

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: D51B07DB18D7484CB5CE4DB98765ACC1	APWS Project ID: ADB5B885B35444BD98C66E27013D2BA6
Procedure: ILS OR LOC RWY 34L AMDT 3		Enroute: NO	Specialist: Dugan, Joshua		Agreement Number:
Airport ID: KDEN			Airport City: DENVER	State: CO	
Facility ID: DXU	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED FOR KDEN</p> <p>PENDING DATA USED FOR DXU</p> <p>RAISE MISSED ALTITUDE</p> <p>LEG LENGTH WAIVER SUBMITTED</p> <p>MANDATORY ALTITUDE APPROVAL LETTER SUBMITTED.</p> <p>CONTACT ROBERT HAMILTON AJV-A433 405-954-4608</p> <p>10/08/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/15/25. 1. ADDITIONAL FLIGHT DATA REMOVED CHART LOC RWY 35L/R.</p> <p>8260-1: 1. UPDATED LEG LENGTH WAIVER FOR BOSSS, LDORA, AND TELLR; VECTOR ANGLE RESTRICTION.</p>					

QUALITY  
34  
CHECKED

QUALITY  
38  
CHECKED

QUALITY  
38  
CHECKED

QUALITY  
39  
CHECKED

## FIPC BASIC FORM

<b>PROCEDURE:</b> ILS OR LOC RWY 34L AMDT 3		<b>AIRPORT NAME:</b> DENVER INTL		<b>AIRPORT ID:</b> KDEN	<b>SPECIAL CONTROL NO:</b> OP-11-135-25
<b>FAC ID:</b> DXU		<b>CITY:</b> DENVER		<b>ST:</b> CO	<b>ORIG CHART DATE:</b> 03/19/2026
<b>DFL TYPE:</b> PROC/AR	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> D51B07DB18D7484CB5CE4DB98765ACC1	

### PREFLIGHT NOTES

<b>REVIEWER:</b> nathan j chott			<b>DATE:</b> 12/18/2025		
<b>COMMENTS:</b>			<b>CHECK ONE:</b>		
			<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
			<b>YES</b>	<b>NO</b>	
			<b>CPV COMPLETE?</b>		X

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 12/18/2025	<b>CREW #:</b> VN382	<b>N #:</b> N84	<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> nathan j chott @ 12/18/2025 16:46			<b>PRINTED NAME:</b> CHOTT, NATHAN JAMES			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR 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>
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Denver, CO  
Denver International, KDEN  
ILS OR LOC RWY 34L

**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 34L using the leg length from BOSSS to PAAAS of 3.30 NM versus the requirement of at least 3.88 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 34L using the leg length from LDORA to FLUFF of 3.13 NM versus the requirement of at least 4.25 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 34L using the leg length from TELLR to ALPNE of 2.02 NM versus the requirement of at least 3.85 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 62.35°T (54.35°M) CW 152.35°T (144.35°M). By reducing the intercept angle, the published leg length meets criteria requirements for ATC Vectors.

The prohibition against vectoring to LDORA (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 206.75°T (198.75°M) CW 296.75°T (288.75°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 219.39°T (211.39°M) CW 279.39°T (271.39°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 PAAAS 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 LDORA or FLUFF 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. Moving the TELLR or ALPNE 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.
4. 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**

**SIGNATURE**

**8. AFS ACTIONS:**

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

*Digitally signed by*  
**ROBERT G HAMILTON**  
Nov 18, 2025

**COMMENTS:**

**DATE                    ROUTING SYMBOL            SIGNATURE**



# Federal Aviation Administration

## Memorandum

**INFORMATION ONLY**

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'

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.

TO: AFS-460

SUBJECT: APPROVAL: DENVER, CO KDEN ILS OR LOC RWY 34L

**ISSUE: MANDATORY ALTITUDE RESTRICTION: INTERMEDIATE SEGMENT KALHR TO MERKL**

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 ILS OR LOC RWY 34L KALHR to MERKL has a mandatory altitude of 10000 MSL. ATC has requested mandatory altitude at MERKL to ensure aircraft separation during simultaneous operations.

