

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

AIRPORT ID DEN	PROCEDURE NAME ILS OR LOC RWY 35R ILS RWY 35R (SA CAT I) ILS RWY 35R (CAT II) ILS RWY 35R (CAT III)	ORIGINAL/AMENDMENT 4	CITY DENVER	STATE CO		
AIRPORT ELEVATION 5434	TDZE 5370	SUPERSEDED ILS OR LOC RWY 35R ILS RWY 35R (SA CAT I) ILS RWY 35R (CAT II) ILS RWY 35R (CAT III)	ORIGINAL/AMENDMENT 3A	DATED 12/11/2014	MAG VAR 8E	EPOCH YEAR 2015
FACILITY I-DPP	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	CANCEL/SUSPEND		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LDORA	IAF	DASHY		TF	FB	1.00	069.14	5.23	12000
DASHY		DRATS		TF	FB	1.00	019.93	3.19	11000
BOSSS	IAF	DRATS		TF	FB	1.00	316.52	4.50	11000
DRATS		DITSE/I-DPP 22.69 DME/RADAR		TF	FB	1.00	352.54	3.77	9800
DITSE/I-DPP 22.69 DME/RADAR		DORRY/I-DPP 20.07 DME/RADAR					352.54 (I-DPP)	2.62	9000
PURRL	IAF	DOVVE		TF	FB	1.00	304.70	2.68	9000
DOVVE		DORRY/I-DPP 20.07 DME/RADAR		TF	FB	1.00	336.08	2.52	9000
TELLR	IAF	VAILL		TF	FB	1.00	059.93	3.58	10000
VAILL		DORRY/I-DPP 20.07 DME/RADAR		TF	FB	1.00	016.97	5.01	9000
DORRY/I-DPP 20.07 DME/RADAR	IF	DEANE/I-DPP 16.83 DME/RADAR					352.54 (I-DPP)	3.24	9000
DEANE/I-DPP 16.83 DME/RADAR		DRUMM/I-DPP 14.00 DME/RADAR					352.54 (I-DPP)	2.83	9000
DRUMM/I-DPP 14.00 DME/RADAR		FRONZ/I-DPP 7.09 DME/RADAR					352.54 (I-DPP)	6.91	7000

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.94 NM AFTER FRONZ/I-DPP 7.09 DME/RADAR OR AT I-DPP 2.15 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 ON HEADING 353 TO 1.80 DME NORTH OF I-DPP AND CONTINUE CLIMB ON HEADING 060 TO DVV VORTAC R-044 TO YIMZO INT/DVV 21.67 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

ORIGINAL/AMENDMENT
4

CITY
DENVER

STATE
CO

PROFILE:

- | | | | | | | | | | |
|--------------|--|--|-------------------|------------------------------|----------------------|-------------------------------|-----------------|--|--|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | |
| 2. | PROFILE STARTS AT DORRY/I-DPP 20.07 DME/RADAR | | | | | | | | |
| 3. | FAF: 352.54 | FAF: FRONZ/I-DPP 7.09 DME/RADAR | | DIST FAF TO MAP: 4.94 | | DIST FAF TO THLD: 4.94 | | | |
| 4. | MIN ALT: DORRY/I-DPP 20.07 DME/RADAR 9000, DEANE/I-DPP 16.83 DME/RADAR 9000, DRUMM/I-DPP 14.00 DME/RADAR 9000, FRONZ/I-DPP 7.09 DME/RADAR 7000, NOEEE/I-DPP 4.35 DME/RADAR 6120 | | | | | | | | |
| 5. | DIST TO THLD FROM OM: | MM: | IM: 859.00 | 100 HAT: 858 | 150 HAT: 1811 | GS ANT: 1126 | | | |
| 6. | MIN GS INCPT: 7000 | GS ALT AT PFAF: FRONZ/7.09 DME/RADAR 7000 | | | OM: | MM: | IM: 5470 | | |
| 7. | GS ANGLE: 3.00 | 34:1: | 20:1: | TCH: 55.0 | | | | | |
| 8. | MSA FROM: DVV VORTAC 8100 | | | | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM BOSSS, LDORA, PURRL OR TELLR.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35R: CAT A, B, C, D, RA 161, RVR 1400, HAT 150, DA 5520 MSL
 CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35R: CAT A, B, C, D, RA 111, RVR 1200, HAT 100, DA 5470 MSL
 CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35R: CAT A, B, C, D, RVR 300
 SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
 CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 35R CAT C/D VISIBILITY TO RVR 5500.
 CHART SPEED ICON IN PLANVIEW AT LDORA: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT BOSSS: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT PURRL: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT TELLR: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE I-DPP DME ANTENNA.
 HOLD SW, RT, 044.29 INBOUND.
 CHART FAS OBST: 5391 NAVAID (08-022513) 394928N/1043830W.
 CHART VDP AT 3.10 DME.
 DISTANCE VDP TO THLD 0.95 NM.
 CHART MANDATORY 13000 AT LDORA.
 CHART MANDATORY 12000 AT BOSSS.
 CHART MANDATORY 9000 AT PURRL.
 CHART MANDATORY 11000 AT TELLR.



MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 35R	5570	1800	200	5570	1800	200	5570	1800	200	5570	1800	200			
S-LOC 35R	5740	2400	370	5740	2400	370	5740	3500	370	5740	3500	370			

CHANGES - REASONS

- TERMINAL ROUTES: MOVED PFAF FRONZ FROM FRONZ/I-DPP 7.08 DME/RADAR 6.92 NM "394459.18N/1043833.78W" TO FRONZ/I-DPP 7.09 DME/RADAR 6.91NM "394458.37N/1043833.78W" (81.95 FT S) - NEW EVALUATION WITH DESIGN TCH.
- MISSED APPROACH: REMOVED ALTERNATE MA - PER ATC REQUEST.
- MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 5800 THEN CLIMBING RIGHT TURN TO 10000 ON HEADING 048 AND ON GLL VORTAC R-136 TO CEDUK/GLL 16.00 DME AND HOLD, OR AS DIRECTED BY ATC" TO "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 10000 ON HEADING 038 AND ON DVV VORTAC R-044 TO YIMZO/DVV 21.67 DME/RADAR AND HOLD"- PER ATC REQUEST OF NEW MISSED HOLDING FOR SEPARATION.
- PBN REQUIREMENTS NOTES: ADDED "RNP APCH-GPS. FROM BOSS, LDORA, PURRL OR TELLR" - IAW 8260.19K 8-6-8.
- EQUIPMENT REQUIREMENTS NOTE CHANGED FROM "CHART NOTE: S-LOC 35R DME OR RADAR REQUIRED" TO "DME OR RADAR REQUIRED" – IAW 8260.19K 8-6-9 AND ILS AIRCRAFT WILL ALSO NEED RADAR OR DME TO ID FIXES.
- NOTES: CHANGED CAT III RVR FROM "CAT IIIA RVR CAT A, B, C, D RVR 700. CAT IIIB CAT A, B, C, D RVR 300 CAT IIIC NA" TO "CAT A, B, C, D, RVR 300" - DOCUMENTED LOWEST RVR VALUE IAW 8260.19K.
- NOTES CHANGED FROM "VGS AND ILS GLIDEPATH NOT COINCIDENT" TO "VGS AND ILS GLIDEPATH NOT COINCIDENT (VGS ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19K 8-6-10.
- NOTES CHANGED FROM "SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 34L, RWY 34R, AND 35R" TO "SIMULTANEOUS APPROACH AUTHORIZED" – IAW 2860.19K 8-6-12
- NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT LDORA: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT LDORA: MAX 210 KIAS" – IAW 8260.19K 4-6-10.
- NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT BOSS: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT BOSS: MAX 210 KIAS" – IAW 8260.19K 4-6-10.
- NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT PURRL: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT PURRL: MAX 210 KIAS" – IAW 8260.19K 4-6-10.
- NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT TELLR: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT TELLR: MAX 210 KIAS" – IAW 8260.19K 4-6-10.
- NOTES: ADDED "FOR INOPERATIVE ALS, INCREASE S-LOC 35R CAT C/D VISIBILITY TO RVR 5500" - IAW 2860.19K 8-6-12.
- PROFILE: LINE 3 UPDATED PFAF FROM FRONZ/7.08 DME TO FRONZ/7.09 DME, DIST FAF TO MAP AND THLD FROM 4.93 TO 4.94 - NEW EVALUATION.
- PROFILE: LINE 5 UPDATED IM FROM 857 FT TO 859 FT, 100 HAT FROM 777 TO 858, 150 HAT FROM 1731 TO 1811 - NEW EVALUATION.
- PROFILE: LINE 7 TCH UPDATED FROM 59.3 TO 55 -NEW PROCEDURE DESIGN TCH.
- PROFILE: LINE 8 CHANGED MSA FROM DEN VOR/DME TO DVV VORTAC - FOR ANTICIPATED DECOMMISSIONING OF DEN VOR.
- ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM 5529 TREE 394744N/1043904W TO 5391 NAVAID (08-022513) 394928N/1043830W - NEW EVALUATION.
- ADDITIONAL FLIGHT DATA: REMOVED CHART LOC RWY 34R, 34L AND RWY 35L AND *LOC ONLY- NO LONGER REQUIRED BY CRITERIA.
- ADDITIONAL FLIGHT DATA: CHANGED HOLDING FROM "HOLD SE, RT, 316.23 INBOUND" TO "HOLD SW, RT, 044.29 INBOUND - PER ATC REQUEST OF NEW MISSED HOLDING FOR SEPERATION.
- INCORPORATED CHANGES FROM PREVIOUS P-NOTAMS INTO FORM.

