

ILS RWY 34R (CAT II & III)
DENVER INTL (DEN)

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

ROUTING TO BFREE
(not to scale)

BFREE

10000 018° (2.7)

(IAF) TELLR 11000 210K

BHAPY

10000 353° (3.8)

10500 060° (2.2)

(IAF) LDORA 13000 210K

12000 064° (3.1)

FLUFF

BREKK

11000 018° (3.4)

11000 322° (3.1)

PAAAS

12000 279° (3.3)

(IAF) BOSSS 12000 210K

10000 24.6

10000

Diagram showing the connection of a 10000 RADAR sensor to a BFREE sensor. The 10000 RADAR is connected to the I-OUT of the BFREE sensor. The BFREE sensor is also connected to a 10000 RADAR. The diagram includes a note: "SEE INSET FOR ROUTING TO BFREE".

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).				5800 ↑ CORDE I-OUF [7.1] RADAR	10000 hdg 270° R-306	FQF R-306	HYGEN △
BFREE I-OUF [24.6] RADAR	BOOBO I-OUF [22] RADAR	BENG I-OUF [18.7] RADAR	BOENG I-OUF [14] RADAR				
CATEGORY	A						
S-ILS 34R	CAT II RA 155/12 100 DA 5454						
S-ILS 34R	CAT IIIa RVR 07						
S-ILS 34R	CAT IIIb RVR 03						
S-ILS 34R	CAT IIIc NA						

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED