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List of pages in this Trip Kit

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Airport Information For KDEN
Terminal Charts For KDEN
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

Location: Denver CO USA
IATA Code: DEN
Lat/Long: N39° 51.7' W104° 40.4'
Elevation: 5434 ft

Airport Use: Public
Magnetic Variation: 8.3°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), 100-130 Octane, Mogas, Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1420 Z
Sunset: 2349 Z,

Runway Information

Runway: 07
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5352 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5354 ft
Lighting: Edge, ALS, Centerline

Runway: 16L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5357 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 16000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 5326 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 17L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5339 ft
Lighting: Edge, ALS, Centerline

Runway: 17R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5392 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5355 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5309 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 16000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 5327 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5354 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5434 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5370 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

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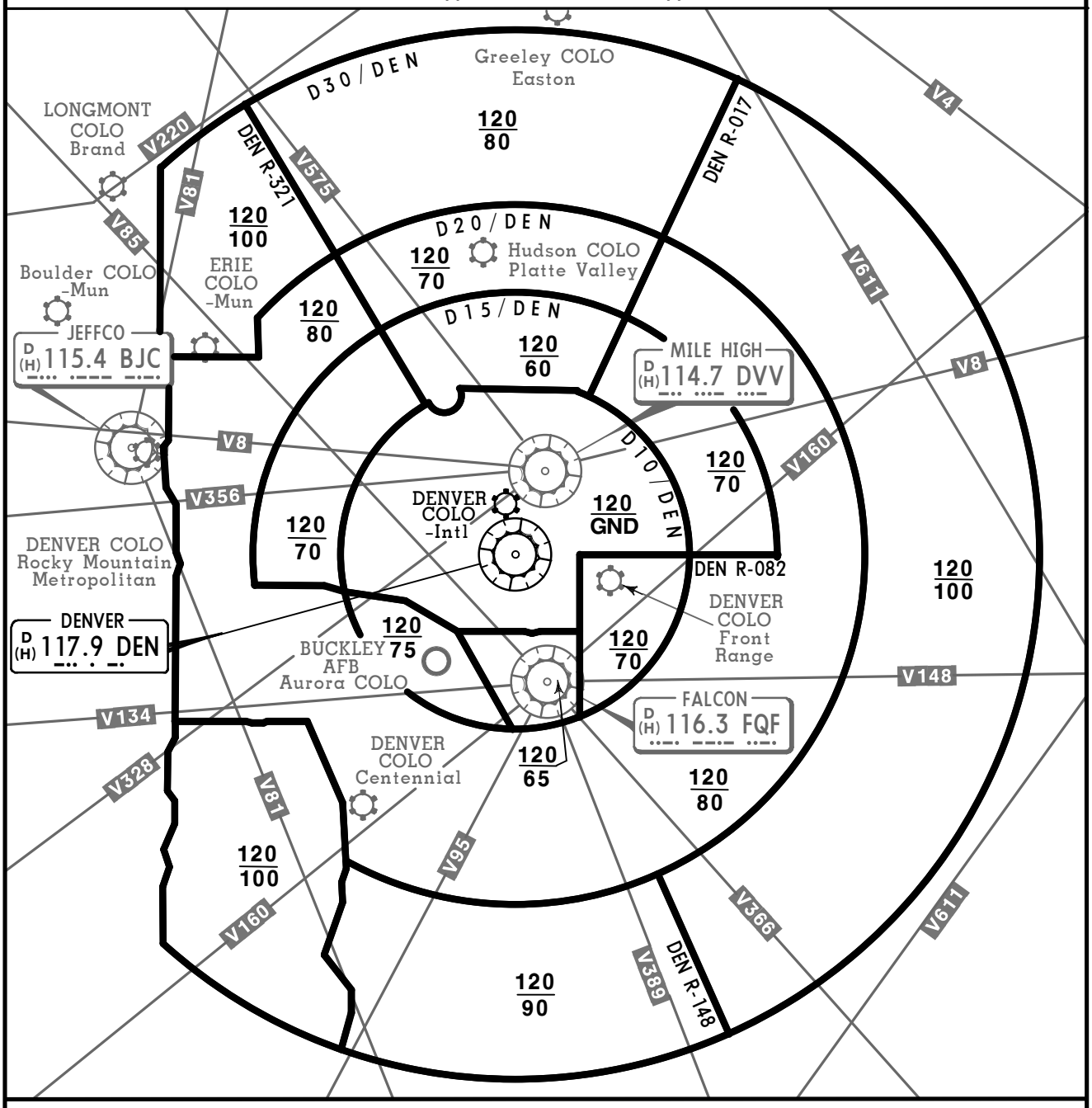
ATIS 134.025 Departure Service
ATIS 125.6 Arrival Service
Denver Tower 135.3
Denver Tower 128.75
Denver Tower 133.3
Denver Tower 132.35
Denver Ground Control 127.5
Denver Ground Control 121.85
Denver Ramp/Taxi Control 131.975
Denver Ramp/Taxi Control 130.95
Denver Ramp/Taxi Control 130.6
Denver Ramp/Taxi Control 119.475
Denver Ramp/Taxi Control 129.025 Secondary
Denver Clearance Delivery 118.75
Denver Approach Control 120.35
Denver Approach Control 119.3
Denver Approach Control 120.8
Denver Approach Control 126.55 Secondary
Denver Approach Control 124.95 Secondary
Denver App TCA 126.1 (226°-315°)
Denver App TCA 128.45 (136°-225°)
Denver App TCA 134.85 (316°-45°)
Denver App TCA 128.25 (46°-135°)
Denver Departure Control 126.1 (226°-315°)
Denver Departure Control 128.45 (136°-225°)
Denver Departure Control 127.05
Denver Departure Control 128.25 (46°-135°)
Denver Intl Unicom 122.95
Denver Flight Service Station 123.65 RCO