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

1. MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 10000 ON HEADING 038 AND ON DVV VORTAC R-044 TO YIMZO/DVV 21.67 DME/RADAR AND HOLD." TO "CLIMB TO 10000 ON HEADING 353 TO I-DPP 1.80 DME NORTH OF I-DPP AND ON HEADING 060 AND ON DVV R-044 TO YIMZO INT/DVV 21.67 DME AND HOLD."
2. TERMINAL ROUTES: REMOVED "TF, FB , 1.00" FROM LEG DITSE/I-DPP 22.69 DME/RADAR - DORRY/I-DPP 20.07 DME/RADAR, AND ADDED (I-DPP) TO COURSE.
3. CHANGED NOTE SPELLING FROM "FOR INOPERATIVE ALS..." TO "FOR INOPERATIVE ALS..."

12/05/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/18/2025.

1. CHANGED MISSED APPROACH FROM "CLIMB TO 10000 ON HEADING 353 TO I-DPP 1.80 DME NORTH OF I-DPP AND ON HEADING 060 AND ON DVV R-044 TO YIMZO INT/DVV 21.67 DME AND HOLD" TO "CLIMB TO 10000 ON HEADING 353 TO 1.80 DME NORTH OF I-DPP AND CONTINUE CLIMB ON HEADING 060 TO DVV VORTAC R-044 TO YIMZO INT/DVV 21.67 DME AND HOLD."
2. ADDED "CHART IN PROFILE I-DPP DME ANTENNA" TO ADDITIONAL FLIGHT DATA.



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

ORIGINAL/AMENDMENT
4

CITY
DENVER

STATE
CO

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: ZDV, DEN ATCT, DEN APP CON, CO AERO, AFLD MGR

FLIGHT CHECKED BY

NATHAN J CHOTT

Digitally signed by

ROBERT G HAMILTON

Jan 14, 2026

OFFICE

AJF

DATE

12/16/2025

DEVELOPED BY

TROY PURNELL

Digitally signed by

ROBERT G HAMILTON

Jan 14, 2026

OFFICE

AJV-A433

DATE

07/18/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Jan 14, 2026

OFFICE

AJV-A433

DATE

02/12/2026

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> DEN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35R ILS RWY 35R (SA CAT I) ILS RWY 35R (CAT II) ILS RWY 35R (CAT III)	<u>AMDT NO.</u> 4	<u>CITY</u> DENVER	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5434	<u>FACILITY</u> I-DPP
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM LDORA **TO** DASHY

<u>RNP</u> 1.00	<u>DISTANCE</u> 5.23	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	391718.00N/1044839.00W	7172	215	8	4B	1000				AT3828	12000
TERRAIN	391854.00N/1043945.00W	6843 (6800)								AS1500	8300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM DASHY **TO** DRATS

<u>RNP</u> 1.00	<u>DISTANCE</u> 3.19	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (08-000111)	392514.36N/1043916.84W	7049	50	20	2C	1000				AT2951	11000
TERRAIN	391936.00N/1043736.00W	6791 (6800)								AS1500	8300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DPP

INITIAL

FROM
BOSS

TO
DRATS

RNP
1.00

DISTANCE
4.50

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (08-000111)	392514.36N/1043916.84W	7049	50	20	2C	1000				AT2951	11000
TERRAIN	392218.00N/1043854.00W	6732 (6700)								AS1500	8200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
DRATS

TO
DITSE/I-DPP 22.69 DME/RADAR

RNP
1.00

DISTANCE
3.77

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (08-000111)	392514.36N/1043916.84W	7049	50	20	2C	1000				AT1751	9800
TERRAIN	392545.00N/1043933.00W	6738 (6700)								AS1500	8200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DPP

INITIAL: STEPDOWN

FROM
DOVVE

TO
DORRY/I-DPP 20.07 DME/RADAR

RNP
1.00

DISTANCE
2.52

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	392815.00N/1043936.00W	6706	215	8	4B	1000				AT1200	9000
TERRAIN	392836.00N/1043951.00W	6453 (6500)								AS1500	8000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM
TELLR

TO
VAILL

RNP
1.00

DISTANCE
3.58

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	392612.00N/1043927.00W	6884	215	8	4B	1000				AT2116	10000
TERRAIN	392551.00N/1044012.00W	6679 (6700)								AS1500	8200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DPP

