

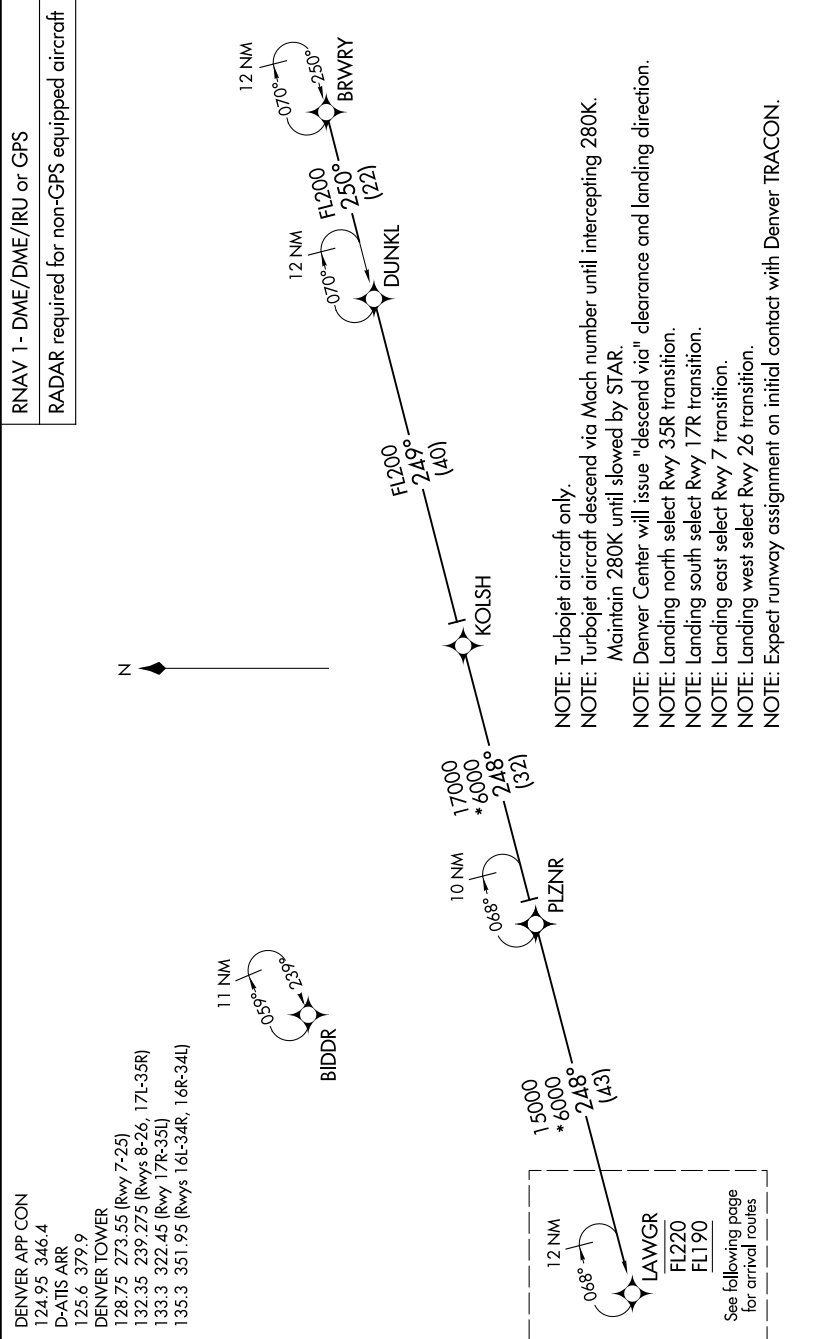
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 04/17/2025	APWS Task ID: A63FD5F8055D4825BC0F85DE7E9D28E0	APWS Project ID: 06CA426953D74DFEA829E62A8BE53AA6
Procedure: STAR LAWGR FOUR (RNAV) DENVER CO KDEN		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: CONTACT: ROBERT HAMILTON 405-954-4608</div> <div><div>QUALITY 35 CHECKED</div><div>QUALITY 41 CHECKED</div></div>					

FIPC DME/DME FORM									
PROCEDURE: STAR LAWGR FOUR (RNAV) DENVER CO KDEN				AIRPORT NAME: DENVER INTL		AIRPORT ID: KDEN		SPECIAL CONTROL NO: SG-12-274-24	
FAC ID: LAWGR4			CITY: DENVER			ST: CO		ORIG CHART DATE: 04/17/2025	
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: A63FD5F8055D4825BC0F85DE7E9D28E0				
PREFLIGHT NOTES									
REVIEWER:						DATE:			
COMMENTS:						CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
								YES	NO
						CPV COMPLETE?		X	
PROCEDURE RESULTS									
INSPECTION DATE: 01/24/2025		CREW #: VN428	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT			ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: jeremy c leighton @ 01/24/2025 07:30			PRINTED NAME: LEIGHTON, JEREMY CURTIS					NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS:									
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE: jeanette ctr roller @ 01/27/2025 10:43				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:			
						<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
								YES	NO
						CPV COMPLETE?		X	
PROCEDURE RESULTS									
INSPECTION DATE: 01/24/2025		CREW #: VN428	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT			ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: jeremy c leighton @ 01/24/2025 07:30				PRINTED NAME: LEIGHTON, JEREMY CURTIS					NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:									
DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> 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:		

LAWGR THREE ARRIVAL (RNAV) Transition Routes

SW-1, 14 JUL 2022 to 11 AUG 2022



LAWGR THREE ARRIVAL (RNAV) Transition Routes

(CONTINUED ON FOLLOWING PAGE)

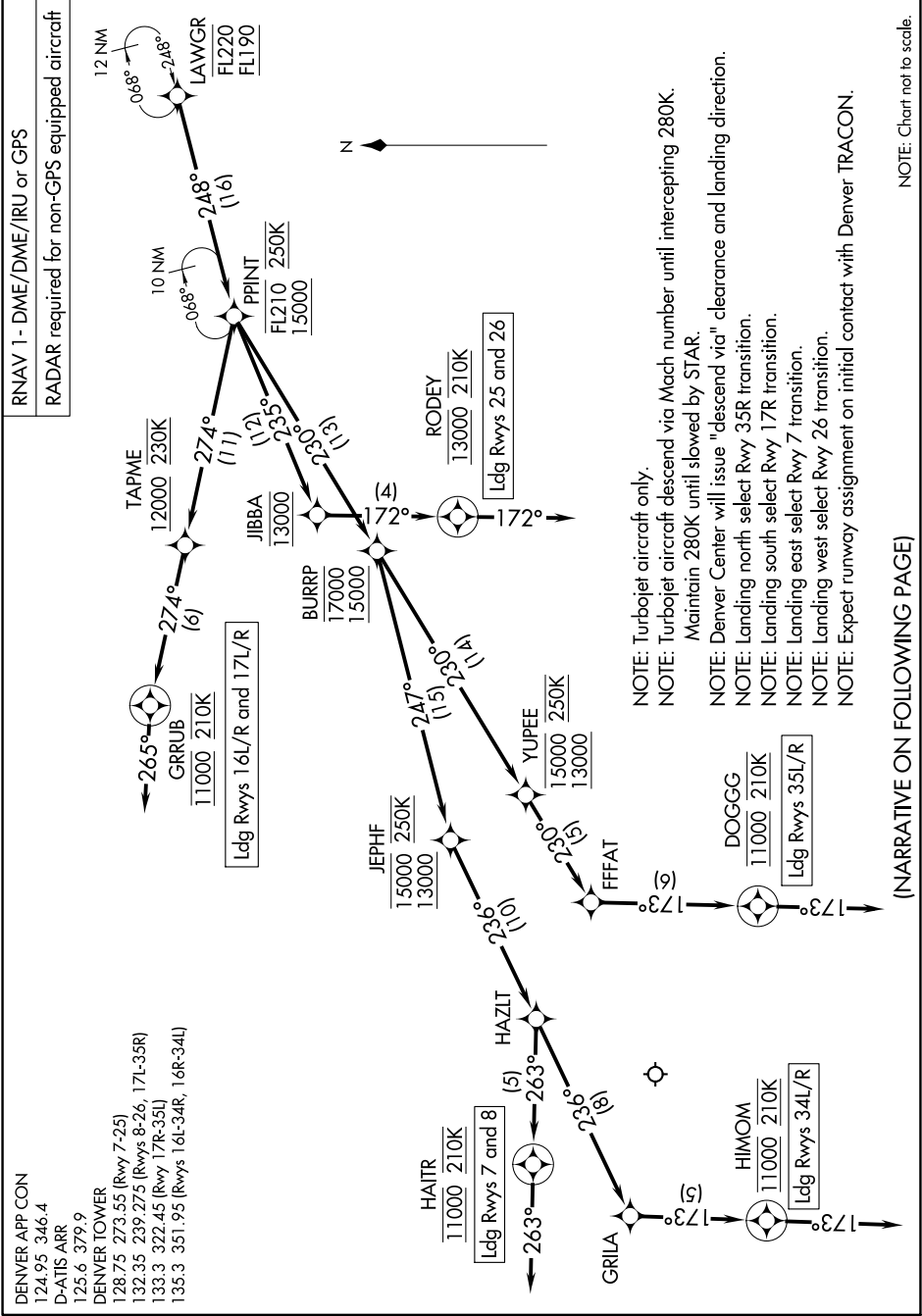
NOTE: Chart not to scale.