DENVER CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N **Denver App** 134.85 E **Denver App** 128.25
S **Denver App** 128.45 W **Denver App** 126.1



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact DENVER RADAR on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with DENVER RADAR for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Denver International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

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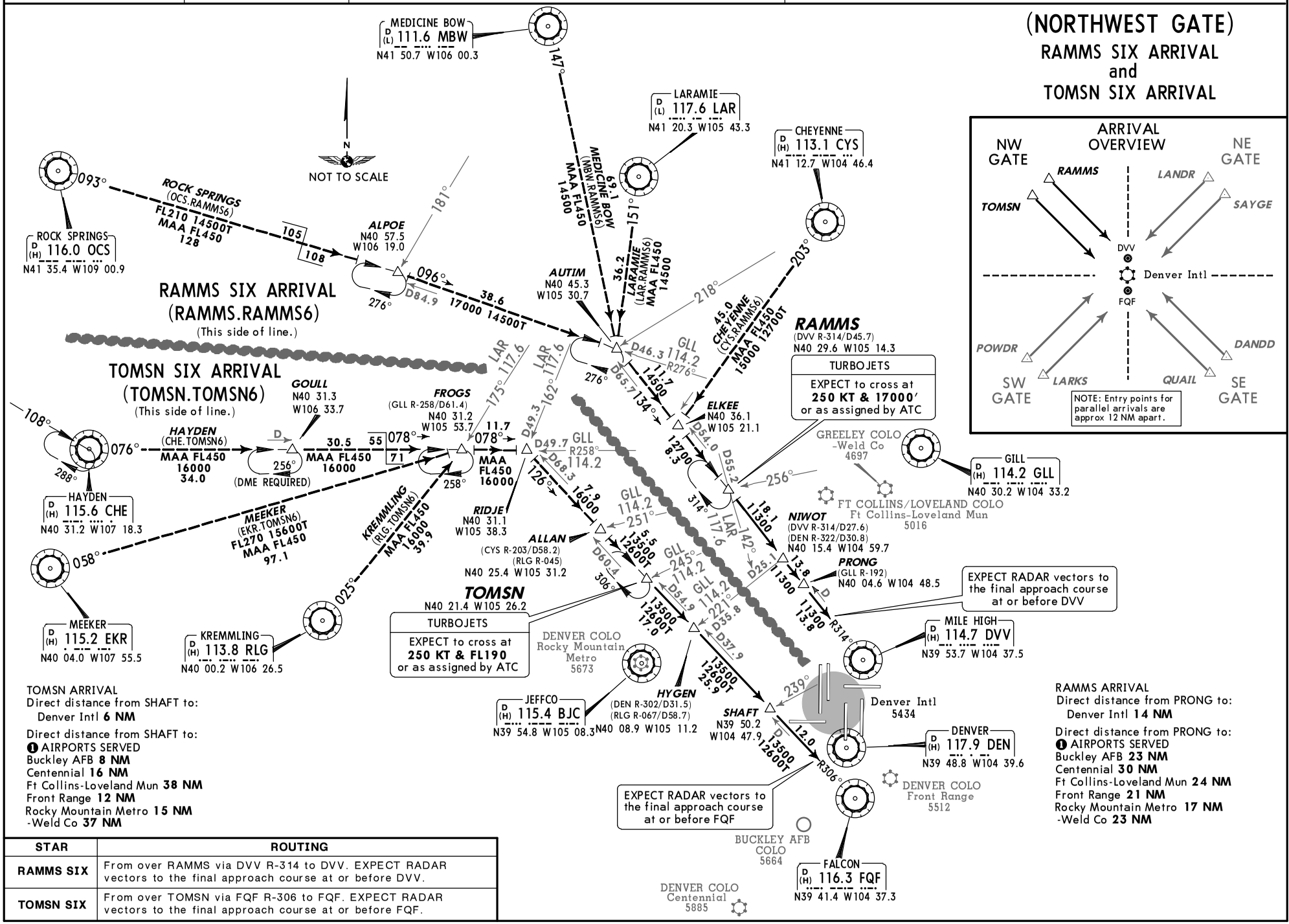
DENVER INTL D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	Also serves ❶