INITIAL: STEPDOWN

FROM
VAAIL

TO
DORRY/I-DPP 20.07 DME/RADAR

RNP
1.00

DISTANCE
5.01

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	392612.00N/1043927.00W	6884	215	8	4B	1000				AT1116	9000
TERRAIN	392612.00N/1043927.00W	6683 (6700)								AS1500	8200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
DORRY/I-DPP 20.07 DME/RADAR

TO
DEANE/I-DPP 16.83 DME/RADAR

RNP

DISTANCE
3.24

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	393118.00N/1044003.00W	6615	215	8	4B	500				AT1885	9000
TERRAIN	393154.00N/1044003.00W	6361 (6400)								AS1500	7900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
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AIRPORT ELEVATION
5434

FACILITY
I-DPP

MISSED APPROACH: ILS SA CAT I

FROM
DA

TO
YIMZO INT/DVV 21.67 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	395057.00N/1043324.00W	5611	215	8	4B	1000				SA-1	6700
TERRAIN	395042.00N/1043400.00W	5449 (5400)								AS1500	6900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

MISSED APPROACH: ILS CAT II

FROM
DA

TO
YIMZO INT/DVV 21.67 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	395057.00N/1043324.00W	5611	215	8	4B	1000				SA-1	6700
TERRAIN	395042.00N/1043400.00W	5449 (5400)								AS1500	6900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DPP

MISSED APPROACH: LOC

FROM
4.94 NM AFTER FRONZ/I-DPP 7.09 DME/RADAR OR AT I-DPP 2.15 DME

TO
YIMZO INT/DVV 21.67 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
5490

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	395057.00N/1043324.00W	5611	215	8	4B	1000				SA-1	6700
TERRAIN	395042.00N/1043400.00W	5449 (5400)								AS1500	6900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED

MSA

CENTER **RADIUS**
DVV VORTAC 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	394203.00N/1051039.00W	238	28.1	7054	215	8	4B	1000			8100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

INITIAL, INTERMEDIATE AND INTERMEDIATE STEPDOWN FIX ALTITUDES AND LOCATIONS PER ATC REQUEST FOR SEPARATION AND AIRSPACE PURPOSES

PROCEDURE CONNECTED TO MULTIPLE RNAV STARS, RADAR REQUIRED NOTE PER ATC REQUEST

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

DEN TOWER, ZDV ARTCC, DEN APP CON

WX SERVICE **LOCATION** **HRS OPERATION** **ALTIMETER SOURCE** **DISTANCE** **WMSCR** **ADJUSTMENTS**
ASOS DEN 0 DEN Y 0

BACK-UP WX SERVICE **LOCATION** **HRS OPERATION** **ALTIMETER SOURCE** **DISTANCE** **WMSCR** **ADJUSTMENTS**

WX REMARKS:



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DPP

BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES.

PRIMARY NAVAID
I-DPP

MONITOR POINT
DENVER TRACON

HRS OPERATION
24

CAT
1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW07 - MALSR, C/LINE, TDZ, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW08 - MALSR, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW16L - MALSR, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - MALSR, C/LINE, TDZ, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17L - MALSR, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - MALSR, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW25 - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW26 - MALSR, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE
3.00

ELEV RWY THRESHOLD
5370.0

TCH
55.0

ELEV GS ANTENNA
5359.9

DISTANCE FROM RWY
1126

VGSI ANGLE
3.00

TCH
65.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35R
ILS RWY 35R (SA CAT I)
ILS RWY 35R (CAT II)
ILS RWY 35R (CAT III)

AMDT NO.
4

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

FACILITY
I-DPP

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 5837 AAO 394430N/1043927W.

MAXIMUM VEGETATION HEIGHT 50FT - PER FPT.

WAIVER: ATC VECTOR LEG LENGTH ISSUES; VECTOR ANGLE RESTRICTED AT PURRL TO 45 DEGREES, AT TELLR TO 30 DEGREES.

APPROVED WAIVER FAA ORDER 8260.58 PBN INSTRUMENT PROCEDURE DESIGN, APPENDIX C, PARAGRAPH 2.A.(1) ON FILE.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.69
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.02
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.54
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5600
DISTANCE FROM	THLD	TO 1500FT POINT	8.85
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	000.54
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	6000

THRESHOLD COORDINATES (IF STR-IN)

394955.27N/1043830.16W

ARP COORDINATES

395142.00N/1044023.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 7 DISTANCE 2.77 NM

FAF COORDINATES

394458.37N/1043833.78W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

TROY PURNELL

OFFICE

AJV-A433

DATE

07/18/2025

TITLE

AERONAUTICAL INFORMATION SPECIALIST

