




Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: F32052FBC0A34129962699AA5CB2781E	APWS Project ID: 74166A518FF948E5AFF907A25152E9CE
Procedure: ILS OR LOC RWY 16L AMDT 4		Enroute: NO	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: AIRPORT AND NAVAIDS: ACTIVE DATA USED EXCEPT I-LTT PENDING DATA USED.</p> <p>8260-1: INITIAL SEGMENT KAILE TO BJETN: ATC VECTOR LEG LENGTH ISSUES; VECTOR ANGLE RESTRICTED AT KAILE TO 45 DEGREES. APPROVAL LETTER: MANDATORY ALTITUDE AT IF JOBOB.</p> <p>INFO ONLY: PRE-EXISTING BLANKET WAIVER FROM AFS CAPTURE FIX WAIVER "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" ON FILE.</p> <p>REMARKS: NEW MISSED APPROACH, FINAL STEPDOWN FIX REMOVED. CONTACT RAKE MCGRAW (AJV-A422)- 405-954-8711</p> <p>1/15/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/19/25. 1. REMOVED 8260-2 FILES JOBOB REV 2 AND KUURT REV ORIG FROM PROCEDURE 8260_NON NFDC FILE AND ADDED 8260-2 FILES JOBOB REV 3 AND KUURT REV 1 TO PROCEDURE 8260-2 FILE.</p>					
					
					

1. FLIGHT PROCEDURE IDENTIFICATION:

Denver, CO
Denver International, KDEN
ILS OR LOC RWY 16L

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 16L using the leg length from KAILE to BJETN of 3.02 NM versus the requirement of at least 3.84 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 this fix.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The prohibition against vectoring to KAILE (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 249.63°T (241.63°M) CW 339.63°T (331.63°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 KAILE or BJETN 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. Restricting ATC's ability to vector to KAILE 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
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SIGNATURE
Digitally signed by
RAKE MCGRAW
Nov 24, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedures Service Providers

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.

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.



Federal Aviation Administration

Memorandum

Date: 08/14/2025
To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group
From: Julie Morgan, Manager, Team 1, AJV-A41
Subject: Approval Request: DENVER INTL (KDEN), ILS OR LOC RWY 16L

ILS OR LOC RWY 16L
DENVER INTL DENVER CO (KDEN)

ISSUE: MANDATORY ALTITUDE RESTRICTION: INTERMEDIATE SEGMENT JOBOB TO KUURT

Per the 8260.19J 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 16L JOBOB to KUURT has a mandatory altitude of 10000 MSL AT JOBOB. This mandatory altitude was added in Amendment 3A at the request of Air Traffic Control to ensure separation and for operational advantage.

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 JOBOB.

DENVER, COLORADO

AL-9077 (FAA)

FIG

LOC/DME I-LTT 111.1 Chan 48	APP CRS 173°	Rwy Ldg TDZE 12000 5357 Apt Elev 5434
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ILS or LOC RWY 16L

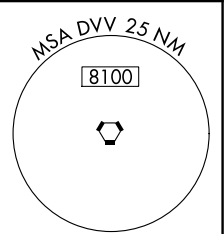
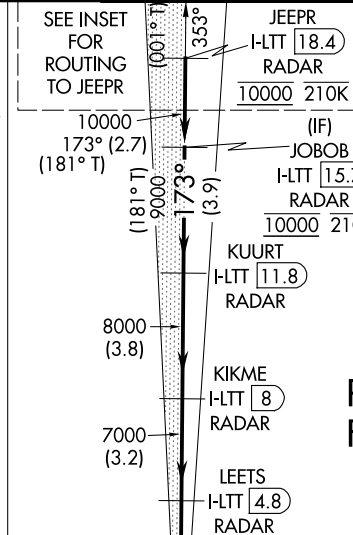
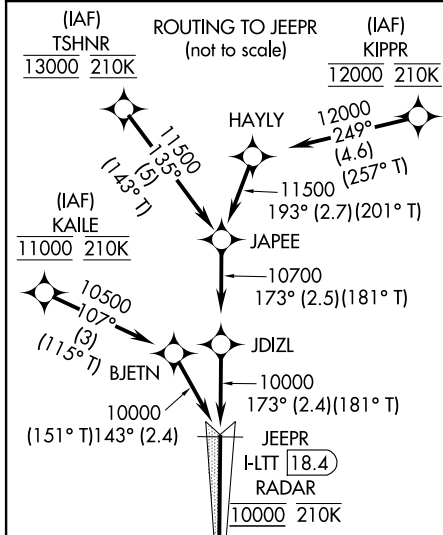
DENVER INTL (DEN)