(NORTHWEST GATE)
RAMMS SIX ARRIVAL and TOMSN SIX ARRIVAL



TOMSN ARRIVAL
Direct distance from SHAFT to:
Denver Intl **6 NM**

Direct distance from SHAFT to:
❶ AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **16 NM**
Ft Collins-Loveland Mun **38 NM**
Front Range **12 NM**
Rocky Mountain Metro **15 NM**
-Weld Co **37 NM**

RAMMS ARRIVAL
Direct distance from PRONG to:
Denver Intl **14 NM**

Direct distance from PRONG to:
❶ AIRPORTS SERVED
Buckley AFB **23 NM**
Centennial **30 NM**
Ft Collins-Loveland Mun **24 NM**
Front Range **21 NM**
Rocky Mountain Metro **17 NM**
-Weld Co **23 NM**

STAR	ROUTING
RAMMS SIX	From over RAMMS via DVV R-314 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN SIX	From over TOMSN via FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: Arrivals revised, renumbered.

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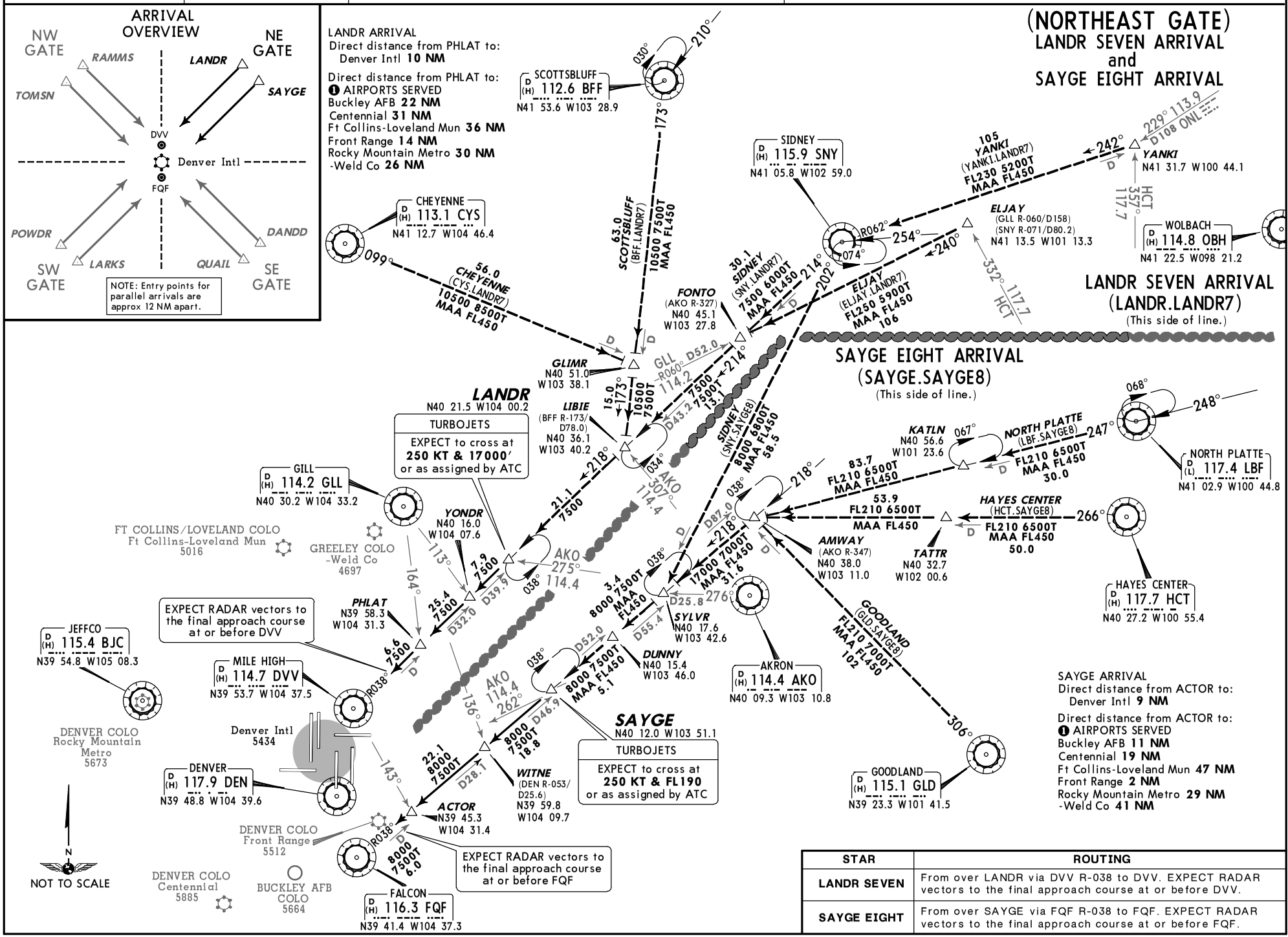
DENVER INTL D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. DME required for SAYGE arrival. 2. Also serves ❶



STAR	ROUTING
LANDR SEVEN	From over LANDR via DVV R-038 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE EIGHT	From over SAYGE via FQF R-038 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: Arrivals revised, renumbered.

