

LOC/DME I-BXP 110.15 Chan 38 (Y)	APP CRS 173°	Rwy Ldg TDZE 5339 Apt Elev 5434
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ILS or LOC RWY 17L

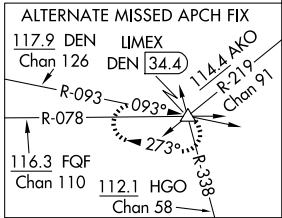
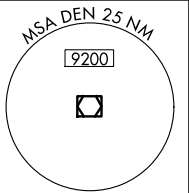
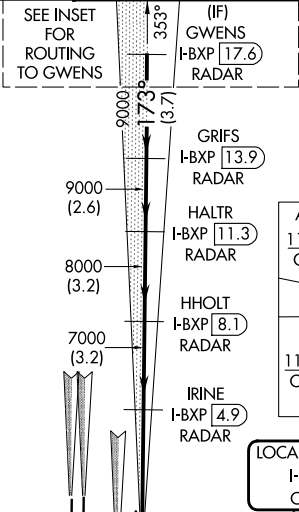
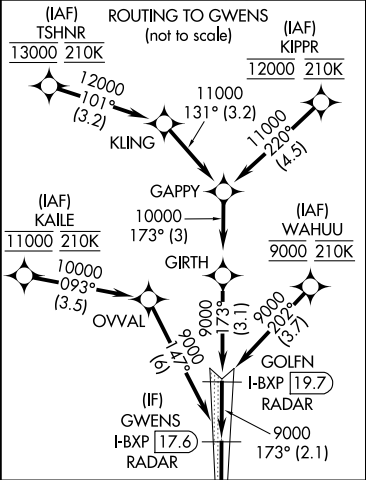
DENVER INTL (DEN)

For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500.
S-LOC 17L DME or RADAR required. Simultaneous approaches
authorized with Rwy 17R and 16L/16R.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5900
then climbing left turn to 10000 on
heading 120° and FQF VORTAC R-078
to UMEX INT/FQF 31.9 DME and hold.

D-ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 132.35 239.275	GND CON 121.35 379.175 (W) 121.85 377.1 (E)
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LOCALIZER, 110.15

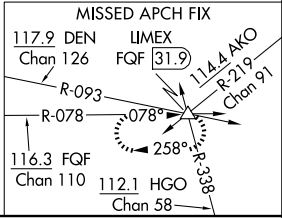
I-BXP

Chan 38(Y)

DENVER

117.9 DEN

Chan 126



ELEV 5434

TDZE 5339

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R,
17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

RADAR or GPS
REQUIRED

5900 10000 FQF R-078 UMEX

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 66).

IRINE HALTR GRIFS GWENS
I-BXP I-BXP I-BXP I-BXP
[4.9] [11.3] [13.9] [17.6]
RADAR RADAR RADAR RADAR

HHOLT
I-BXP [8.1]
RADAR

9000 9000 9000 9000

7000 8000 9000

0.7 4.4 NM 3.2 NM 3.2 NM 2.6 NM 3.7 NM

CATEGORY	A	B	C	D
S-ILS 17L	# 5539/24 200 (200-½)			
S-LOC 17L	5620/24 281 (200-½)			