

| | | | | | |
|---|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 03/19/2026 | APWS Task ID: E552A1041C7C45DB85DA07C3A77875AC | APWS Project ID: 38C4D3376A724C3987525CC2789303D7 |
| Procedure: ILS OR LOC RWY 35R AMDT 4 | | 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:

PURRL TO DOVVE 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. 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..."



8260-1:

1. UPDATED WAIVER FOR "PURRL TO DOVVE" AND "TELLR TO VAILL"; VECTOR ANGLE RESTRICTION.

YIMZO 8260-2:

1. ADDED INT TO FIX TYPE.



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.



1. FLIGHT PROCEDURE IDENTIFICATION:

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

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 35R using the leg length from PURRL to DOVVE of 2.68 NM versus the requirement of at least 3.56 NM to support ATC vectors.

Request to publish the ILS OR LOC RWY 35R 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 PURRL (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 87.70°T (79.70°M) CW 177.70°T (169.70°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 PURRL or DOVVE 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 |
|------|-----------------------|-------|

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by

ROBERT G HAMILTON

Nov 18, 2025

COMMENTS:

| | | |
|------|----------------|-----------|
| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|

INFORMATION ONLY



Federal Aviation Administration

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'

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.

DENVER, COLORADO

AL-9077 (FAA)

FIG

| | | |
|---|------------------------|---|
| LOC/DME I-DPP 110.15 Chan 38(Y) | APP CRS 353° | Rwy Ldg TDZE Apt Elev 12000 5370 5434 |
|---|------------------------|---|

ILS or LOC RWY 35R

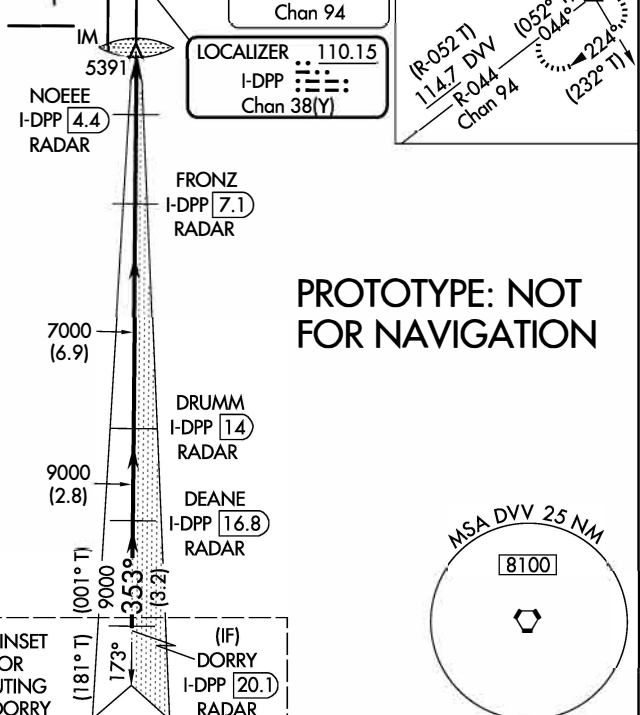
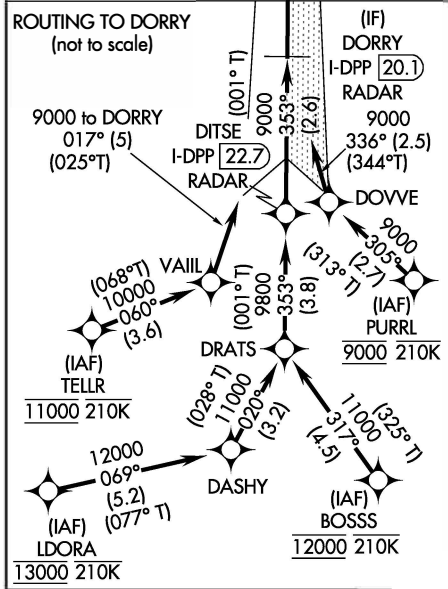
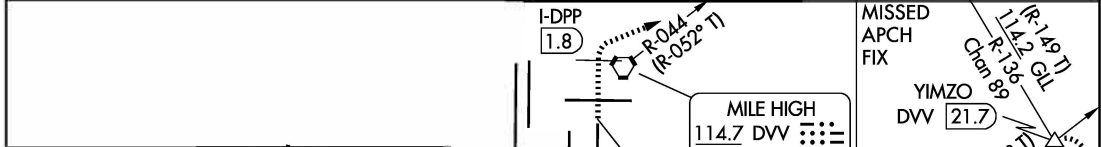
DENVER INTL (DEN)

