

**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.

AIRPORT ID
DEN

PROCEDURE NAME
ILS OR LOC RWY 35L
ILS RWY 35L (SA CAT I)
ILS RWY 35L (CAT II)
ILS RWY 35L (CAT III)

ORIGINAL/AMENDMENT
6

CITY
DENVER

STATE
CO

AIRPORT ELEVATION
5434

TDZE
5434

SUPERSEDED
ILS OR LOC RWY 35L
ILS RWY 35L (SA CAT I)
ILS RWY 35L (CAT II)
ILS RWY 35L (CAT III)

ORIGINAL/AMENDMENT
5B

DATED
07/19/2018

MAG VAR
8E

EPOCH YEAR
2015

FACILITY
I-AQD

COORDINATES OF FACILITIES

ACTUAL EFFECTIVE DATE
19 MARCH 2026

REQUIRED EFFECTIVE DATE
ROUTINE

CANCEL/SUSPEND

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>
LDORA	IAF	KARVE		TF	FB	1.00	060.92	4.59	12000
BOSSS	IAF	EPICC		TF	FB	1.00	293.16	2.66	12000
TELLR	IAF	VAIIL		TF	FB	1.00	059.93	3.58	11000
CHAPP/I-AQD 22.46 DME/RADAR	IAF	CRUUP/I-AQD 19.75 DME/RADAR					352.53 (I-AQD)	2.72	11000
KARVE		CPPER		TF	FB	1.00	023.49	2.75	12000
CPPER		CHAPP/I-AQD 22.46 DME/RADAR		TF	FB	1.00	352.53	3.76	12000
EPICC		CPPER		TF	FB	1.00	324.36	2.60	12000
VAIIL		CRUUP/I-AQD 19.75 DME/RADAR		TF	FB	1.00	007.02	4.80	11000
CRUUP/I-AQD 19.75 DME/RADAR	IF	CHOLA/I-AQD 16.60 DME/RADAR					352.53 (I-AQD)	3.15	10000
CHOLA/I-AQD 16.60 DME/RADAR		CELBI/I-AQD 13.35 DME/RADAR					352.53 (I-AQD)	3.25	9000
CELBI/I-AQD 13.35 DME/RADAR		DYMON/I-AQD 6.90 DME/RADAR					352.53 (I-AQD)	6.45	7000

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.75 NM AFTER DYMON/I-AQD 6.90 DME/RADAR OR AT I-AQD 2.15 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 ON HEADING 353 TO I-AQD 2.29 DME NORTH OF I-AQD AND DIRECT GLL VOR/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 CRUUP/I-AQD 19.75 DME/RADAR								
3.	FAC:	352.53	FAF:	DYMON/I-AQD 6.90 DME/RADAR	DIST FAF TO MAP:	4.75	DIST FAF TO THLD:	4.75	
4.	MIN ALT:	CRUUP/I-AQD 19.75 DME/RADAR 11000, CHOLA/I-AQD 16.60 DME/RADAR 10000, CELBI/I-AQD 13.35 DME/RADAR 9000, DYMON/I-AQD 6.90 DME/RADAR 7000, DAPGE/I-AQD 4.15 DME/RADAR 6120							
5.	DIST TO THLD FROM OM:	MM:	IM:	100 HAT:	906.00	150 HAT:	1858	GS ANT:	1101
6.	MIN GS INCPT:	7000	GS ALT AT PFAF:	DYMON/I-AQD 6.90 DME/RADAR 7000		OM:	MM:	IM:	
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	52.7			
8.	MSA FROM:	DVV VORTAC 8100							

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM BOSSS, LDORA OR TELLR.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35L: CAT A, B, C, D, RA 165, RVR 1400, HAT 150, DA 5584 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35L: CAT A, B, C, D, RA 115, RVR 1200, HAT 100, DA 5534 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35L: CAT A, B, C, D, RVR 300
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
CHART SPEED ICON IN PLANVIEW AT LDORA: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT BOSSS: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT TELLR: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD NE, RT, 205.00 INBOUND.
CHART FAS OBST: 5483 NAVAID (08-022490) 394845N/1043939W.
CHART 5511 RIG (08-081543) 394736N/1043924W.
CHART VDP AT 2.95 DME.
DISTANCE VDP TO THLD 0.80 NM.
CHART MANDATORY 13000 AT LDORA.
CHART MANDATORY 12000 AT BOSSS.
CHART MANDATORY 11000 AT TELLR.
CHART MANDATORY 12000 AT CHAPP.



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 35L	5634	1800	200	5634	1800	200	5634	1800	200	5634	1800	200			
S-LOC 35L	5760	2400	326	5760	2400	326	5760	2600	326	5760	2600	326			

CHANGES - REASONS

-EQUIPMENT REQUIREMENTS NOTES: REMOVED "RNAV 1-GPS OR RADAR REQUIRED FOR PROCEDURE ENTRY" - IAW 8260.19K 8-6-10 G.

