

**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> DEN	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 35L	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> DENVER	<u>STATE</u> CO
<u>AIRPORT ELEVATION</u> 5434	<u>TDZE</u> 5434	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 35L	<u>DATED</u> 10/12/2017	<u>MAG VAR</u> 8E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 19 MARCH 2026	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2015
				<u>CANCEL/SUSPEND</u>

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>
CHAPP	IAF	CRUUP		TF	FB	1.00	352.53	2.72	11000
CRUUP	IF	CHOLA		TF	FB	1.00	352.53	3.15	10000
CHOLA		CELBI		TF	FB	1.00	352.53	3.25	9000
CELBI		DYMON		TF	FB	1.00	352.53	6.45	7000
DYMON	FAF	DAPGE/2.00 NM TO RW35L		TF	FB	0.30	352.53	2.75	
DAPGE/2.00 NM TO RW35L		RW35L	MAP	TF	FO	0.30	352.53	2.00	
RW35L	MAP	5634 MSL		CA			352.53		
5634 MSL		MAXPU		DF	FO	1.00			
MAXPU		GLL VOR/DME		TF	FO	1.00	359.71	36.39	10000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW35L

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 DIRECT MAXPU AND ON TRACK 359.71 TO GLL VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
1. PT
2. PROFILE STARTS AT CRUUP
3. FAC: 352.53 FAF: DYMON DIST FAF TO MAP: 4.75 DIST FAF TO THLD: 4.75
4. MIN ALT: CRUUP 11000, CHOLA 10000, CELBI 9000, DYMON 7000, DAPGE/2.00 NM TO RW35L 6120
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 200 HAT: 0.46 GS ANT: MM: IM:
6. MIN GP INCPT: 7000 GP ALT AT PFAF: DYMON 7000 OM:
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 52.7
8. MSA FROM: RW35L 9200

QUALITY
8
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -26°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4000, INCREASE LNAV VISIBILITY CAT C AND CAT D TO RVR 5500.
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART SPEED ICON IN PLANVIEW AT CHAPP: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT CRUUP: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD NE, RT, 210.00 INBOUND.
CHART FAS OBST: 5517 TOWER (08-022507) 394911N/1044008W.
CHART 5637 POLE (08-073228) 394734N/1044037W.
CHART VDP AT 0.86 NM TO RW35L.
WAAS CHANNEL # 53419
REFERENCE PATH ID: W35A
CHART MANDATORY 12000 AT CHAPP.
LTP HAE: 1638.1 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	5634	1800	200	5634	1800	200	5634	1800	200	5634	1800	200			
LNAV/VNAV DA	5684	2400	250	5684	2400	250	5684	2400	250	5684	2400	250			
LNAV MDA	5780	2400	346	5780	2400	346	5780	3000	346	5780	3000	346			



CHANGES - REASONS

-TERMINAL ROUTES: CHANGED PFAF DYMON FROM "394457.47N/1043941.39W" TO "394456.62N/1043941.40W" (86.15 FT S) - NEW EVALUATION WITH DESIGN TCH.
-TERMINAL ROUTES: INTERMEDIATE STEPDOWN LEG CELBI - DYMON DISTANCE CHANGED FROM 6.46 NM TO 6.45 NM - DUE TO PFAF MOVEMENT.
-TERMINAL ROUTES: ADDED IAF LEG CHAPP "392922.11N/1043952.54W" TO CRUUP "393205.280N/1043950.600W" 2.72 NM- PER ATC REQUEST TO MATCH OTHER 35L PROCEDURES AT KDEN.
-MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 10000 THEN RIGHT TURN DIRECT GLL VOR/DME AND HOLD TO CLIMB" TO "10000 DIRECT MAXPU AND ON TRACK 359.71 TO GLL VOR/DME AND HOLD". - PER ATC REQUEST OF NEW MISSED HOLDING FOR SEPARATION.
-MISSED APPROACH: ADDED FIX "MAXPU" TO MISSED APPROACH - PER ATC REQUEST TO MATCH ILS OR LOC RWY 35L MISSED APPROACH I-AQD ILS 2.29 DME TURNING POINT.

