

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/27/2025	APWS Task ID: C121AF76B1224703877C78F3828DB638	APWS Project ID: 74166A518FF948E5AFF907A25152E9CE
Procedure: RNAV (RNP) Z RWY 16R AMDT 2		Enroute: NO	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: AIRPORT ACTIVE DATA USED. REMARKS: NEW MISSED APPROACH CONTACT RAKE MCGRAW (AJV-A422)- 405-954-8711 QUALITY 41 CHECKED QUALITY 37 CHECKED					

FIPC BASIC FORM						
PROCEDURE: RNAV (RNP) Z RWY 16R AMDT 2			AIRPORT NAME: DENVER INTL		AIRPORT ID: KDEN	SPECIAL CONTROL NO: SG-11-141-25
FAC ID: KDEN16R.02Z		CITY: DENVER			ST: CO	ORIG CHART DATE: 03/19/2026
DFL TYPE: PROC/P	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: C121AF76B1224703877C78F3828DB638		
PREFLIGHT NOTES						
REVIEWER: nathan j chott					DATE: 12/17/2025	
COMMENTS:					CHECK ONE:	
					☒ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 12/17/2025	CREW #: VN382	N #: N84	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: nathan j chott @ 12/17/2025 14:29			PRINTED NAME: CHOTT, NATHAN JAMES			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

INFO ONLY

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, Colorado
Denver International, KDEN
and RNAV (RNP) Z RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58B Paragraph 1-2-5(b)(1)

(a) Minimum length (fix-to-fix). Generally, minimum leg length is the lesser of $2 \times \text{XTT}$ or 1 Nautical Mile (NM), but where applicable may also be no less than;

1. The sum of the Distance of Turn Anticipation (DTA) for each Fly-by (FB) turn (see Formula 1-2-1).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the RNAV (RNP) Z RWY 16R using the leg length from KAILE to OGINE of 1.90 NM versus the requirement of at least 4.22 NM to support ATC vectors.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. When aircraft are vectored to the procedure, they are only vectored to intercept the straight intermediate segment and not initial segment fixes.

2. Aircraft going to KAILE are inbound via LONGZ STAR and require less than 20° of heading change when reaching the (IAF).

3. The prohibition against vectoring to KAILE or OGINE for this procedure will be included in the next version of the facilities Standard Operation Policy (SOP).

4. A feeder segment was temporarily added to the procedure to mimic the LONGZ ARRIVAL segment from WP SWAYN to KAILE. TARGETS identified no criteria issues other than the subject of this waiver before or after KAILE.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the leg length from KAILE to OGINE is not feasible as it would cause tie in problems with the existing LONGZ STAR and intercept angle to FAC.

2. Moving the KAILE WP 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. Changes to the LONGZ ARRIVAL will additionally require changes to integrated procedures entering and exiting TRACON airspace via this gate. Due to limited time available to resolve the high risk TCAS safety issue at this airport, there is not sufficient time to redesign the entire TRACON northwest gate structure.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

DEN TRACON, ZDV, DEN Tower.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
06/08/23	WFPT	Aeronautical Information Specialist

SIGNATURE

MARK E
RAUSCH

Digitally signed by
MARK E RAUSCH
Date: 2023.06.08
14:07:02 -07'00'

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

info only

To: Manager, Flight Technologies and Procedures Division
THRU: Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP) Development Team, AJV-A4
Digitally signed by
TRACEY STILES
Sep 12, 2025

Subject: Approval Request: Denver Intl, Denver, CO (KDEN)

RNAV (RNP) Z RWY 16R

ISSUE: MANDATORY ALTITUDE RESTRICTION: INTERMEDIATE SEGMENT
CLFFFHELBY-APASE

Per the 8260.19K 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 16R CLFFF-HELBY-APASE has a mandatory altitude of 11000 MSL at CLFFF. The following four STARS that service KDEN have a mandatory altitude of 11000 MSL at CLFFF: CLASH ARRIVAL, NIIXX ARRIVAL, TBARR ARRIVAL and SSKII 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 CLFFF IAW the 8260.3G 2-2-7f criteria. It is not possible to easily convert CLFFF to an initial fix without significant redesign of the subsequent segment due to leg length and TF to RF requirements.