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 MERKL. It is not possible to easily convert MERKL to an initial fix without significant redesign of the subsequent segment due to leg length and TF to conventional requirements.

**NEW**

DENVER, COLORADO

AL-9077 (FAA)

FIG

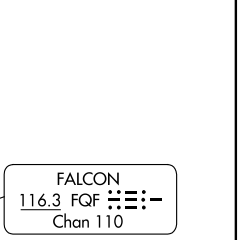
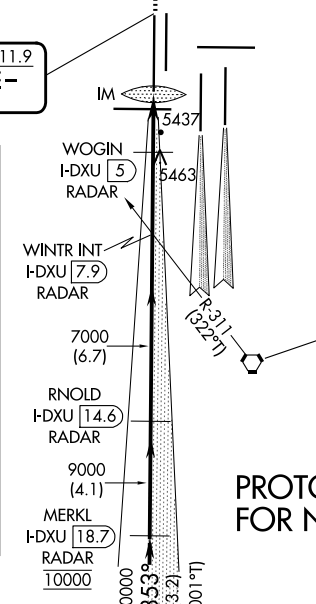
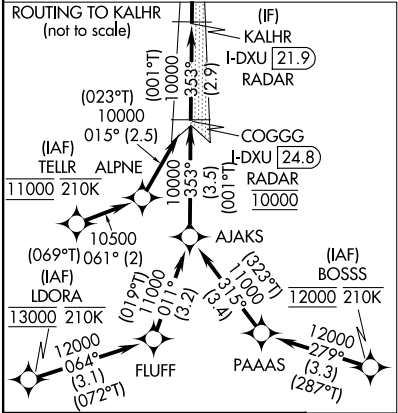
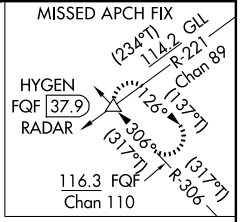
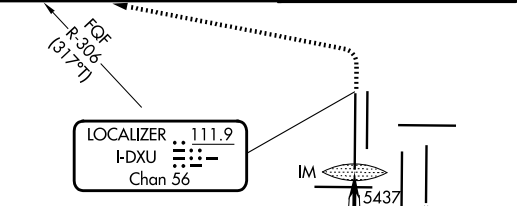
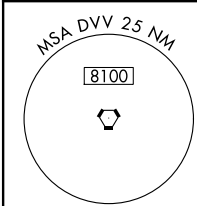
# ILS or LOC RWY 34L

DENVER INTL (DEN)

LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Ldg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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RNP APCH - GPS. From LDORA, BOSSS, TELLR. DME or RADAR required.	ALSF-2	MISSED APPROACH: Climb to 5800 then climbing left turn to 11000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.
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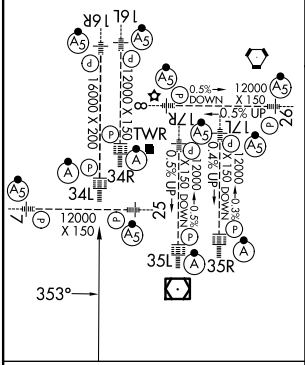
D-ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 (N)</b> <b>120.35 379.3 (S)</b>	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175 (W)</b> <b>121.85 377.1 (E)</b>
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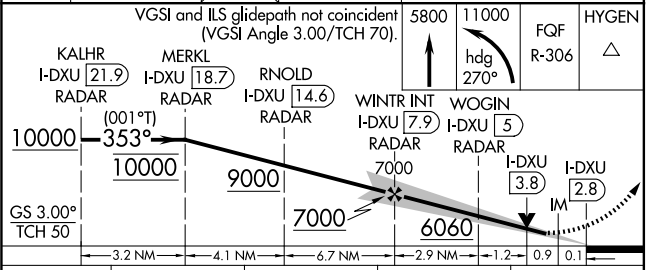
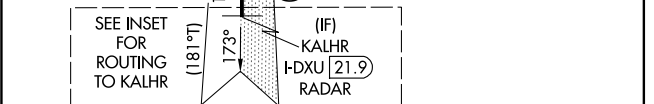
**PROTOTYPE-NOT FOR NAVIGATION**