BRWRY TRANSITION (BRWRY.LAWGR3)

SW-1, 14 JUL 2022 to 11 AUG 2022

LAWGR THREE ARRIVAL (RNAV) Arrival Routes

SW-1, 14 JUL 2022 to 11 AUG 2022



LAWGR THREE ARRIVAL (RNAV) Arrival Routes

SW-1, 14 JUL 2022 to 11 AUG 2022

ARRIVAL ROUTE DESCRIPTION

From LAWGR on track 248° to cross PPINT between 15000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 263° to cross HAITR at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From PPINT on track 274° to cross TAPME at or above 12000 and at 230K, then on track 274° to cross GRRUB at 11000 and at 210K, then on track 265°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25, 26: From PPINT on track 235° to cross JIBBA at 13000, then on track 172° to cross RODEY at 13000 and at 210K, then on track 172°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 236° to GRILA, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 35L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 230° to cross YUPEE between 13000 and 15000 and at 250K, then on track 230° 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, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

1. FLIGHT PROCEDURE IDENTIFICATION:

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

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

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

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 for a crossing restriction AT 12,000 AT 230 KTS at TAPME in order for aircraft to meet the succeeding crossing restriction at the instrument runway transition point GRUBB, the LAWGR STAR terminus waypoint and the ILS transition fix. The 230 KTS at TAPME 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 12,000 MSL are at approximately 6,500 AGL while transitioning to the ILS's.

The LAWGR STAR terminus waypoint is GRUBB, has a crossing AT 11,000 AT 210 KTS. GRUBB is also an ILS transition fix. At the PPINT waypoint, aircraft transition to either the downwinds when landing north or the ILS's when landing south. To accommodate landing north or south, the crossing restriction at PPINT is block altitude AT or ABOVE 15,000 AT 250 KTS and AT or BELOW FL210 AT 250 KTS. The TAPME waypoint was established to allow for an airspeed and altitude reduction between PPINT and GRUBB and has an altitude crossing restriction of AT 11,000 AT 210 KTS at GRUBB.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The LAWGR STAR was designed with Industry input and has their endorsement based on various aircraft flight simulator results.

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 TAPME is required for speed and altitude reduction between PPINT and GRUBB.

