

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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	RNAV (GPS) Y RWY 17R	2	DENVER	CO		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
5434	5392	RNAV (GPS) Y RWY 17R	1C	10/12/2017	8E	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV		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>
HISSY	IAF	HOOPE		TF	FB	1.00	172.53	2.75	11000
HOOPE	IF	JAPEX		TF	FB	1.00	172.53	4.65	9600
JAPEX		JOMAG		TF	FB	1.00	172.54	2.04	9000
JOMAG		JOSEE		TF	FB	1.00	172.52	3.25	8000
JOSEE		JOULE		TF	FB	1.00	172.53	3.14	7000
JOULE	FAF	RW17R	MAP	TF	FO	0.30	172.53	4.92	
RW17R	MAP	5592 MSL		CA			172.53		
5592 MSL		WUTVO		DF	FB	1.00			
WUTVO		FQF VORTAC		TF	FB	1.00	155.58	6.55	
FQF VORTAC		HOHUM		TF	FO	1.00	200.00	22.49	11000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 11000 DIRECT WUTVO AND TRACK 155.58 TO FQF VORTAC AND TRACK 200.00 TO HOHUM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT HOOPE														
3.	FAC:	172.53	FAF:	JOULE	DIST FAF TO MAP:	4.92	DIST FAF TO THLD:	4.92							
4.	MIN ALT:	HOOPE 11000, JAPEX 9600, JOMAG 9000, JOSEE 8000, JOULE 7000													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		200 HAT:	0.50	GS ANT:				
6.	MIN GP INCPT:	7000	GP ALT AT PFAF:	JOULE 7000					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.0							
8.	MSA FROM:	RW17R 9300													

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -26°C OR ABOVE 54°C.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM.
CHART SPEED ICON IN PLANVIEW AT HISSY: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT HOOPE: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, LT, 200.00 INBOUND.
CHART FAS OBST: 5704 CONTROL TOWER (08-000781) 395145N/1044025W.
CHART VDP AT 1.54 NM TO RW17R.
WAAS CHANNEL # 93529
REFERENCE PATH ID: W17B
CHART MANDATORY 12000 AT HISSY.
LTP HAE: 1621 M

MINIMUMS:

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

ALTERNATE: NA ☐ 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
LPV DA	5592	1800	200	5592	1800	200	5592	1800	200	5592	1800	200			
LNAV/VNAV DA	5857	5000	465	5857	5000	465	5857	5000	465	5857	5000	465			
LNAV MDA	5940	2400	548	5940	2400	548	5940	6000	548	5940	6000	548			