ELEV 5434	TDZE 5327
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-1/2)			
S-LOC 34L	5700/24 373 (300-1/2)		5700/35 373 (300-3/4)	

DENVER, COLORADO

DENVER INTL (DEN)

Amdt 3 FIG

39°52'N-104°40'W

# ILS or LOC RWY 34L

**NEW**

DENVER, COLORADO

AL-9077 (FAA)

FIG

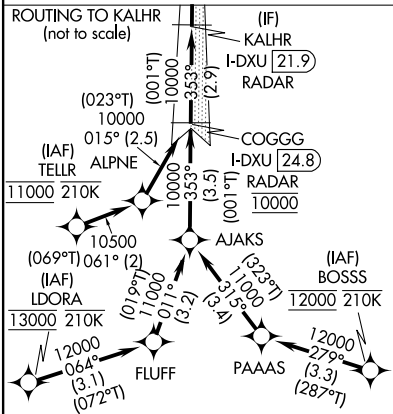
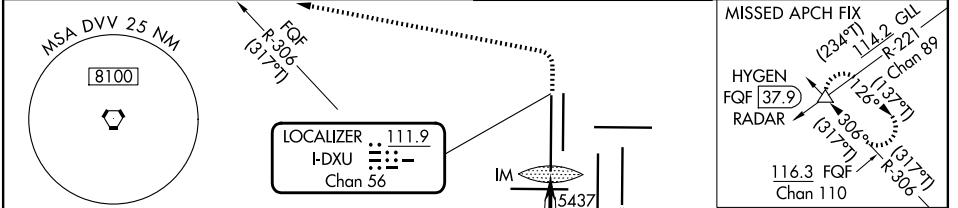
LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Ldg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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# ILS RWY 34L (SA CAT I)

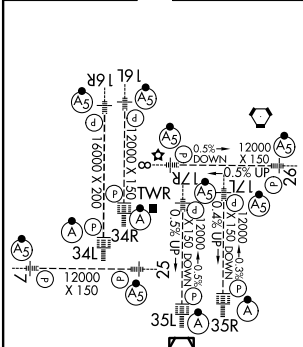
DENVER INTL (DEN)

RNP APCH - GPS. From LDORA, BOSS, TELLR.	ALSIF-2	MISSED APPROACH: Climb to 5800 then climbing left turn to 11000 on heading 270° and FQG VORTAC R-306 to HYGEN/FQG 37.9 DME/RADAR and hold.
DME or RADAR required.		
Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized.		