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**

3/20/2025 AJV-A433 Robert Hamilton, Information Flight Procedures Team 3

SIGNATURE

Digitally signed by

ROBERT G HAMILTON

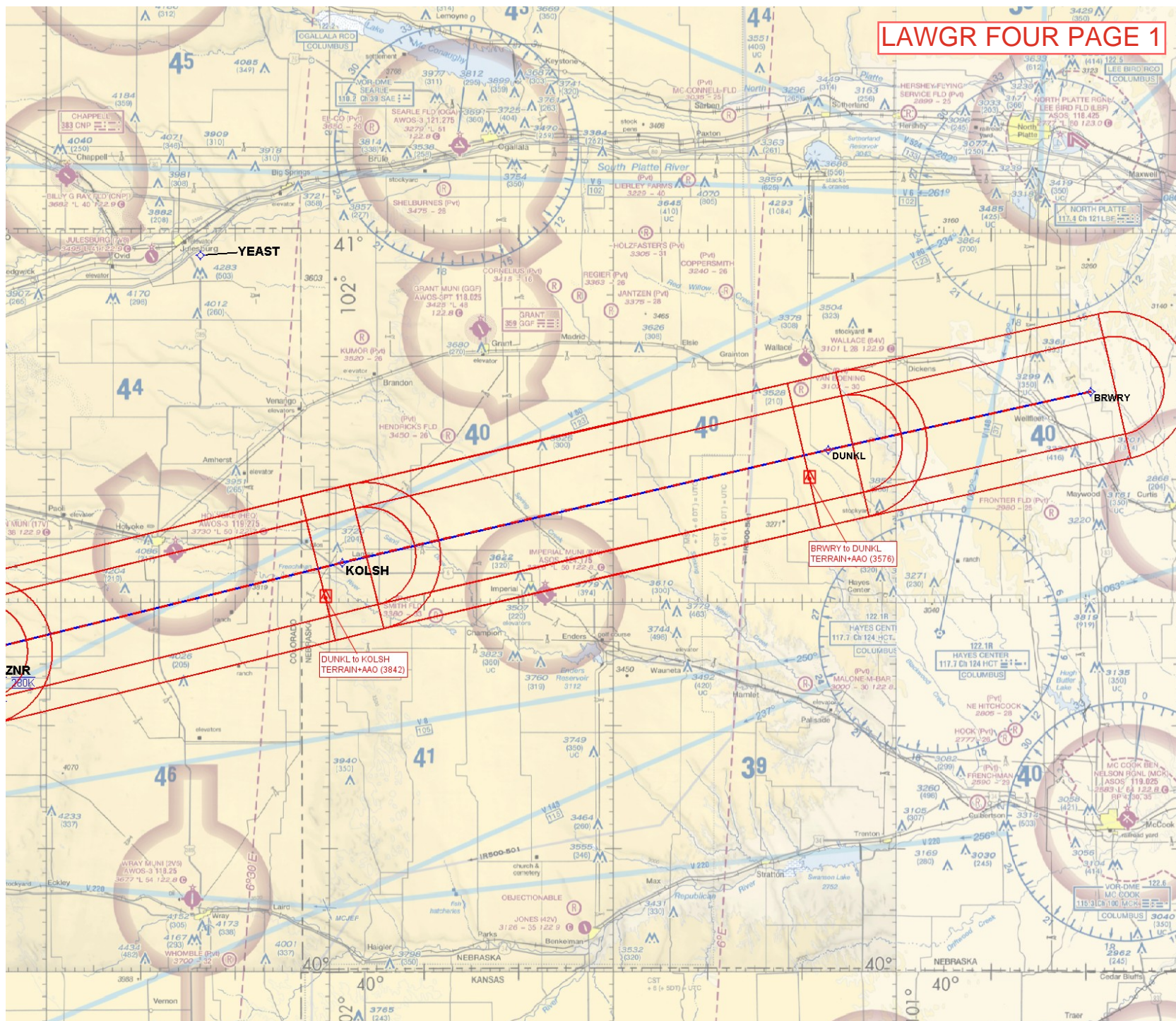
Mar 24, 2025

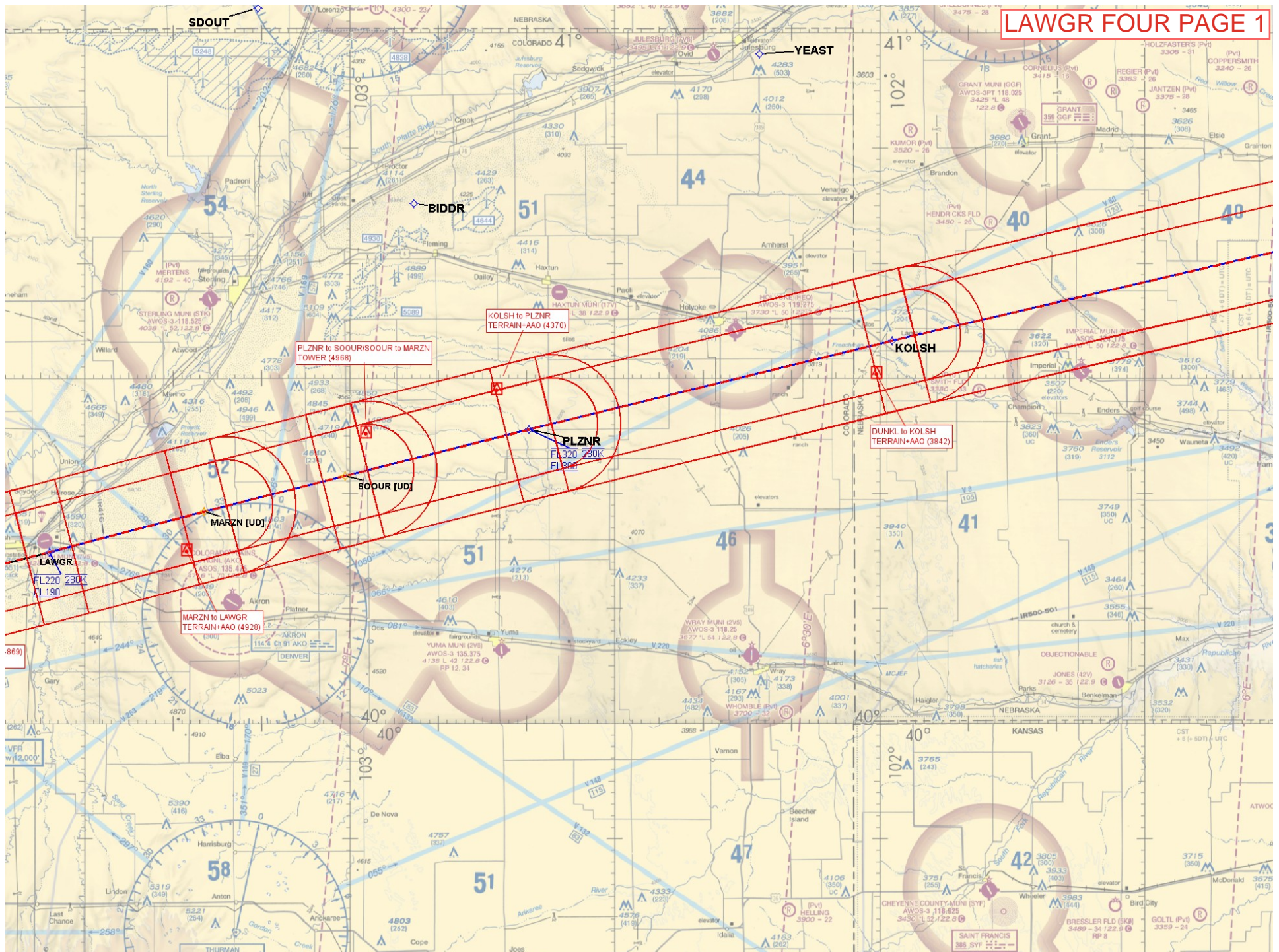
8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