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

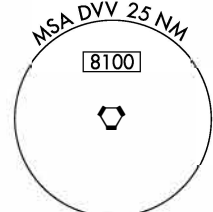
ALSIF-2 MISSED APPROACH: CLIMB TO 10000 ON HEADING 353 TO 1.8 DME NORTH OF I-DPP AND CONTINUE CLIMB ON HEADING 060 TO DVV VORTAC R-044 TO YIMZO INT/ DVV 21.7 DME AND HOLD.

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

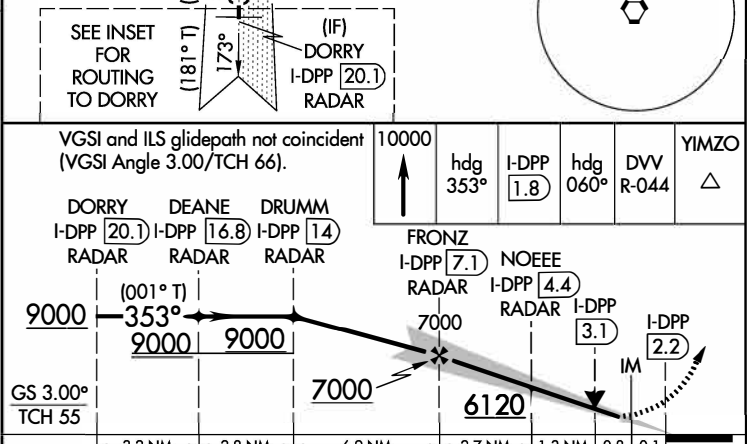
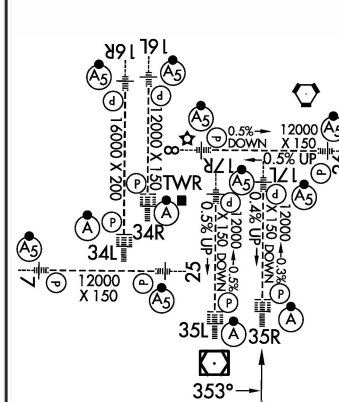
| | | | |
|------------------------------|---|---------------------------------------|---|
| D-ATIS 125.6 379.9 | DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S) | DENVER TOWER 132.35 239.275 | GND CON 121.35 379.175 (W) 121.85 377.1 (E) |
|------------------------------|---|---------------------------------------|---|



PROTOTYPE: NOT FOR NAVIGATION



ELEV 5434 TDZE 5370
HIRL all Rwys
TDZL/RCLS Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.9 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

DENVER, COLORADO DENVER INTL (DEN)
Amdt 4 FIG 39°52'N-104°40'W ILS or LOC RWY 35R

AUTOMATED AL-9077 ILS OR LOC RWY 35R

SW-1
21 OCT 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

DENVER, COLORADO

AL-9077 (FAA)

FIG

| | | |
|---|------------------------|--|
| LOC/DME I-DPP 110.15 Chan 38(Y) | APP CRS 353° | Rwy Ldg 12000 TDZE 5370 Apt Elev 5434 |
|---|------------------------|--|

I LS RWY 35R (SA CAT I)

DENVER INTL (DEN)

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

ALSIF-2

MISSED APPROACH: CLIMB TO 10000 ON HEADING 353 TO 1.8 DME NORTH OF I-DPP AND CONTINUE CLIMB ON HEADING 060 TO DVV VORTAC R-044 TO YIMZO INT/ DVV 21.7 DME AND HOLD.