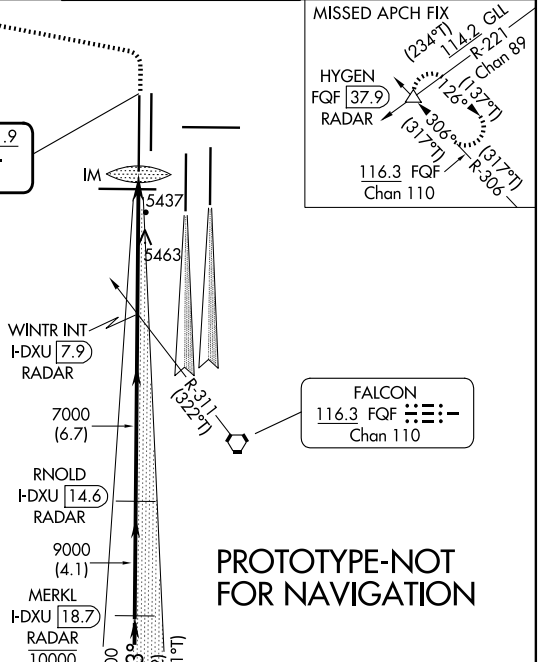
D-ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 (N)</b> <b>120.35 379.3 (S)</b>	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175 (W)</b> <b>121.85 377.1 (E)</b>
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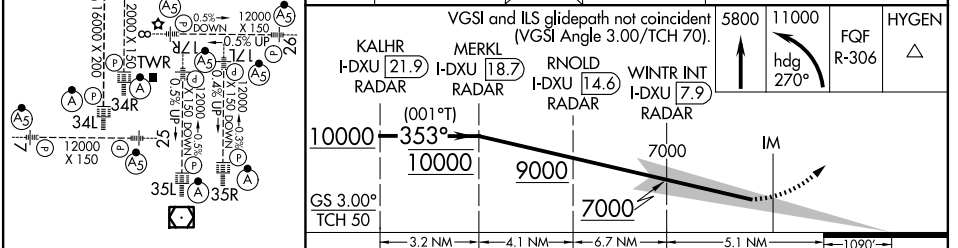
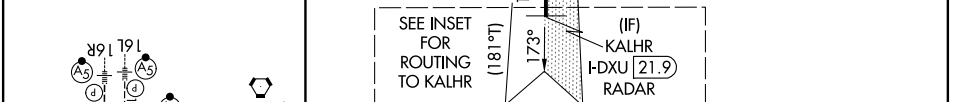
ELEV 5434 **D** TDZE 5327



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



**PROTOTYPE-NOT FOR NAVIGATION**



CATEGORY	A	B	C	D
S-ILS 34L	RA 148/14 150 DA 5477			

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

DENVER, COLORADO

DENVER INTL (DEN)

Amdt 3 FIG

39°52'N-104°40'W

**ILS RWY 34L (SA CAT I)**



LOC/DME I-DXU <b>111.9</b> Chan <b>56</b>	APP CRS <b>353°</b>	Rwy Idg <b>16000</b> TDZE <b>5327</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 34L

DENVER INTL (DEN)

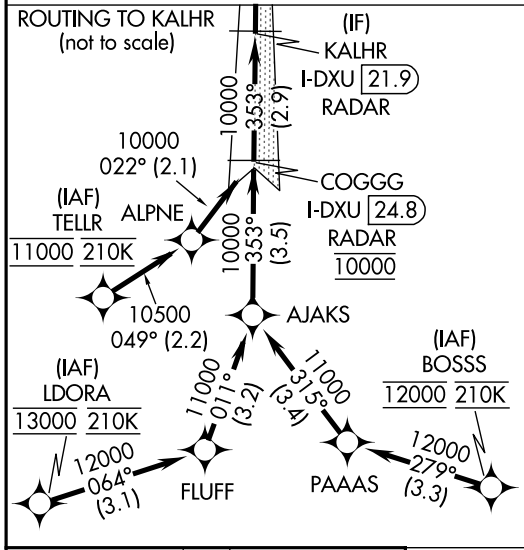
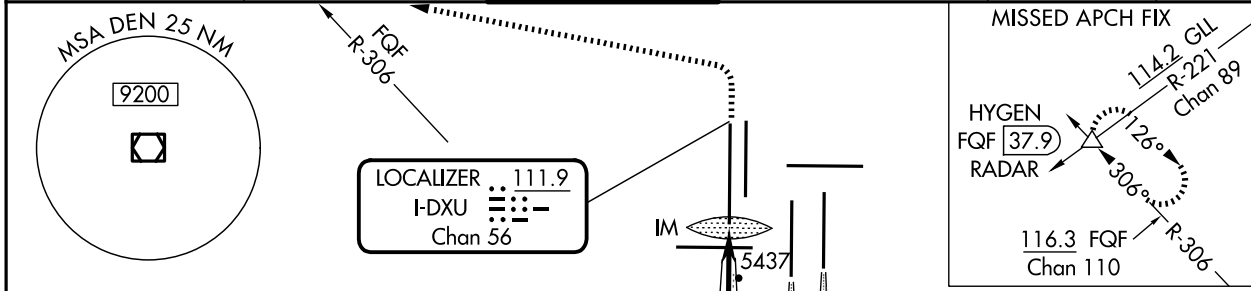
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

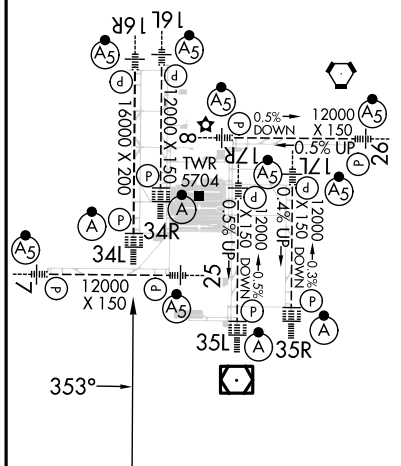
Simultaneous approach authorized with Rwy 35L/R. For inop ALS, increase S-LOC Cat C and D visibility to RVR 5500.

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>135.3 351.95</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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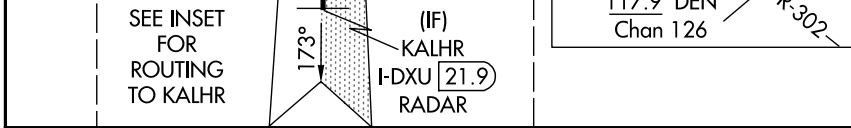


ELEV 5434 TDZE 5327

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



KALHR I-DXU 21.9 RADAR	MERKL I-DXU 18.7 RADAR	RNOLD I-DXU 14.6 RADAR	WINTR INT I-DXU 7.9 RADAR	WOGIN I-DXU 5 RADAR	I-DXU 3.8	I-DXU 2.8
CATEGORY A B C D						
S-ILS 34L 5527/18 200 (100-½)						
S-LOC 34L 5700/24 373 (300-½) 5700/35 373 (300-⅝)						

SW-1, 15 MAY 2025 to 12 JUN 2025

LOC/DME I-DXU <b>111.9</b> Chan <b>56</b>	APP CRS <b>353°</b>	Rwy Idg <b>16000</b> TDZE <b>5327</b> Apt Elev <b>5434</b>
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# ILS RWY 34L (SA CAT I)

DENVER INTL (DEN)