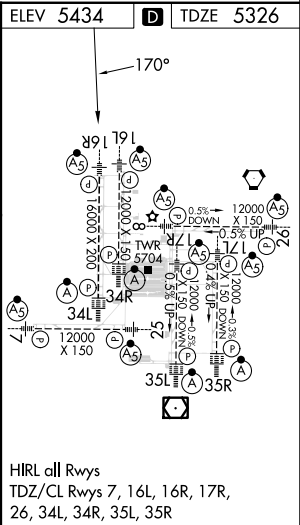
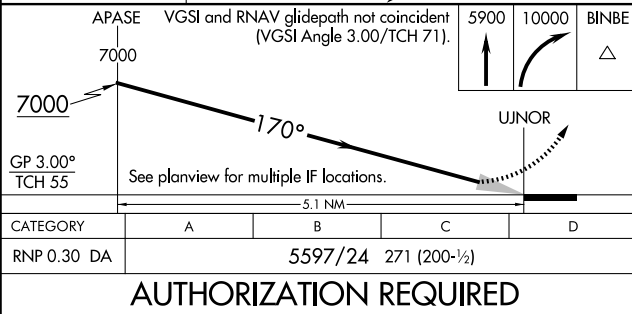
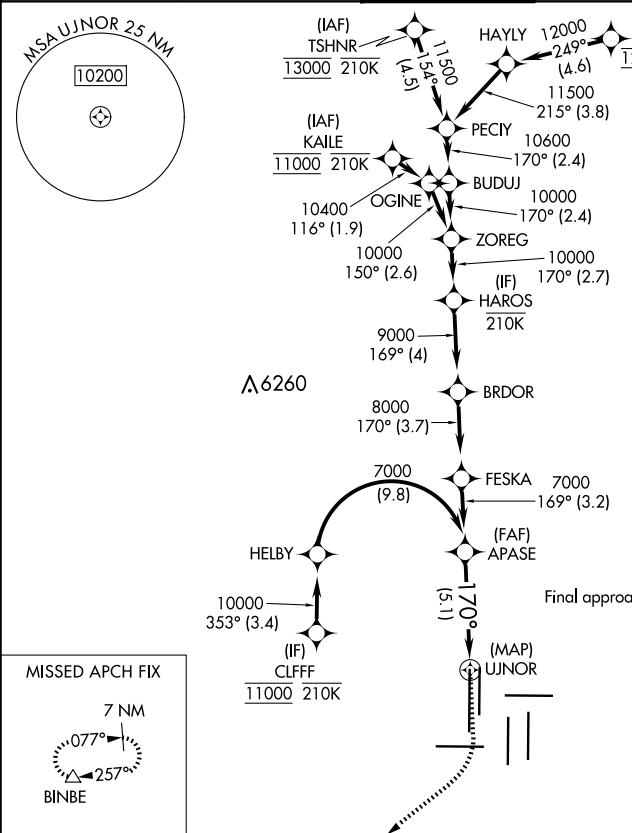
APP CRS 170°	Rwy Ldg TDZE 5326 Apt Elev 5434
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RNAV (RNP) Z RWY 16R

DENVER INTL (DEN)

RNP AR APCH - GPS.		MALSR	MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.				
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 135.3 351.95	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75
			CPDLC	



KDEN
Denver Intl
Denver, CO
RNAV (RNP) Z Rwy 16R, Amdt 2
1:500,000

CAUTION
AVOIDANCE ADVISED
WEST OF CARTER LAKE RESERVOIR
DAM CONSTRUCTION UNDERWAY
CONTROLLED FIRING AREA/BLASTING

CAUTION
INTENSIVE FLIGHT TRAINING,
PARACHUTE/GLIDER OPS
IN HIGH VOLUME TRAFFIC ZONE,
FOOTHILLS TO I-25, FNL TO BJC
AT OR BELOW 17500 MSL
CTCN PRACTICE AREA ON 123.175

NOTICE
REQUESTED TO AVOID
OR HOVERING
MOUNTAIN FIELD SITE

CAUTION
INTENSIVE FLIGHT TRAINING
PARACHUTE / GLIDER OPS
IN HIGH VOLUME TRAFFIC ZONE,
FOOTHILLS TO I-25,
FNL TO BJC AT OR BELOW
17500 MSL
CTCN PRACTICE AREA ON 123.175

Missed Holding
AAO (9905)

Initial BUDUJ-ZOREG
Initial KAILE-OGINE
Initial OGINE-ZOREG
Initial PECIY-BUDUJ
TOWER (5275)
08-000570

Initial KIPPR-HAYLY
AAO (5073)

Initial TSHNR-PECIY
AAO (5138)

Initial HAYLY-PECIY
AAO (5194)

Initial ZOREG-HAROS
AAO (5292)