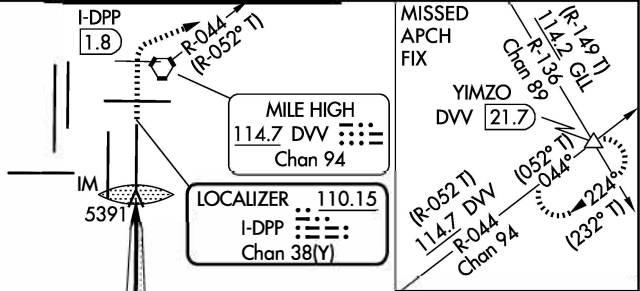
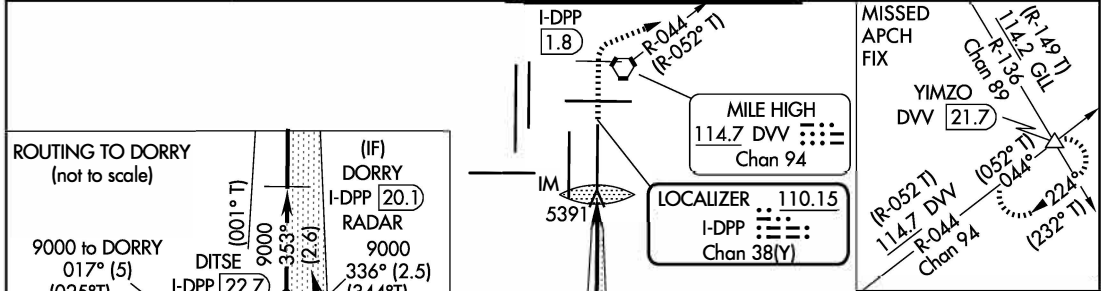
Requires specific OPSPEC, MSPEC, or LOA approval.
Simultaneous approach authorized.

D-ATIS
125.6 379.9

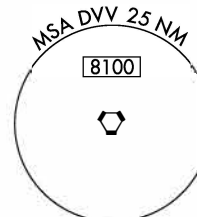
DENVER APP CON
119.3 307.3 (N)
120.35 379.3 (S)

DENVER TOWER
132.35 239.275

GND CON
121.35 379.175 (W)
121.85 377.1 (E)

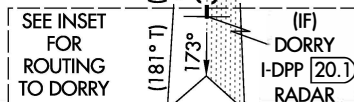


PROTOTYPE: NOT FOR NAVIGATION



ELEV 5434 **D** TDZE 5370

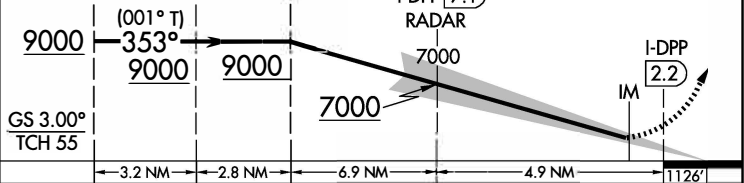
HIRL all Rwy's
TDZL/RCLS Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

DORRY DEANE DRUMM
I-DPP [20.1] I-DPP [16.8] I-DPP [14]
RADAR RADAR RADAR

| | | | | | |
|-------|----------|-------------|----------|-----------|---------|
| 10000 | hdg 353° | I-DPP [1.8] | hdg 060° | DVV R-044 | YIMZO △ |
|-------|----------|-------------|----------|-----------|---------|



| | | | | |
|-----------|-----------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 35R | RA 161/14 150 DA 5520 | | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 4 FIG

39°52'N-104°40'W

DENVER INTL (DEN)
I LS RWY 35R (SA CAT I)

AUTOMATED AL-9077 ILS RWY 35R (SA CAT I)

SW-1
21 OCT 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

| | | |
|---|------------------------|--|
| LOC/DME I-DPP 110.15 Chan 38(Y) | APP CRS 353° | Rwy ldg 12000 TDZE 5370 Apt Elev 5434 |
|---|------------------------|--|

ILS RWY 35R (SA CAT I)