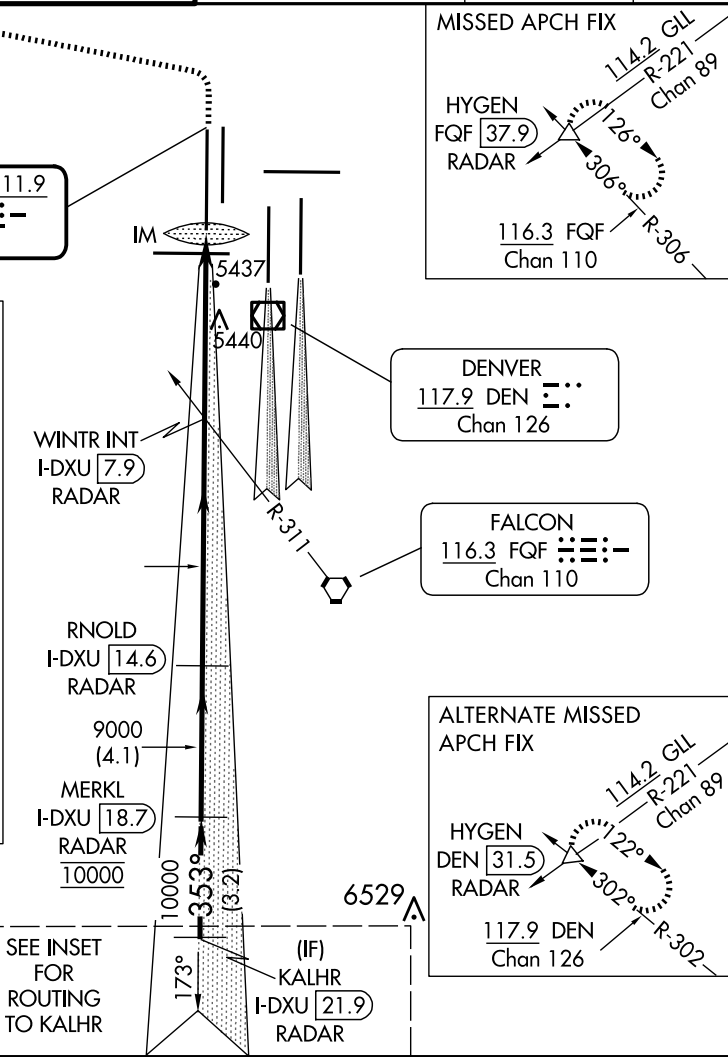
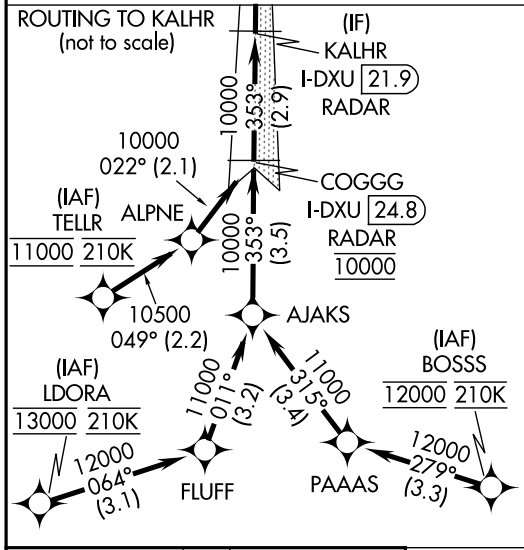
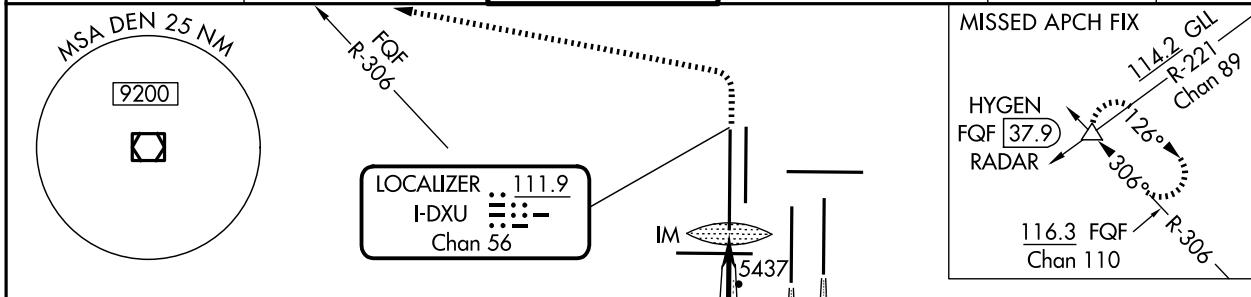
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized with Rwy 35L/R.