CHANGES - REASONS

1. TERMINAL ROUTES ADDED INITIAL HISSY TO HOOPE – PER ATC REQUEST FOR IAP TO MATCH ILS IAP
2. TERMINAL ROUTES INTERMEDIATE STEPDOWN HOOPE TO JAPEX RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
3. TERMINAL ROUTES INTERMEDIATE STEPDOWN JAPEX TO JOMAG RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
4. TERMINAL ROUTES INTERMEDIATE STEPDOWN JOMAG TO JOSEE RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
5. TERMINAL ROUTES INTERMEDIATE STEPDOWN JOSEE TO JOULE RNP CHANGED FROM 0.5 TO 1 – IAW 8260.58C TABLE 1-2-1
6. TERMINAL ROUTES INTERMEDIATE STEPDOWN JOSEE TO JOULE DISTANCE CHANGED FROM 3.15 NM TO 3.14 NM – FAF JOULE RELOCATED TO ALIGN WITH ILS
7. TERMINAL ROUTES FINAL JOULE TO RW17R DISTANCE CHANGED FROM 4.91 TO 4.92 – FAF JOULE RELOCATED TO ALIGN WITH ILS
8. TERMINAL ROUTES MISSED APPROACH CA LEG CHANGED FROM 5578 MSL TO 5592 MSL – UPDATING TO REFLECT PRIOR P-NOTAM FOR NEW RUNWAY SURVEY & RWY ELEVATION
9. TERMINAL ROUTES MISSED APPROACH DELETED 5578 MSL TO JAKUR DF LEG – MISSED APPROACH REDESIGNED PER ATC REQUEST
10. TERMINAL ROUTES MISSED APPROACH DELETED JAKUR TO HOHUM TF LEG – MISSED APPROACH REDSIGNED PER ATC REQUEST
11. TERMINAL ROUTES MISSED APPROACH ADDED 5592 MSL TO WUTVO DF LEG – MISSED APPROACH REDESIGNED PER ATC REQUEST
12. TERMINAL ROUTES MISSED APPROACH ADDED WUTVO TO FQF VORTAC TF LEG – MISSED APPROACH REDESIGNED PER ATC REQUEST
13. MISSED APPROACH INSTRUCTIONS CHANGED FROM “CLIMB TO 10000 DIRECT JAKUR AND ON TRACK 199.97 TO HOHUM AND HOLD” TO “CLIMB TO 11000 DIRECT WUTVO AND TRACK 155.58 TO FQF VORTAC AND TRACK 200.00 TO HOHUM AND HOLD” – MISSED APPROACH REDESIGNED PER ATC REQUEST
14. PROFILE LINE 3 DIST FAF TO MAP CHANGED FROM 4.91 NM TO 4.92 NM – FAF JOULE RELOCATED TO BE COINCIDENT WITH ILS
15. PROFILE LINE 3 DIST FAF TO THLD CHANGED FROM 4.91 NM TO 4.92 NM – FAF JOULE RELOCATED TO BE COINCIDENT WITH ILS
16. PROFILE LINE 5 ADDED 200: HAT 0.50 – IAW 8260.19J 8-6-7
17. PROFILE LINE 7 ADDED 20:1 IS CLEAR – IAW 8260.19J 8-6-7
18. PROFILE LINE 7 TCH CHANGED FROM 59.6 TO 55.0 – IAW 8260.19J 8-6-7 TCH CHANGED TO BE COINCIDENT WITH ILS
19. PROFILE LINE 8 CHANGED FROM “MSA FROM: RW17R 9400” TO “MSA FROM: RW17R: 9300” – IAW 8260.19J 8-6-7 NEW SURVEY AND MSA OPTIMIZED FOR LOWEST PER ATC REQUEST
20. PBN REQUIREMENTS NOTE ADDED “RNP APCH – GPS” – IAW 8260.19J 8-6-8
21. NOTES REMOVED “RADAR REQUIRED” – NO LONGER REQUIRED
22. NOTES CHANGED FROM “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 16L/16R AND 17L” TO “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED” – IAW 8260.19J 8-6-12
23. NOTES REMOVED “CHART NOTE: DME/DME RNP-0.3 NA” – NO LONGER REQUIRED
24. NOTES CHANGED FROM “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT” TO “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})” – IAW 8260.19J 8-6-10
25. NOTES CHANGED FROM “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 25°C (13°F) OR ABOVE 10°C (50°F)” TO “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -26°C OR ABOVE 54°C” – IAW 8260.19J 8-6-10 NEW 5 YEAR TEMPERATURE STUDY
26. NOTES CHANGED FROM “CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 MILE, AND LNAV CAT C/D TO 1 5/8 MILE” TO “CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM” – IAW 8260.3G TABLE 3-3-1
27. NOTES ADDED “CHART SPEED ICON IN PLANVIEW AT HISSY: MAX 210 KIAS” – IAW 8260.19J 4-6-10 INITIAL FIX HISSY ADDED WITH SPEED RESTRICTION TO BE CONGRUENT WITH ILS IAP
28. ADDITIONAL FLIGHT DATA REMOVED “DISTANCE TO THLD FROM 200 HATH 0.44 NM” – NO LONGER REQUIRED
29. ADDITIONAL FLIGHT DATA REMOVED “*LNAV ONLY” – NO LONGER REQUIRED
30. ADDITIONAL FLIGHT DATA CHANGED FROM “CHART VDP AT 1.55 NM TO RW17R” TO “CHART VDP AT 1.54 NM TO RW17R” – IAW 8260.3G FORMULA 2-6-5 VDP CHANGED DUE TO NEW TCH TO BE COINCIDENT WITH ILS
31. ADDITIONAL FLIGHT DATA ADDED “CHART MANDATORY 12000 AT HISSY” – MANDATORY ALTITUDE AT HISSY PER ATC REQUEST TO BE CONGRUENT WITH ILS IAP
32. ADDITIONAL FLIGHT DATA CHANGED FROM “CHART FAS OBST: 5701 CTRL TWR (08-000781) 395145N/1044025W” TO “CHART FAS OBST: 5704 CONTROL_TOWER (08-000781) 395145N/1044025W” – NEW SURVEY, SAME OBSTACLE BUT UPDATED RECORD TO PULL MOST RECENT DATA
33. MINIMUMS LNAV/VNAV VISIBILITY ALL CATS CHANGED FROM RVR 6000 TO RVR 5000 – IAW 8260.3G TABLE 3-3-1
34. MINIMUMS LNAV VISIBILITY CAT C AND CAT D VISIBILITY CHAGNED FROM 1 ¼ SM TO RVR 6000 – IAW 8260.3G TABLE 3-3-1
35. FAS DATA BLOCK CRC REMAINDER CHANGED FROM “E4E4BCFB” TO “D7205A50” – NEW TCH CHANGED FROM 59.6 TO 55.0 TO BE CONCIDENT WITH ILS AND FPAP LAT/LONG CHANGED FROM 394941.9300N/1043937.9800W TO 394941.8960N/1043937.9845W

10/31/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/15/2025:

1. NOTES ADDED "CHART SPEED ICON IN PLANVIEW AT HISSY: MAX 210 KIAS" - REQUIRED FOR LEG LENGTH FOR ATC VECTORS
2. NOTES CHANGED FROM "CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS" TO "CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS" - IAW 8260.19K 8-6-12



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZDV, DEN ATCT, DEN APP CON, CO AERO, AMGR

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 21, 2025

OFFICE

AJV-A431

DATE

07/15/2025

APPROVED BY

CASEY HILL

Digitally signed by
CASIMIR L TABAKA
Nov 19, 2025

OFFICE

AJV-A431

DATE

02/12/2026

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KDEN
RW17R
0
Y
0
W17B
395140.4820N
1043936.5560W
+16210
394941.8960N
1043937.9845W
00055.0
F
03.00
106.75
0000
40.0
35.0

CRC REMAINDER

D7205A50

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K2
+16392
+16392