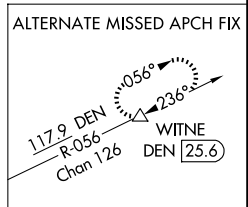
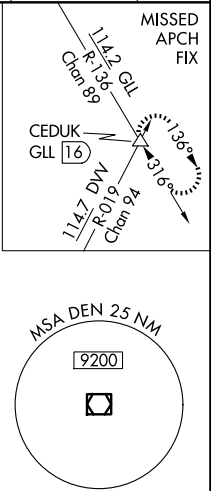
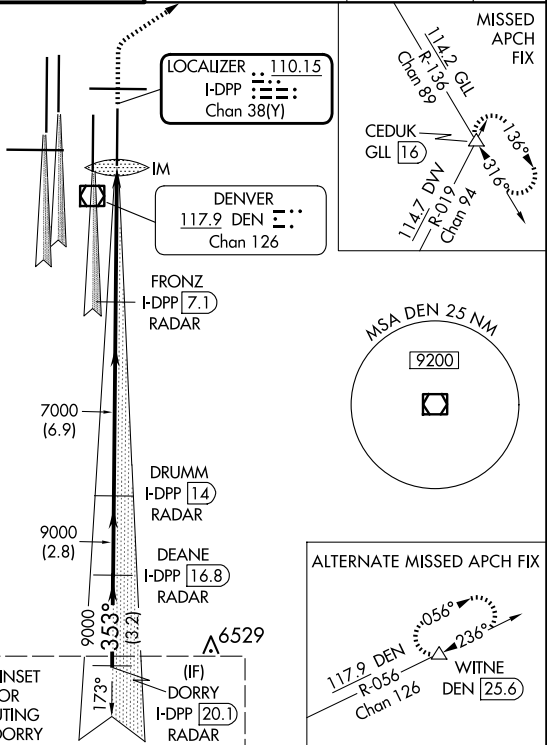
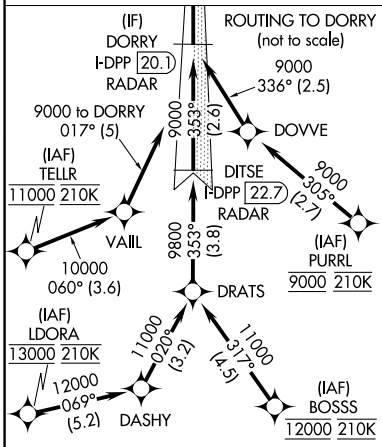
DENVER INTL (DEN)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

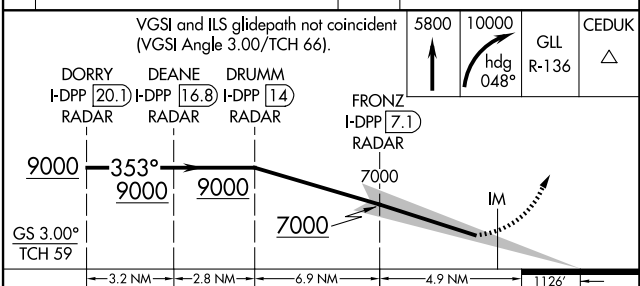
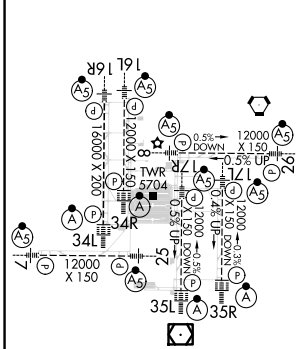
ALSF-2
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

| | | | | | |
|--|---|---------------------------------------|---|---------------------------|-------|
| 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 132.35 239.275 | GND CON 121.35 379.175 (W) 121.85 377.1 (E) | CLNC DEL 118.75 | CPDLC |
|--|---|---------------------------------------|---|---------------------------|-------|

RADAR or GPS REQUIRED



| | | |
|-----------|---|-----------|
| ELEV 5434 | D | TDZE 5370 |
|-----------|---|-----------|



| | | | | |
|-----------|-----------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 35R | RA 161/14 150 DA 5520 | | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