RNP APCH-GPS. From KAILE, KIPPR and TSNER.
DME or RADAR required.
Simultaneous approach authorized.
For inop ALS, increase S-LOC-16L Cat C/D visibility to RVR 4500.

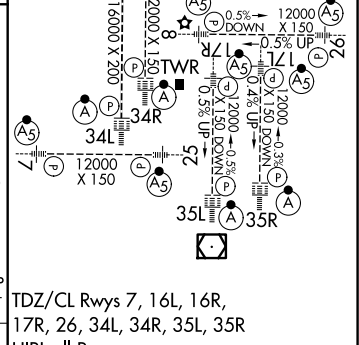
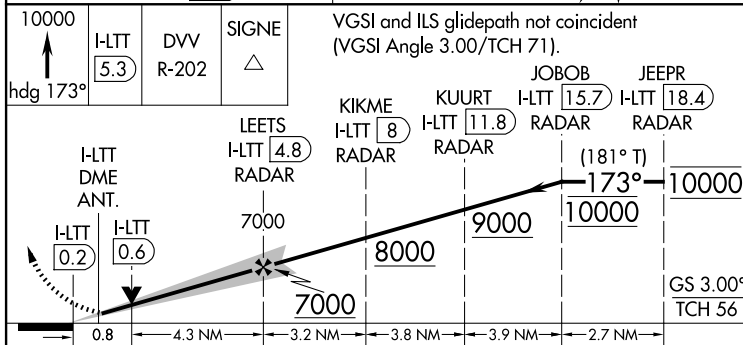
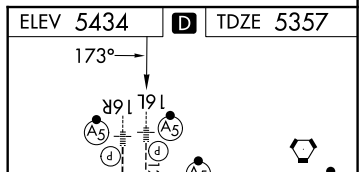
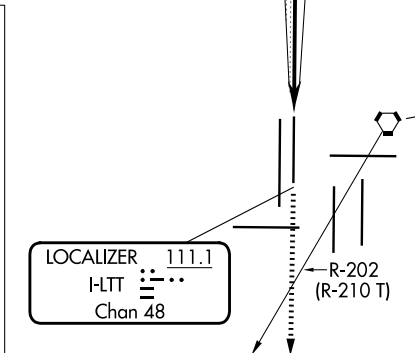
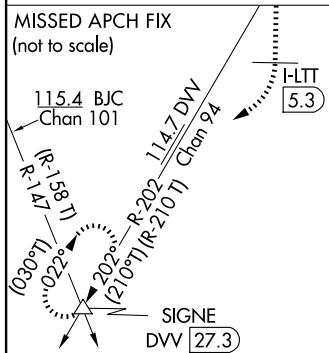


MISSED APPROACH: Climb to 10000 on heading 173° to I-LTT 5.3 DME south of I-LTT and DVV VORTAC R-202 to SINGE INT/DVV 27.3 DME and hold.

