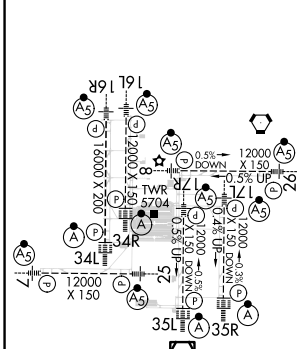
ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS <b>125.6 379.9</b> (ARR) <b>134.025</b> (DEP)	DENVER APP CON <b>119.3 307.3</b> (N) <b>120.35 379.3</b> (S)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.35 379.175</b> (W) <b>121.85 377.1</b> (E)	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434 **D** TDZE 5434



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT III RVR 03			
<b>CATEGORY II &amp; III ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

DENVER, COLORADO  
Amdt 5B 19JUL18

39°52'N-104°40'W

DENVER INTL (DEN)  
**ILS RWY 35L (CAT II & III)**

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025

# INFORMATION ONLY



## Federal Aviation Administration

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### Memorandum

Date: August 22, 2023

To: Instrument Flight Procedures Service Providers  
WADE EK  
TERRELL

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.

Digitally signed by WADE  
EK TERRELL  
Date: 2023.08.22 09:19:11  
-05'00'

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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.