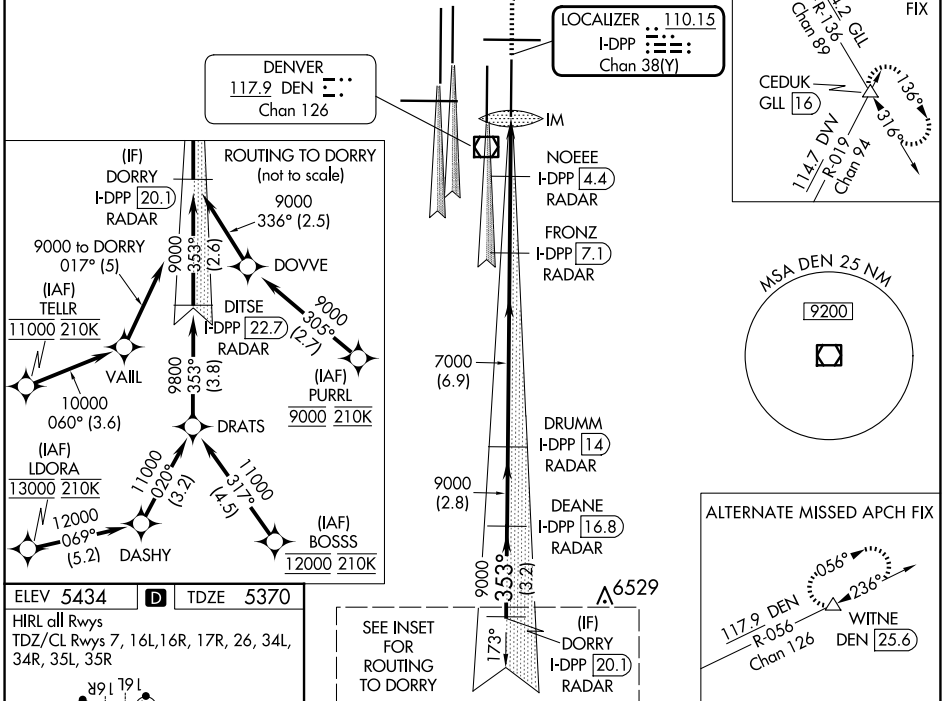
| | | | |
|---|------------------------|-----------------------------|--|
| LOC/DME I-DPP 110.15 Chan 38(Y) | APP CRS 353° | Rwy Idg TDZE Apt Elev | 12000 5370 5434 |
|---|------------------------|-----------------------------|--|

ILS or LOC RWY 35R

DENVER INTL (DEN)

| | | | | | |
|---|---|--|---|---------------------------|-------|
| <p>▽ S-LOC 35R DME or RADAR required. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.</p> | ALSF-2 (A) | MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold. | | | |
| 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 132.35 239.275 | GND CON 121.35 379.175 (W) 121.85 377.1 (E) | CLNC DEL 118.75 | CPDLC |

RADAR or GPS REQUIRED

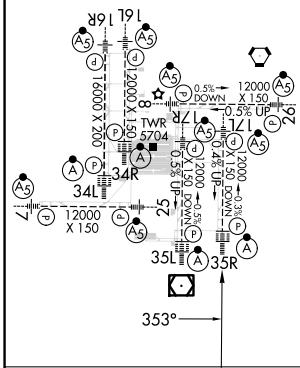


SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025

ELEV 5434 **D** TDZE 5370

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



FAF to MAP 4.9 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

| | | | | | |
|--------------------------|--------------------------|------------------------|-------------------------|------------------------|-----------|
| DORRY I-DPP [20.1] RADAR | DEANE I-DPP [16.8] RADAR | DRUMM I-DPP [14] RADAR | FRONZ I-DPP [7.1] RADAR | NOEE I-DPP [4.4] RADAR | GLL CEDUK |
| 9000 | 9000 | 9000 | 7000 | 7000 | |
| GS 3.00° TCH 59 | 353° | 9000 | 7000 | *6120 | |
| | | | | | |
| CATEGORY | A | B | C | D | |
| S-ILS 35R | 5570/18 200 (200-½) | | | | |
| S-LOC 35R | 5740/24 | 370 (400-½) | 5740/35 | 370 (400-¾) | |

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN) ILS or LOC RWY 35R



DENVER, COLORADO

AL-9077 (FAA)

24361

| | | |
|--------------------------------|------------------------|-------------------------|
| LOC/DME I-DPP 110.15 | APP CRS 353° | Rwy Idg 12000 |
| Chan 38(Y) | | TDZE 5370 |
| | | Apt Elev 5434 |

ILS RWY 35R (CAT II & III)