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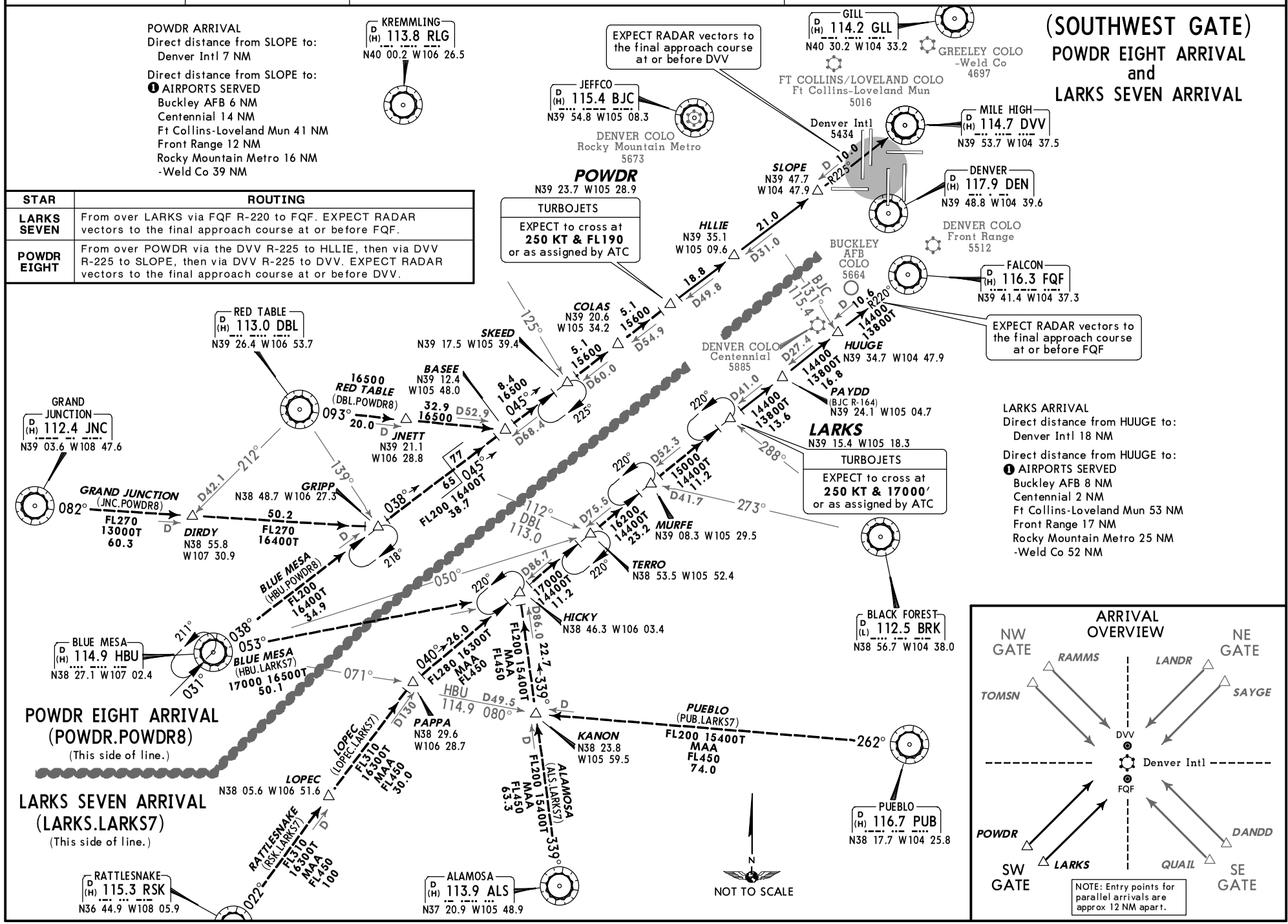
DENVER INTL D-ATIS Arrival 125.6	*Apt Elev See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. DME required for POWDR Arrival.** 2. Also serves ❶

(SOUTHWEST GATE)
POWDR EIGHT ARRIVAL and LARKS SEVEN ARRIVAL

POWDR ARRIVAL
Direct distance from SLOPE to:
Denver Intl 7 NM

Direct distance from SLOPE to:
❶ AIRPORTS SERVED
Buckley AFB 6 NM
Centennial 14 NM
Ft Collins-Loveland Mun 41 NM
Front Range 12 NM
Rocky Mountain Metro 16 NM
-Weld Co 39 NM

STAR	ROUTING
LARKS SEVEN	From over LARKS via FQF R-220 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.
POWDR EIGHT	From over POWDR via the DVV R-225 to HLLIE, then via DVV R-225 to SLOPE, then via DVV R-225 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.



LARKS ARRIVAL
Direct distance from HUUGE to:
Denver Intl 18 NM

Direct distance from HUUGE to:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 2 NM
Ft Collins-Loveland Mun 53 NM
Front Range 17 NM
Rocky Mountain Metro 25 NM
-Weld Co 52 NM

CHANGES: KANON formation.

