

**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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
DEN	ILS OR LOC RWY 17L	5	DENVER	CO	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
5434	5339	ILS OR LOC RWY 17L	12/11/2014	8E	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
I-BXP		19 MARCH 2026	ROUTINE		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
TSHNR	IAF	KLING		TF	FB	1.00	099.44	3.11	12000
KLING		GAPPY		TF	FB	1.00	131.16	3.31	11000
KIPPR	IAF	GAPPY		TF	FB	1.00	219.53	4.52	11000
GAPPY		GIRTH		TF	FB	1.00	172.54	3.00	10000
GIRTH		GOLFN/19.74 DME/RADAR		TF	FB	1.00	172.54	3.09	9000
WAHUU	IAF	GOLFN/19.74 DME/RADAR		TF	FB	1.00	202.38	3.67	9000
GOLFN/19.74 DME/RADAR		GWENS/17.60 DME/RADAR					172.54 (I-BXP)	2.14	9000
KAILE	IAF	OVVAL		TF	FB	1.00	092.72	3.52	10000
OVVAL		GWENS/17.60 DME/RADAR		TF	FB	1.00	146.99	6.03	9000
GWENS/17.60 DME/RADAR	IF	GRIFS/13.89 DME/RADAR					172.54 (I-BXP)	3.71	9000
GRIFS/13.89 DME/RADAR		HALTR/11.28 DME/RADAR					172.54 (I-BXP)	2.61	9000
HALTR/11.28 DME/RADAR		HHOLT/8.08 DME/RADAR					172.54 (I-BXP)	3.20	8000
HHOLT/8.08 DME/RADAR		IRINE/4.90 DME/RADAR					172.54 (I-BXP)	3.17	7000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT 0.18 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 ON HEADING 121 AND FQF VORTAC R-078 TO LIMEX INT/FQF 31.92 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
34
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT GWENS/17.60 DME/RADAR					
3.	FAC:	172.54	FAF:	IRINE/4.90 DME/RADAR	DIST FAF TO MAP:	5.08
4.	MIN ALT:	GWENS/17.60 DME/RADAR 9000, GRIFS/13.89 DME/RADAR 9000, HALTR/11.28 DME/RADAR 9000, HHOLT/8.08 DME/RADAR 8000, IRINE/4.90 DME/RADAR 7000				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	985
6.	MIN GS INCPT:	7000	GS ALT AT PFAF:	IRINE/4.90 DME/RADAR 7000	OM:	MM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	54.9
8.	MSA FROM:	DVV VORTAC 8100				

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM KAILE, KIPPR, TSHNR OR WAHUU.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C AND D VISIBILITY TO RVR 4500.
CHART SPEED ICON IN PLANVIEW AT TSHNR: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT KIPPR: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT WAHUU: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT KAILE: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE VIEW: I-BXP DME ANTENNA
CHART MANDATORY 13000 AT TSHNR.
CHART MANDATORY 12000 AT KIPPR.
CHART MANDATORY 9000 AT WAHUU.
CHART MANDATORY 11000 AT KAILE.
HOLD W, RT, 078.12 INBOUND.
FAS OBST: 5381 AAO 395624N/1043739W.
CHART VDP AT 0.60 DME.
DISTANCE VDP TO THLD 0.77 NM.

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 17L*	5539	2400	200	5539	2400	200	5539	2400	200	5539	2400	200			
S-LOC 17L	5640	2400	301	5640	2400	301	5640	2400	301	5640	2400	301			