Intermediate HAROS-BRDOR
AAO (5391)

Intermediate BRDOR-FESKA
Intermediate HELBY-APASE
TOWER (5570)
08-000787

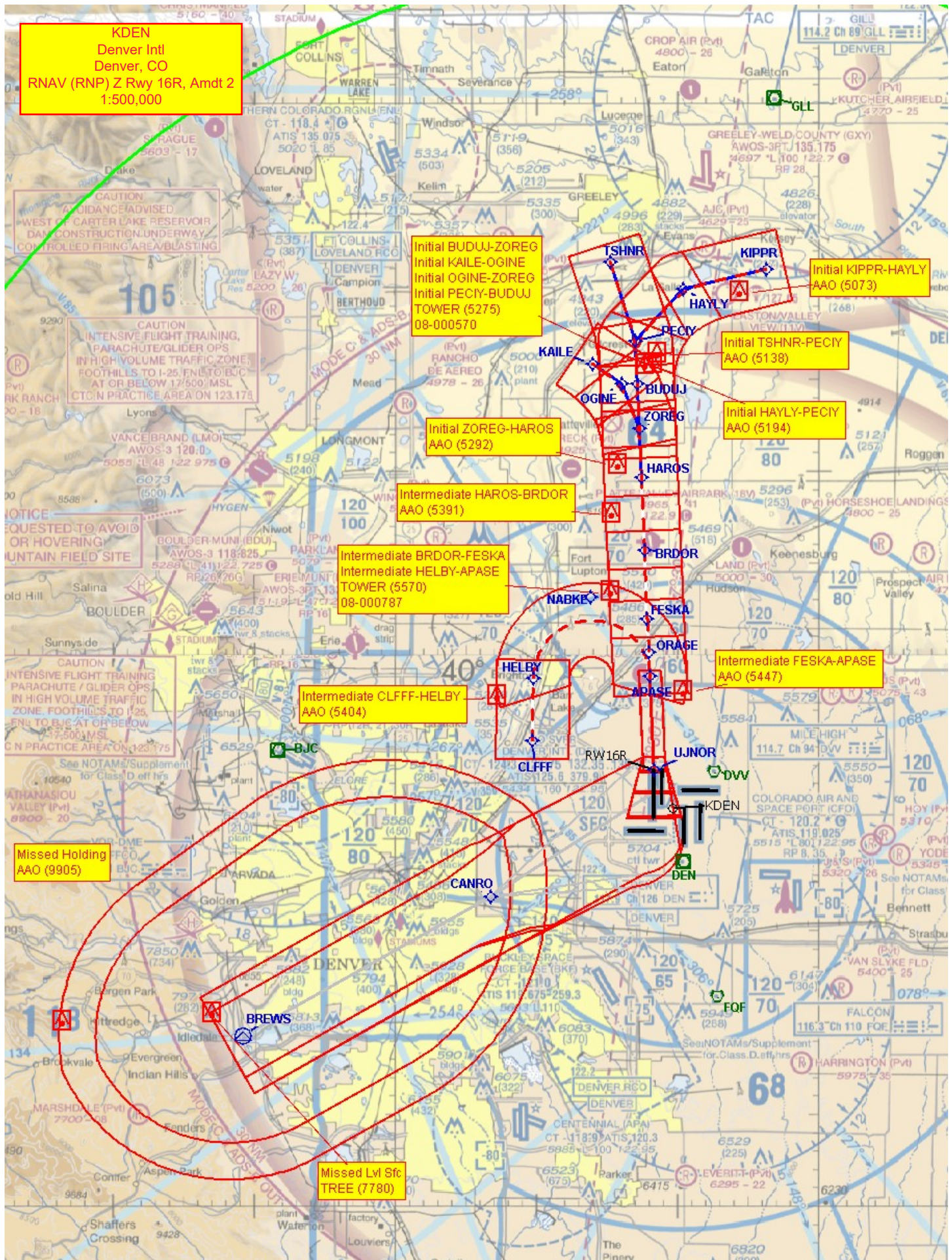
Intermediate CLFFF-HELBY
AAO (5404)

Intermediate FESKA-APASE
AAO (5447)

CANRO

BREWS

Missed Lvl Sfc
TREE (7780)



KDEN
Denver Intl
Denver, CO
RNAV (RNP) Z Rwy 16R, Amdt 2
1:100,000

**RNP 0.3 Final
Missed Approach
ASC**

APASE

RW16R

UJNOR

DEN

DEN