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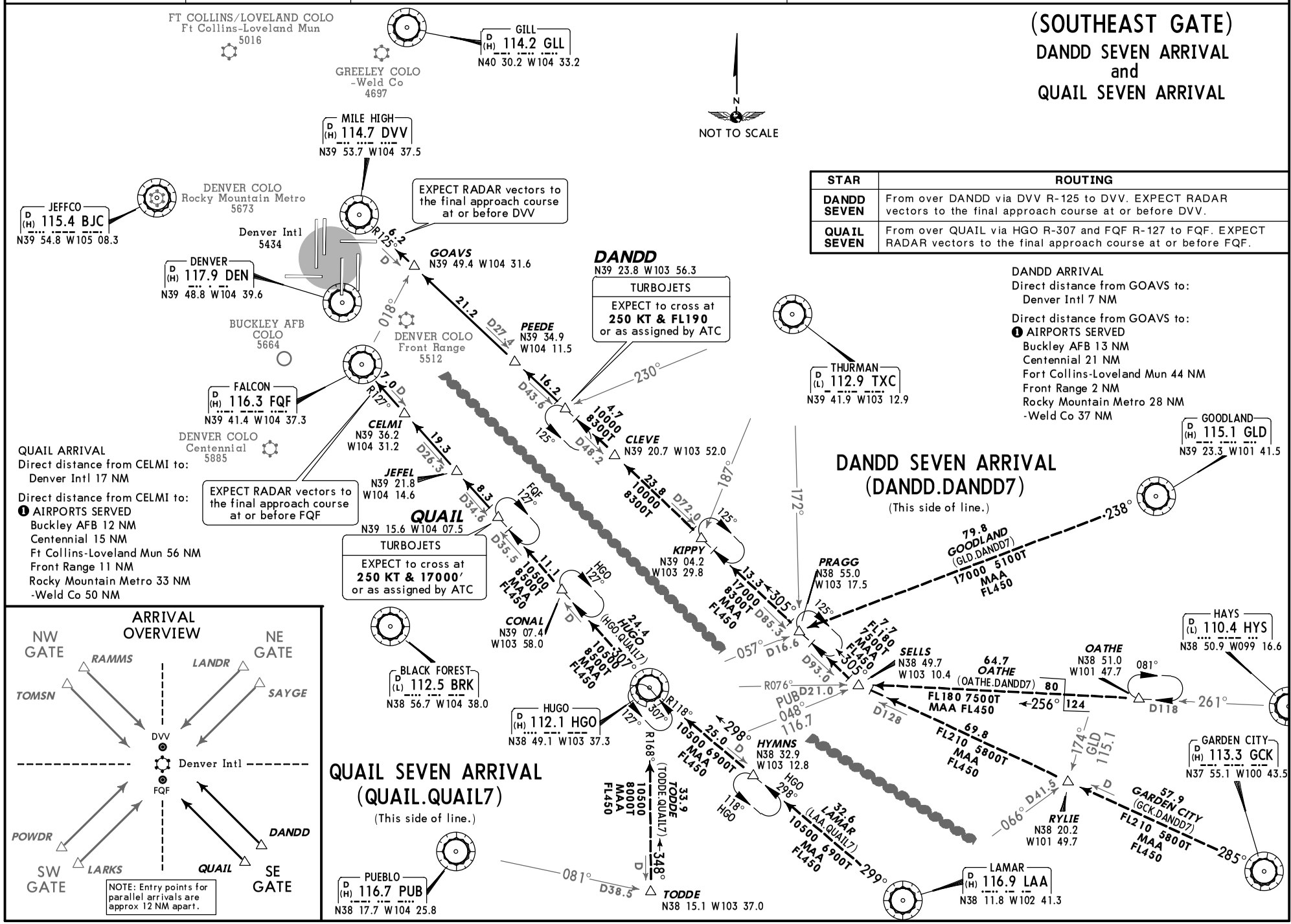
DENVER INTL D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. DME required for DANDD arrival. 2. DME required for QUAIL arrival. 3. Also serves ❶

(SOUTHEAST GATE)
DANDD SEVEN ARRIVAL and QUAIL SEVEN ARRIVAL



STAR	ROUTING
DANDD SEVEN	From over DANDD via DVV R-125 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
QUAIL SEVEN	From over QUAIL via HGO R-307 and FQF R-127 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

DANDD ARRIVAL
Direct distance from GOAVS to:
Denver Intl 7 NM

Direct distance from GOAVS to:
❶ AIRPORTS SERVED
Buckley AFB 13 NM
Centennial 21 NM
Fort Collins-Loveland Mun 44 NM
Front Range 2 NM
Rocky Mountain Metro 28 NM
-Weld Co 37 NM

QUAIL ARRIVAL
Direct distance from CELMI to:
Denver Intl 17 NM

Direct distance from CELMI to:
❶ AIRPORTS SERVED
Buckley AFB 12 NM
Centennial 15 NM
Ft Collins-Loveland Mun 56 NM
Front Range 11 NM
Rocky Mountain Metro 33 NM
-Weld Co 50 NM