D-ATIS 125.6 379.9	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)
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PROTOTYPE: NOT FOR NAVIGATION



CATEGORY	A	B	C	D
S-ILS 16L		5557/18	200 (200-1/2)	
S-LOC 16L		5660/24	303 (300-1/2)	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

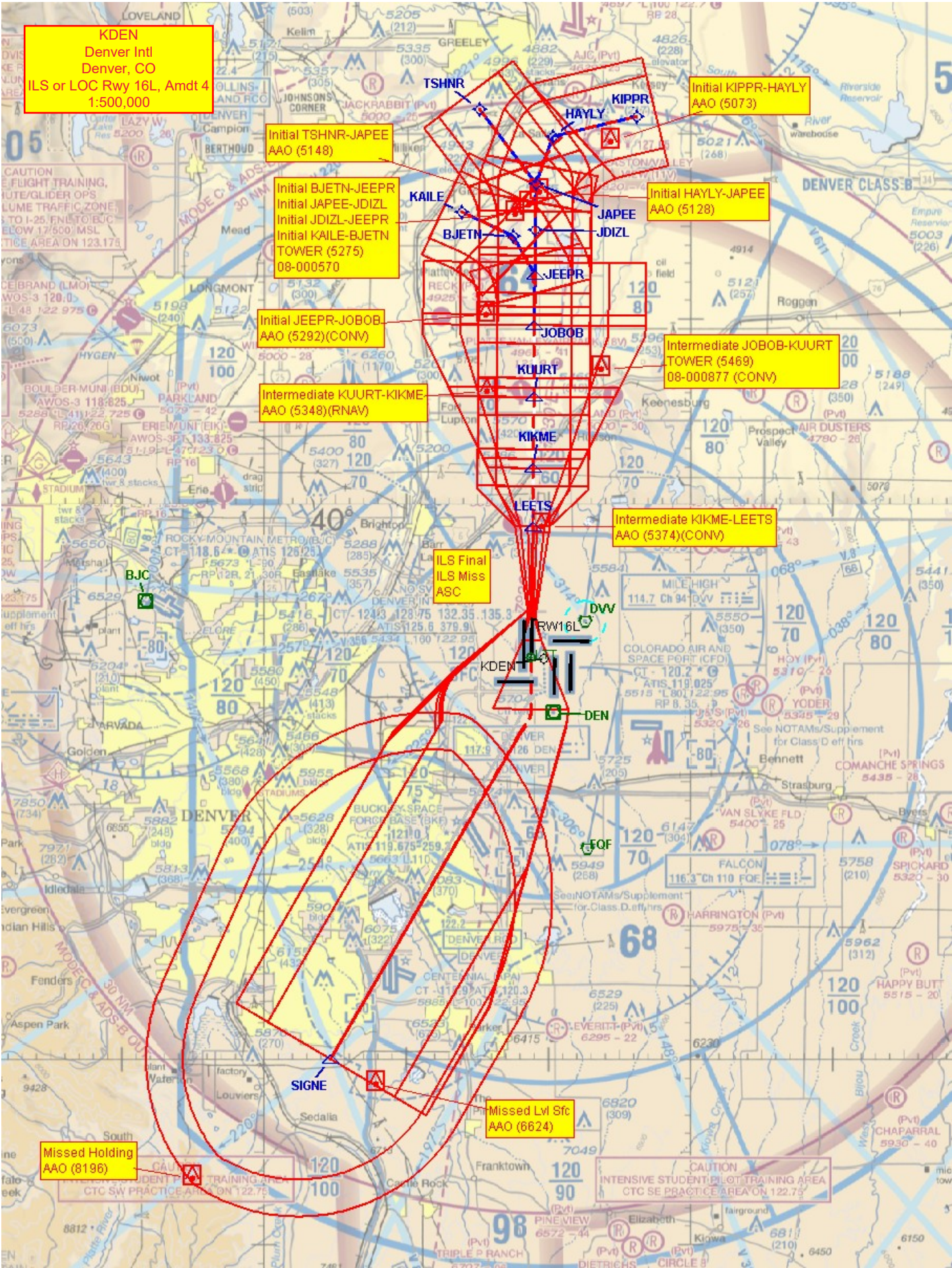
DENVER, COLORADO
Amdt 4 FIG