-PROFILE: LINE 3 UPDATED PFAF DYMON DIST FAF TO MAP AND THLD FROM "4.74" TO "4.75" - NEW EVALUATION,IAW 8260.19K 8-6-7.
-PROFILE: LINE 7 TCH UPDATED FROM "57.2" TO "52.7" - MATCH ILS DESIGN TCH IN AIRNAV.
-PROFILE: LINE 7 ADDED 20:1 IS CLEAR – IAW 8260.19K 8-6-7
-NOTES: REMOVED "DME/DME RNP-0.3 NA" ADDED PBN REQUIREMENTS NOTE: "RNP APCH - GPS" - AW 8260.19K 8-6-8.
-NOTES: UPDATED VGSI NOTE FROM "VGSI AND RNAV GLIDEPATH NOT COINCIDENT" TO "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19K 8-6-10.
-NOTES: UPDATED BARO-VNAV NOTE FROM "OR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -25C (-13F) OR ABOVE 10C (50F)" TO "FOR UNCOMPENSATED BAROVNAV SYSTEMS, PROCEDURE NA BELOW -26°C OR ABOVE 54°C" – IAW 8260.19K 8-6-10.
-NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT CHAPP: MAX 210 KIAS" - PER ATC REQUEST TO MATCH OTHER 35L PROCEDURES AT KDEN.
-NOTES: REMOVED "CHART PLANVIEW NOTE: RADAR REQUIRED" - NO LONGER REQUIRED.
-NOTES: UPDATED NOTE FROM "FOR INOPERATIVE ALSF, INCREASE LNAV/VNAV VISIBILITY ALL CATS TO RVR 4000" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4000" AND ADDED NOTE "INCREASE LNAV VISIBILITY CAT C AND CAT D TO RVR 5500" - IAW 8260.3G VISIBILITY TABLE 3-3-1.
-NOTES CHANGED FROM "SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 34L, RWY 34R, AND 35R" TO "SIMULTANEOUS APPROACH AUTHORIZED" – IAW 2860.19K 8-6-12.
-NOTES ADDED "USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS" – IAW 2860.19K 8-6-12.
-ADDITIONAL FLIGHT DATA: ADDED MANDATORY ALTITUDE 12000 FOR CHAPP - NEW IAF LEG PER ATC REQUEST TO MATCH ILS OR LOC RWY 35L.
-ADDITIONAL FLIGHT DATA: ADDED AIRSPEED RESTRICTION 210 KT AT CHAPP - NEW IAF LEG PER ATC.
-ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM 5529 TREE 394825N/1044013W TO 5517 TOWER (08-022507) 394911N/1044008W - NEW EVALUATION.
-ADDITIONAL FLIGHT DATA: ADDED 7:1 5637 POLE (08-073228) 394734N/1044037 - NEW EVALUATION.
-FAS DATA UPDATED: FPAP LATITUDE/LONGITUDE CHANGED FROM "395140.4800N/1043936.56W" TO "395140.5120N/1043936.5555W" , THRESHOLD CROSSING HEIGHT (TCH) FROM 57.2 TO 52.7 AND CRC REMAINDER CHANGED FROM "0CD9A4C5" TO "0D35BE17" - DUE TO UPDATED AIRNAV DATA.

10/02/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/18/2025.
1. NOTES: ADDED CHART SPEED AT CRUUP: MAX 210 KIAS.
2. CHANGED MISSED APPROACH FIX MAXPU FROM FB TO FO - TO PREVENT EARLY TURNS.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

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HAI

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NBAA

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OTHER:

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

<u>FLIGHT CHECKED BY</u> NATHAN J CHOTT	<i>Digitally signed by</i> ROBERT G HAMILTON Jan 14, 2026	<u>OFFICE</u> AJF	<u>DATE</u> 12/16/2025
<u>DEVELOPED BY</u> TROY PURNELL	<i>Digitally signed by</i> ROBERT G HAMILTON Jan 14, 2026	<u>OFFICE</u> AJV-A433	<u>DATE</u> 07/18/2025
<u>APPROVED BY</u> ROBERT G HAMILTON	<i>Digitally signed by</i> ROBERT G HAMILTON Jan 14, 2026	<u>OFFICE</u> AJV-A433	<u>DATE</u> 02/12/2026



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KDEN
RUNWAY	RW35L
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W35A
LTP/FTP LATITUDE	394941.9260N
LTP/FTP LONGITUDE	1043937.9840W
LTP/FTP ELLIPSOIDAL HEIGHT	+16381
FPAP LATITUDE	395140.5120N
FPAP LONGITUDE	1043936.5555W
THRESHOLD CROSSING HEIGHT (TCH)	00052.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	0D35BE17

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+16562
FPAP ORTHOMETRIC HEIGHT	+16562