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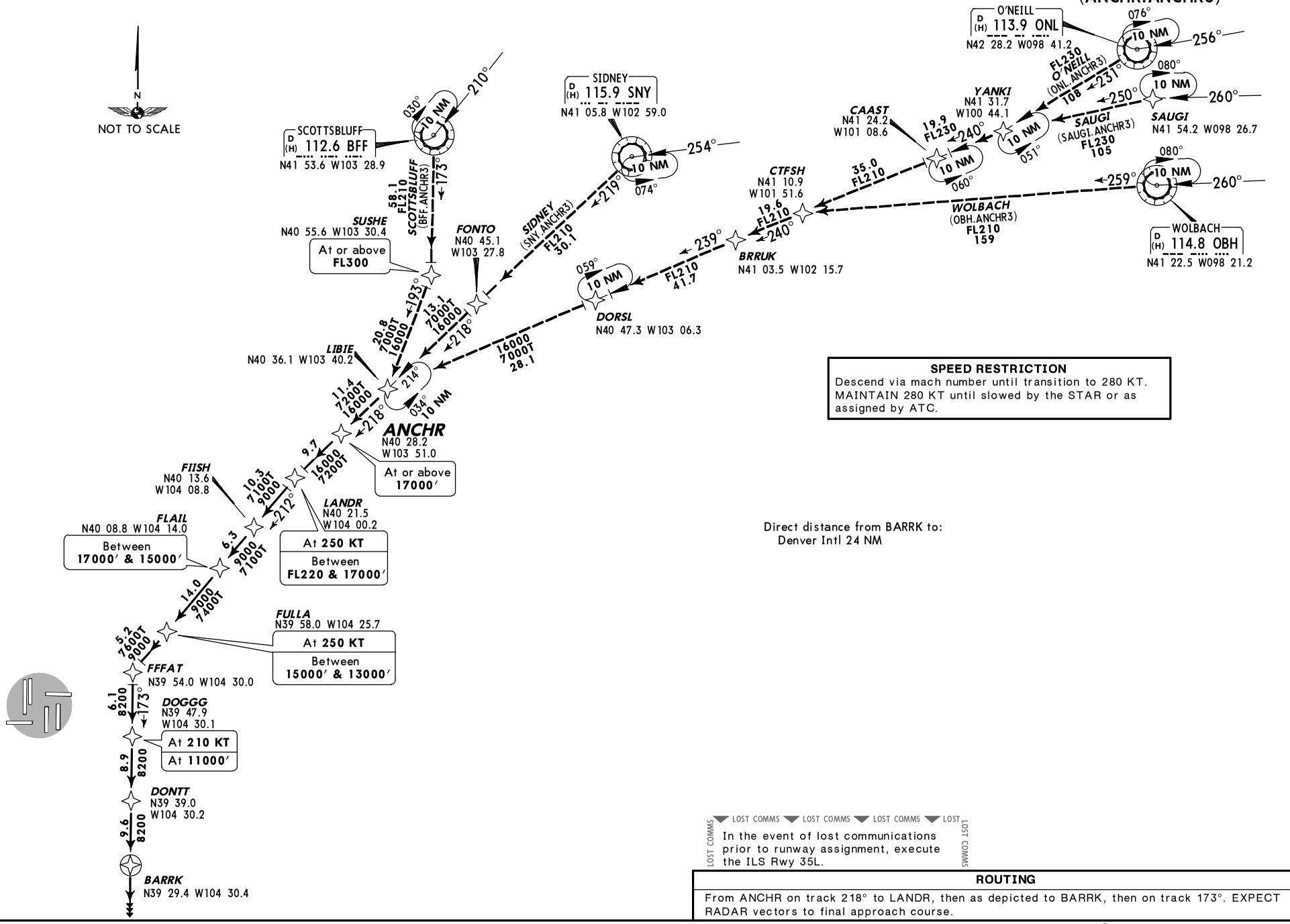
D-ATIS Arrival	Apt Elev		
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. WOLBACH transition ATC assigned only. 6. EXPECT runway assignment on initial contact with Denver TRACON. 7.The corresponding RNAV STAR is KIPPR. EXPECT KIPPR when Denver Intl is landing SOUTH.