39°52'N-104°40'W

DENVER INTL (DEN) ILS or LOC RWY 16L

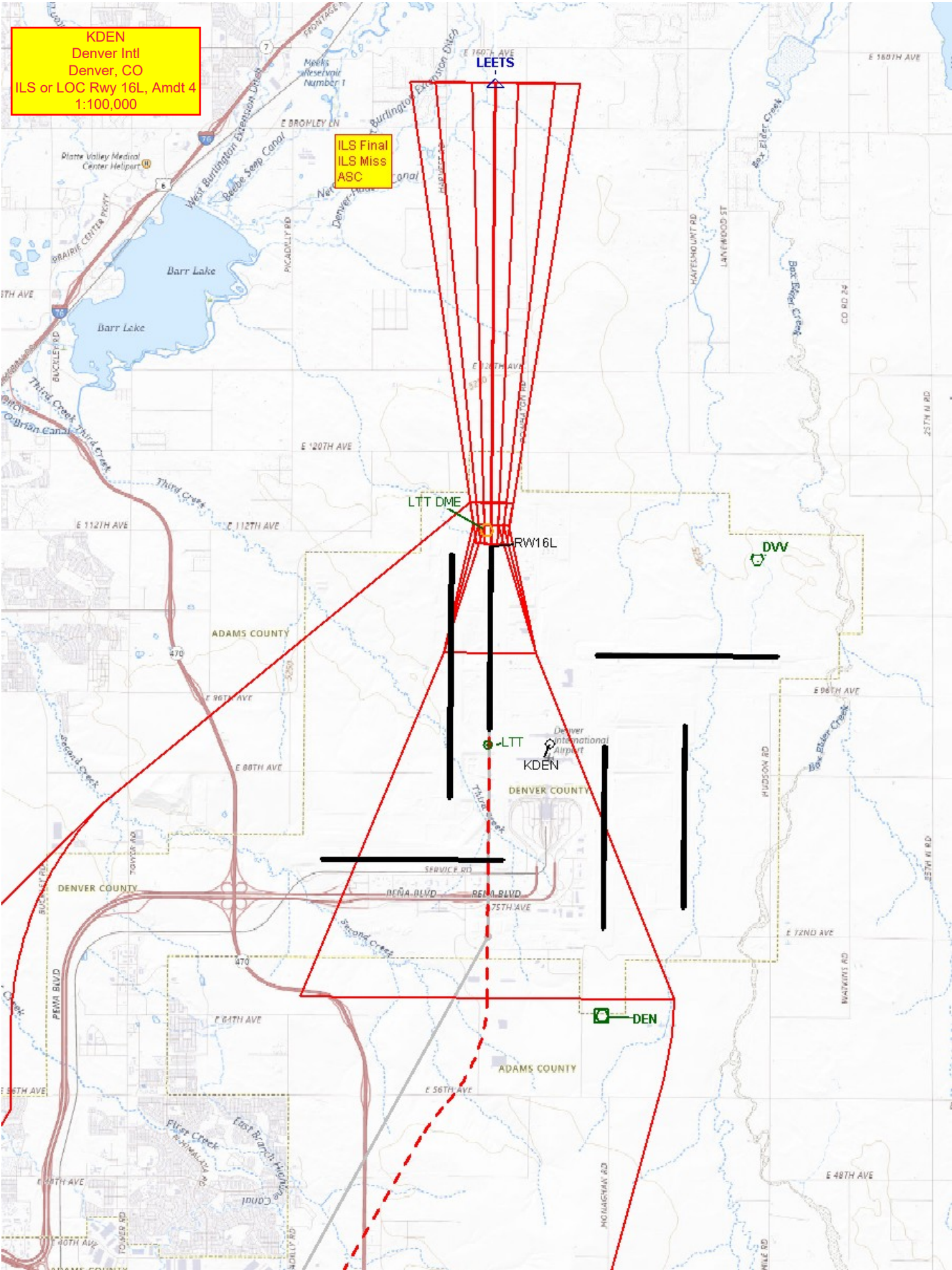
AUTOMATED AL-9077 ILS or LOC RWY 16L

SW-1
28 AUG 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG



KDEN
Denver Intl
Denver, CO
ILS or LOC Rwy 16L, Amdt 4
1:100,000

ILS Final
ILS Miss
ABC



KDEN
Denver Intl
Denver, CO
ILS or LOC Rwy 16L, Amdt 4
1:100,000