-PBN REQUIREMENTS NOTES: ADDED "RNP APCH-GPS. FROM BOSSS, LDORA OR TELLR." - IAW 8260.19K 8-6-8.

-EQUIPMENT REQUIRED NOTES: REMOVED "FOR LOC ONLY" FROM "DME OR RADAR REQUIRED FOR LOC ONLY" - IAW 8260.19K 8-6-9 AND ILS AIRCRAFT WILL ALSO NEED RADAR OR DME TO ID ALL FIXES.

-TERMINAL ROUTES: MOVED PFAF DYMON FROM DYMON/I-AQD 6.89 DME/RADAR 6.46NM "394457.47N/1043941.39W" TO DYMON/I-AQD 6.90 DME/RADAR 6.45NM "394456.62N/1043941.40W" (86.15 FT S) - NEW EVALUATION WITH DESIGN TCH.

-MISSED APPROACH: REMOVED ALTERNATE MA - PER ATC REQUEST.

-MISSED APPROACH: CHANGED MISSED APPROACH FROM CLIMB TO 10000 THEN RIGHT TURN DIRECT GLL VOR/DME AND HOLD TO CLIMB TO 10000 ON HEADING 353 TO I-AQD 2.29 DME BEFORE TURNING DIRECT GLL VOR/DME AND HOLD - PER ATC REQUEST OF NEW MISSED HOLDING FOR SEPARATION.

-NOTES CHANGED FROM "VGSI AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19K 8-6-10.

-NOTES: CHANGED FROM "CHART IN PLANVIEW NOTE: AT LDORA" TO "CHART SPEED ICON IN PLANVIEW AT LDORA :MAX 210 KIAS" - IAW 8260.19K 4-6-10.

-NOTES: CHANGED FROM "CHART IN PLANVIEW NOTE: AT BOSSS" TO "CHART SPEED ICON IN PLANVIEW AT BOSSS :MAX 210 KIAS" - IAW 8260.19K 4-6-10.

-NOTES: CHANGED FROM "CHART IN PLANVIEW NOTE: AT TELLR" TO "CHART SPEED ICON IN PLANVIEW AT TELLR :MAX 210 KIAS" - IAW 8260.19K 4-6-10.

-NOTES: CHANGED FROM: "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL." - IAW 8260.19K 8-6-12.

-PROFILE: LINE 3 UPDATED PFAF FROM DYMON/I-AQD 6.89 DME TO DYMON/I-AQD 6.90 DME, DIST FAF TO MAP AND FAF TO THLD FROM 4.74 TO 4.75 - NEW EVALUATION.

-PROFILE: LINE 5 UPDATED 100 HAT FROM 820 TO 906, 150 HAT FROM 1775 TO 1858 - NEW EVALUATION.

-PROFILE: LINE 7 TCH UPDATED FROM 57.2 TO 52.7 - NEW PROCEDURE DESIGN TCH.

-PROFILE: LINE 8 CHANGED MSA FROM DEN VOR/DME TO DVV VORTAC - FOR ANTICIPATED DECOMMISSIONING OF DEN VOR, NEW EVALUATION IAW 8260.19K 8-6-7.

-ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM 5599 TREE 394719N/1044016W TO 5483 NAVAID (08-022490) 394845N/1043939W - NEW EVALUATION.

-ADDITIONAL FLIGHT DATA: ADDED 7:1 "CHART 5511 RIG (08-081543) 394736N/1043924W" - NEW OBSTACLE AND CANCELS FDC NOTAM 3/4557 WITH AMDT 6.

-ADDITIONAL FLIGHT DATA: REMOVED *LOC ONLY - NO LONGER REQUIRED.

10/02/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/18/2025.

1. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 10000 ON HEADING 353 TO I-AQD 2.29 DME BEFORE TURNING DIRECT GLL VOR/DME AND HOLD" TO "CLIMB TO 10000 ON HEADING 353 TO I-AQD 2.29 DME NORTH OF I-AQD AND DIRECT GLL VOR/DME AND HOLD."

2. CHANGED LOC MAP FROM "4.75 NM AFTER DYMON/I-AQD 6.90 DME/RADAR OR AT I-AQD /2.15 DME" TO "4.75 NM AFTER DYMON/I-AQD 6.90 DME/RADAR OR AT I-AQD 2.15 DME".

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZDV, DEN ATCT, DEN APP CON, CO AERO, AMGR

FLIGHT CHECKED BY
NATHAN J CHOTT

Digitally signed by
ROBERT G HAMILTON
Jan 14, 2026

OFFICE
AJF
DATE
12/16/2025

DEVELOPED BY
TROY PURNELL

Digitally signed by
ROBERT G HAMILTON
Jan 14, 2026

OFFICE
AJV-A433
DATE
07/18/2025

APPROVED BY
ROBERT G HAMILTON

Digitally signed by
ROBERT G HAMILTON
Jan 14, 2026

OFFICE
AJV-A433
DATE

TITLE
MANAGER