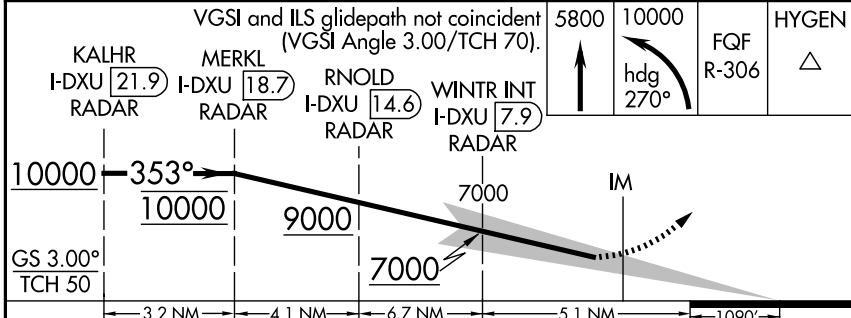
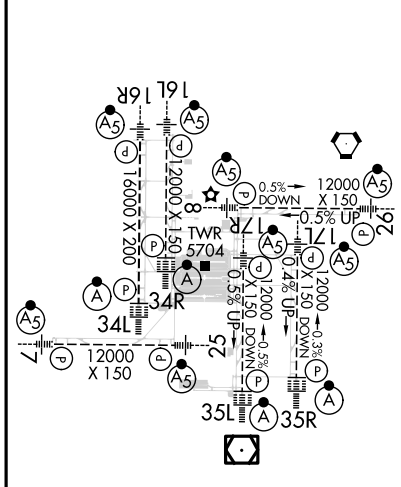
ALSIF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR 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>135.3 351.95</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 5327
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CATEGORY	A	B	C	D
S-ILS 34L	RA 148/14 150 DA 5477			

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

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025

LOC/DME I-DXU <b>111.9</b> Chan <b>56</b>	APP CRS <b>353°</b>	Rwy Idg <b>16000</b> TDZE <b>5327</b> Apt Elev <b>5434</b>
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# ILS RWY 34L (CAT II & III)

DENVER INTL (DEN)

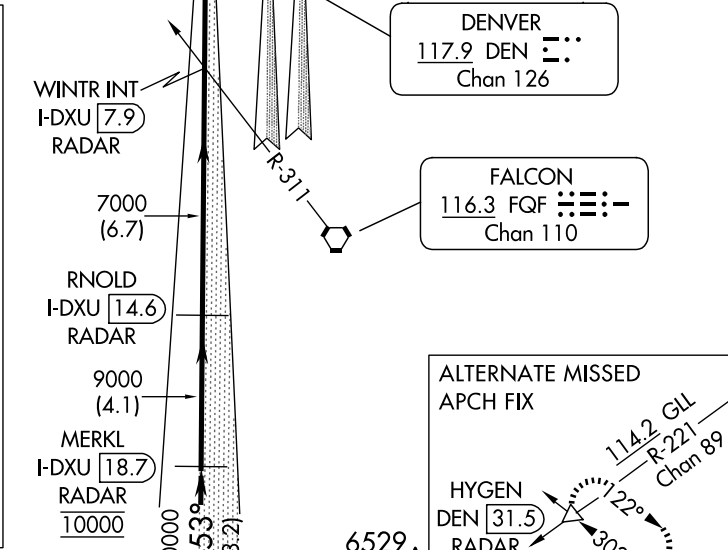
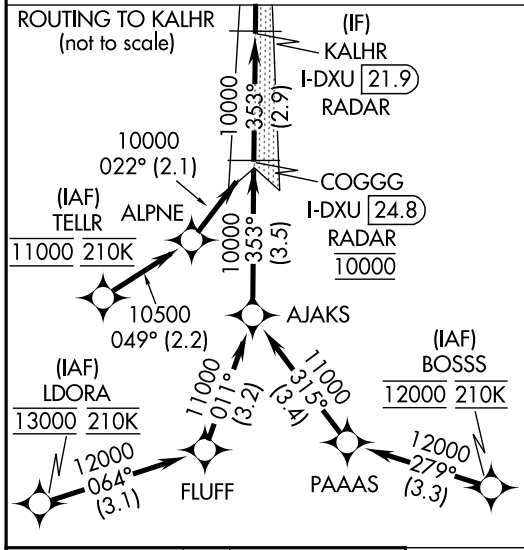
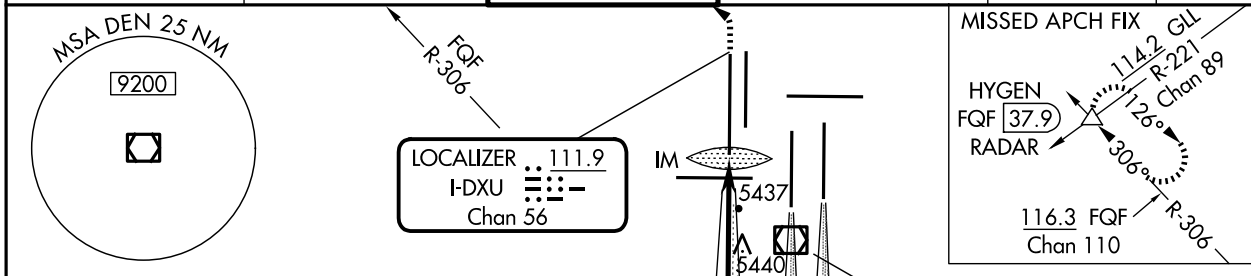
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