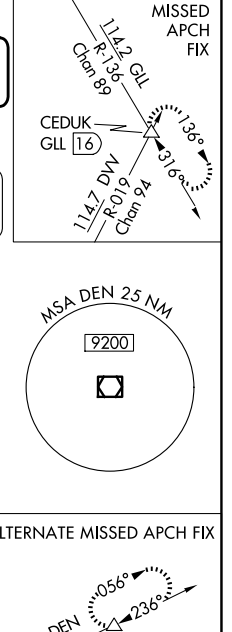
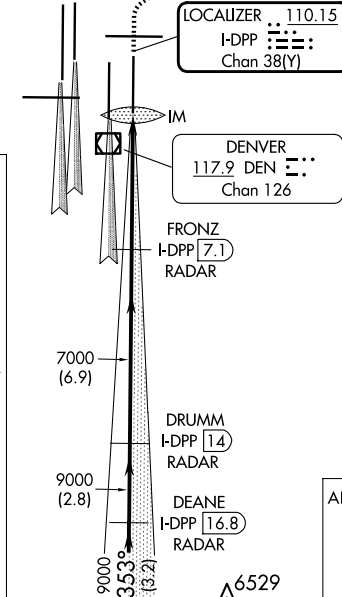
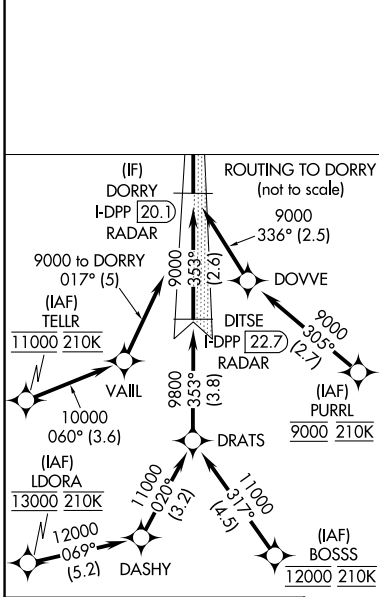
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. 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 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

| | | | | | |
|--|---|---------------------------------------|---|---------------------------|-------|
| 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 132.35 239.275 | GND CON 121.35 379.175 (W) 121.85 377.1 (E) | CLNC DEL 118.75 | CPDLC |
|--|---|---------------------------------------|---|---------------------------|-------|

RADAR or GPS REQUIRED

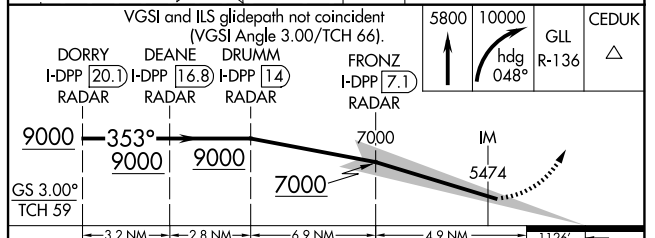
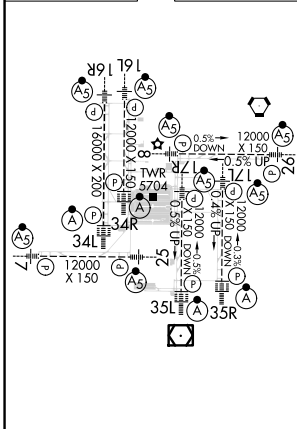


ELEV 5434 **D** TDZE 5370

SEE INSET FOR ROUTING TO DORRY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

| | | | |
|-------------------------------|-------------------------------|-----------------------------|------------------------------|
| DORRY I-DPP 20.1 RADAR | DEANE I-DPP 16.8 RADAR | DRUMM I-DPP 14 RADAR | FRONZ I-DPP 7.1 RADAR |
|-------------------------------|-------------------------------|-----------------------------|------------------------------|



| | | | | |
|-----------|------------------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 35R | CAT II RA 111/12 100 DA 5470 | | | |
| S-ILS 35R | CAT IIIa RVR 07 | | | |
| S-ILS 35R | CAT IIIb RVR 03 | | | |
| S-ILS 35R | CAT IIIc NA | | | |

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

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

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

ILS RWY 35R (CAT II & III)

DENVER INTL (DEN)

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025