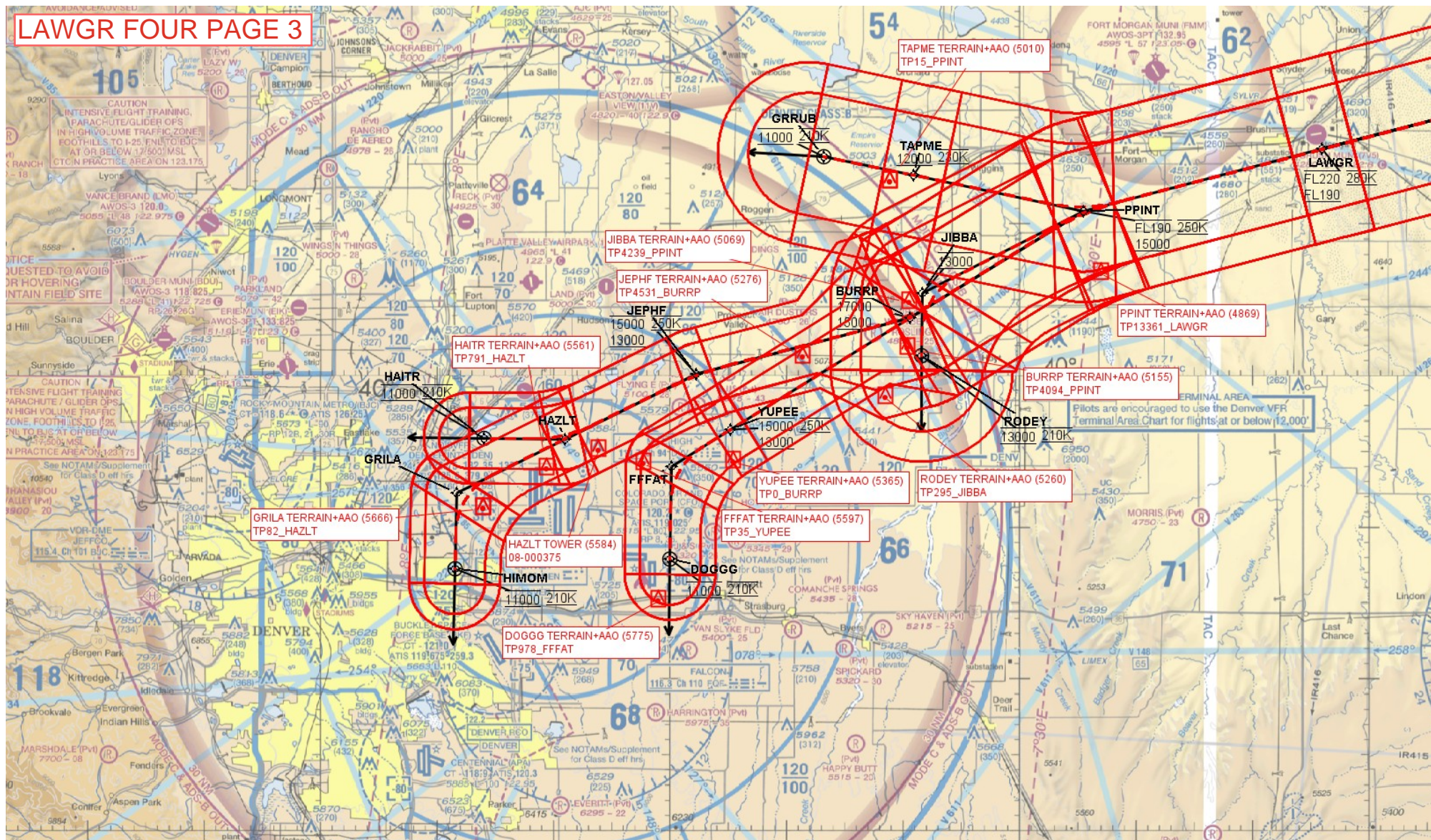
COMMENTS:

LAWGR FOUR PAGE 1





LAWGR FOUR PAGE 3



LAWGR (RNAV)