CHANGES - REASONS

1. TERMINAL ROUTES REMOVED I-BXP FROM ALL CONVENTIONAL FROM POINTS – NO LONGER REQUIRED IAW 8260.19J 8-6-4
2. TERMINAL ROUTES REMOVED I-BXP FROM ALL CONVENTIONAL TO POINTS – NO LONGER REQUIRED IAW 8260.19J 8-6-4
3. TERMINAL ROUTES ADDED (I-BXP) TO ALL CONVENTIONAL COURSE SEGMENTS – IAW 8260.19J 8-6-4
4. TERMINAL ROUTES INITIAL TSHNR TO KLING MAG BRG CHANGED FROM 100.51 TO 099.44 – FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
5. TERMINAL ROUTES INITIAL TSHNR TO KLING DISTANCE CHANGED FROM 3.17 NM TO 3.11 NM – FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
6. TERMINAL ROUTES INITIAL KLING TO GAPPY MAG BRG CHANGED FROM 130.83 TO 131.16 - FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
7. TERMINAL ROUTES INITIAL KLING TO GAPPY DISTANCE CHANGED FROM 3.22 NM TO 3.31 NM – FIX KLING RELOCATED TO MEET LEG LENGTH REQUIREMENTS
8. TERMINAL ROUTES INTERMEDIATE STEPDOWN HHOLT TO IRINE DISTANCE CHANGED FROM 3.15 NM TO 3.17 NM – FAF IRINE RELOCATED TO ALGIN WITH ILS
9. TERMINAL ROUTES INTERMEDIATE STEPDOWN HHOLT TO IRINE TO POINT FIX MAKEUP CHANGED FROM "IRINE/I-BXP 4.92 DME/RADAR" TO "IRINE/4.90 DME/RADAR" – FAF IRINE RELOCATED TO ALIGN WITH ILS
10. MISSED APPROACH MAP LOC CHANGED FROM "5.10 NM AFTER IRINE/I-BXP 4.92 DME/RADAR" TO "5.08 NM AFTER IRINE/4.90 DME/RADAR OR AT LOC 0.18 DME" – IAW 8260.19J 8-6-6C & DUE TO FAF IRINE RELOCATING 0.02 NM TO ALIGN WITH ILS DESIGN TCH
11. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 ON HEADING 120 AND FQF VORTAC R-078 TO LIMEX/ FQF 31.92 DME AND HOLD" TO "CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 ON HEADING 121 AND FQF VORTAC R-078 TO LIMEX INT/FQF 31.92 DME AND HOLD" – PER ATC REQUEST MISSED APPROACH REDESIGNED
12. MISSED APPROACH REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS – PER ATC REQUEST NO LONGER REQUIRED DUE TO PENDING DEN VOR/DME DECOMMISSIONING
13. PROFILE LINE 2 CHANGED FROM "PROFILE STARTS AT GWENS/I-BXP 17.60 DME/RADAR" TO "PROFILE STARTS AT GWENS/17.60 DME/RADAR" – IAW 8260.19J 8-6-7
14. PROFILE LINE 3 FAF CHANGED FROM "IRINE/I-BXP 4.92 DME/RADAR" TO "IRINE/4.90 DME/RADAR" – FAF IRINE RELOCATED 0.02 NM TO ALIGN WITH ILS
15. PROFILE LINE 3 DIST FAF TO MAP CHANGED FROM 5.10 NM TO 5.08 NM – FAF IRINE RELOCATED TO ALIGN WITH ILS
16. PROFILE LINE 3 DIST FAF TO THLD CHANGED FROM 5.10 NM TO 5.08 NM – FAF IRINE RELOCATED 0.02 NM TO ALIGN WITH ILS
17. PROFILE LINE 4 CHANGED FROM "GWENS 9000, GRIFS 9000, HALTR 9000, HHOLT 8000, IRINE 7000" TO "GWENS/17.60 DME/RADAR 9000, GRIFS/13.89 DME/RADAR 9000, HALTR/11.28 DME/RADAR 9000, HHOLT/8.08 DME/RADAR 8000, IRINE/4.90 DME/RADAR 7000" – IAW 8260.19J 8-6-7
18. PROFILE LINE 5 DELETED "DIST TO THLD FROM OM: 5.10" – NOT REQUIRED IAW 8260.19K FAF DISTANCE ALREADY DOCUMENTED ON LINE 3 AND PROCEDURE DOES NOT HAVE AN OM
19. PROFILE LINE 5 GS ALT AT PFAF CHANGED FROM "IRINE/I-BXP 4.92 DME/RADAR" TO "IRINE/4.90 DME/RADAR" – FAF IRINE RELOCATED 0.02 NM TO ALIGN WITH ILS
20. PROFILE LINE 6 CHANGED FROM "IRINE 7000" TO "IRINE/4.90 DME/RADAR 7000" – IAW 8260.19J 8-6-7
21. PROFILE LINE 7 TCH CHANGED FROM 48.3 TO 54.9 – TCH CHANGED TO ALIGN WITH ILS AIRNAV DATA
22. PROFILE LINE 8 MSA FROM CHANGED FROM "DEN VOR/DME 9200" TO "DVV VOR/DME 8100" – MSA CENTERPOINT CHANGED DUE TO DEN VOR/DME PENDING DECOMMISSIONING
23. PBN REQUIREMENTS NOTE CHANGED FROM "RADAR OR GPS REQUIRED" TO "RNP APCH-GPS. FROM KAILE, KIPPR, TSHNR OR WAHUU" - IAW 8260.19J 8-6-8
24. EQUIPMENT REQUIREMENTS NOTE CHANGED FROM "CHART NOTE: S-LOC 17L DME OR RADAR REQUIRED" TO "DME OR RADAR REQUIRED" AND MOVED FROM NOTES TO EQUIPMENT REQUIREMENTS NOTE – IAW 8260.19J 8-6-9
25. NOTES CHANGED FROM "VGSI AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19J 8-6-10M
26. NOTES CHANGED FROM "SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 16L/16R AND 17R" TO "SIMULTANEOUS APPROACH AUTHORIZED" – IAW 2860.19J 8-6-12 PARAGRAPH O
27. NOTES CHANGED FROM "RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA" TO "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" – IAW 8260.19J 8-6-12K
28. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT TSHNR: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT TSHNR: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
29. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT KIPPR: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT KIPPR: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
30. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT KAILE: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT KAILE: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
31. NOTES CHANGED FROM "CHART PLANVIEW NOTE: AT WAHUU: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT WAHUU: MAX 210 KIAS" – IAW 8260.19J 4-6-10 & DUE TO IAP CONNECTING TO MULTIPLE STARS WITH SPEED RESTRICTIONS
32. NOTES ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C AND D VISIBILITY TO RVR 4500" – IAW 8260.19J 8-6-12
33. ADDITIONAL FLIGHT DATA CHANGED FROM "CHART FAS OBST: 5369 TREE 395255N/1043846W." TO "FAS OBST: 5381 AAO 395624N/1043739W" – IAW 8260.19J 8-6-11C NEW SURVEY AND FINAL EVALUATION
34. ADDITIONAL FLIGHT DATA REMOVED "5429 AAO 395648N/1043913W" – NO LONGER REQUIRED
35. ADDITIONAL FLIGHT DATA REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W LIMEX/FQF 31.92 DME, RT, 093.44 INBOUND." – ALTERNATE MISSED APPROACH REMOVED PER ATC REQUEST
36. ADDITIONAL FLIGHT DATA CHANGED DISTANCE VDP TO THLD FROM 0.77 NM TO 0.71 NM – NEW LOC MDA AND NEW TCH TO ALIGN WITH ILS IAW 8260.3G FORMULA 2-6-5
37. ADDITIONAL FLIGHT DATA CHART VDP CHANGED FROM 0.54 DME TO 0.60 DME – IAW 8260.3G 2-6-5
38. ADDITIONAL FLIGHT DATA REMOVED "LIMEX/FQF 31.92 DME" – NO LONGER REQUIRED
39. MINIMUMS S-LOC 17L MDA/HAT CHANGED FROM 5620/292 TO 5640/301 – NEW FINAL CONTROLLING OBSTACLE
40. MINIMUMS S-ILS 17L ADDED NOTE SYMBOL * - IAW 8260.19J 8-6-12