**▼** CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized with Rwy 35L/R.

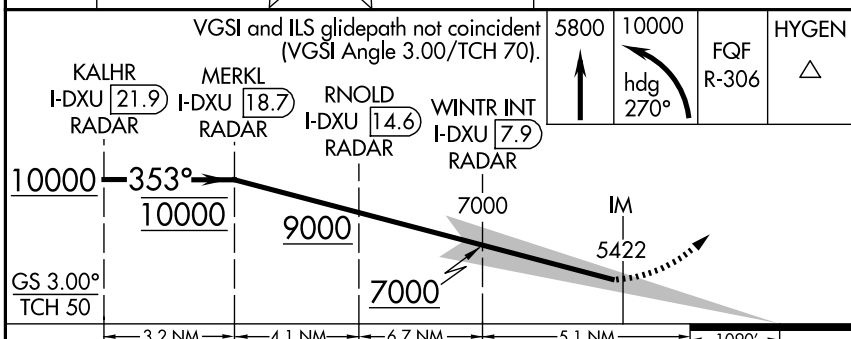
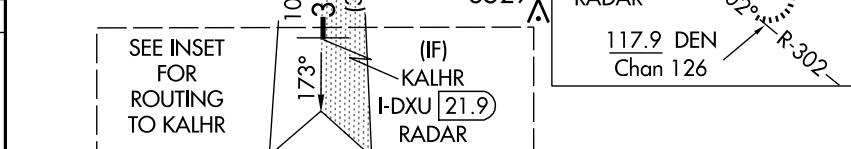
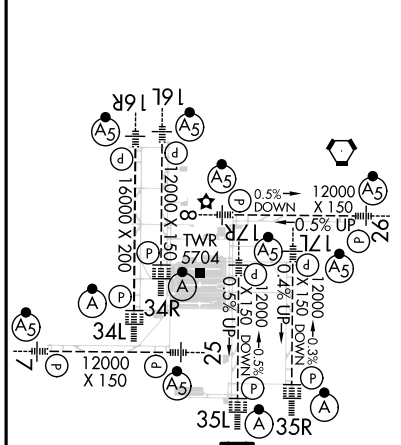
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR 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>135.3 351.95</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 <b>5434</b>	<b>D</b>	TDZE <b>5327</b>
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CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 108/12 100 DA 5427			
S-ILS 34L	CAT III RVR 03			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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

SW-1, 15 MAY 2025 to 12 JUN 2025

SW-1, 15 MAY 2025 to 12 JUN 2025