9/29/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/14/2025.

1. ADDITIONAL FLIGHT DATA REMOVED "CHART LOC RWY 17R" - NO LONGER REQUIRED
2. ADDITIONAL FLIGHT DATA REMOVED "CHART LOC RWY 16L" - NO LONGER REQUIRED
3. ADDITIONAL FLIGHT DATA REMOVED "CHART LOC RWY 16R" - NO LONGER REQUIRED
4. ADDITIONAL FLIGHT DATA ADDED "CHART IN PROFILE VIEW: I-BXP DME ANTENNA" - IAW 8260.19K 8-6-11S DME ANTENNA IS BEFORE THE THRESHOLD



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER: ZDV, DEN ATCT, DEN APP CON, CO AERO, AIRPORT MANAGER

FLIGHT CHECKED BY

COLTON CROWDER

Digitally signed by

CASIMIR L TABAKA

Jan 14, 2026

OFFICE

AJF

DATE

01/06/2026

DEVELOPED BY

CHARLES HIRST

Digitally signed by

CHARLES HIRST

Aug 14, 2025

OFFICE

AJV-A431

DATE

07/07/2025

APPROVED BY

CASEY HILL

Digitally signed by

CASIMIR L TABAKA

Jan 14, 2026

OFFICE

AJV-A431

DATE

02/12/2026

TITLE

MANAGER