ANCHR THREE RNAV ARRIVAL (ANCHR.ANCHR3)



ROUTING

From ANCHR on track 218° to LANDR, then as depicted to BARRK, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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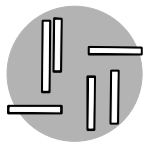
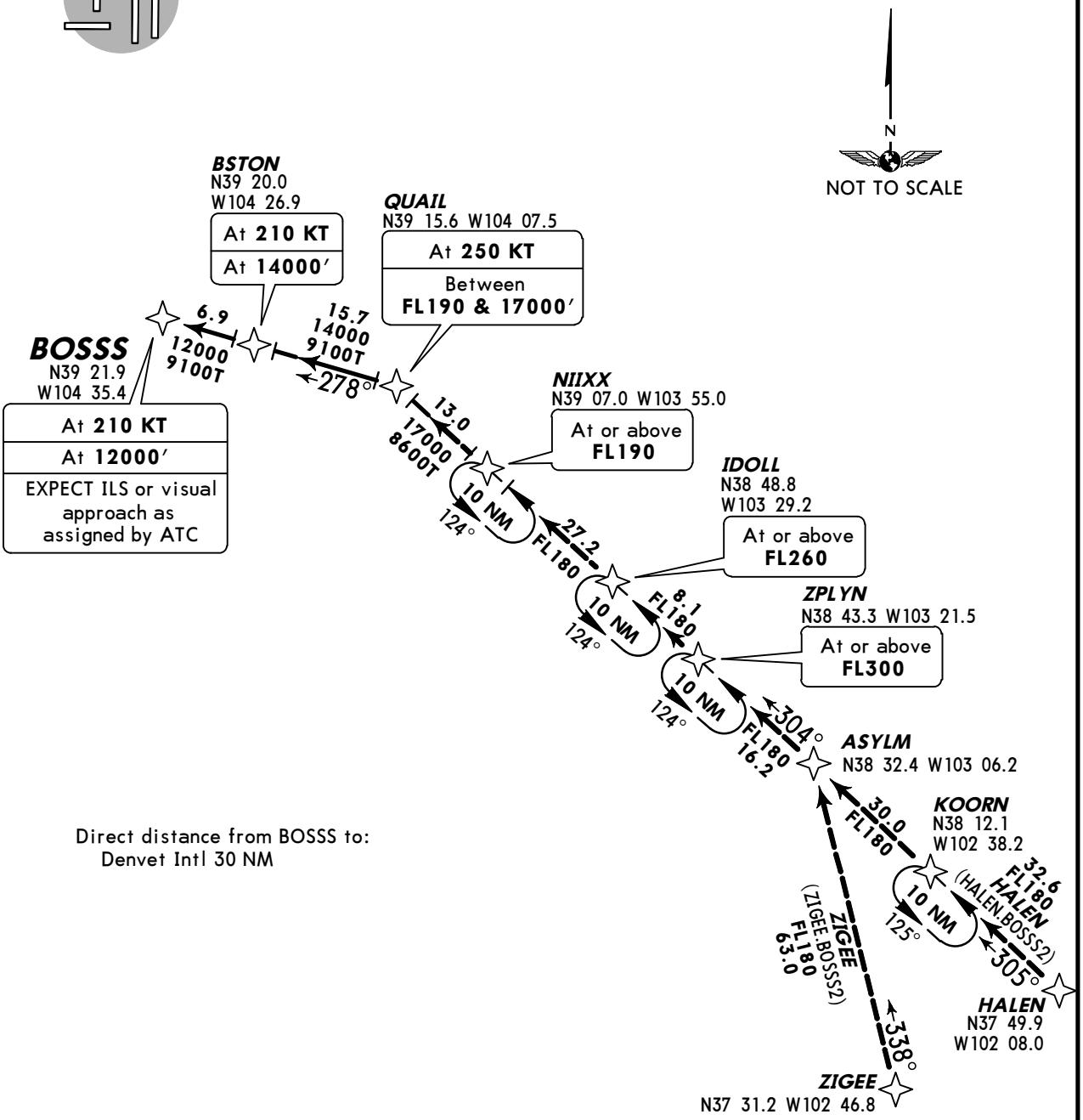
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is ZPLYN. EXPECT ZPLYN when Denver Intl is landing SOUTH.

BOSSS TWO RNAV ARRIVAL (QUAIL.BOSSS2)





SPEED RESTRICTION

Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.

LOST COMMS

ROUTING

From QUAIL on track 278° to BSTON, then on track 278° to BOSSS. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: None.

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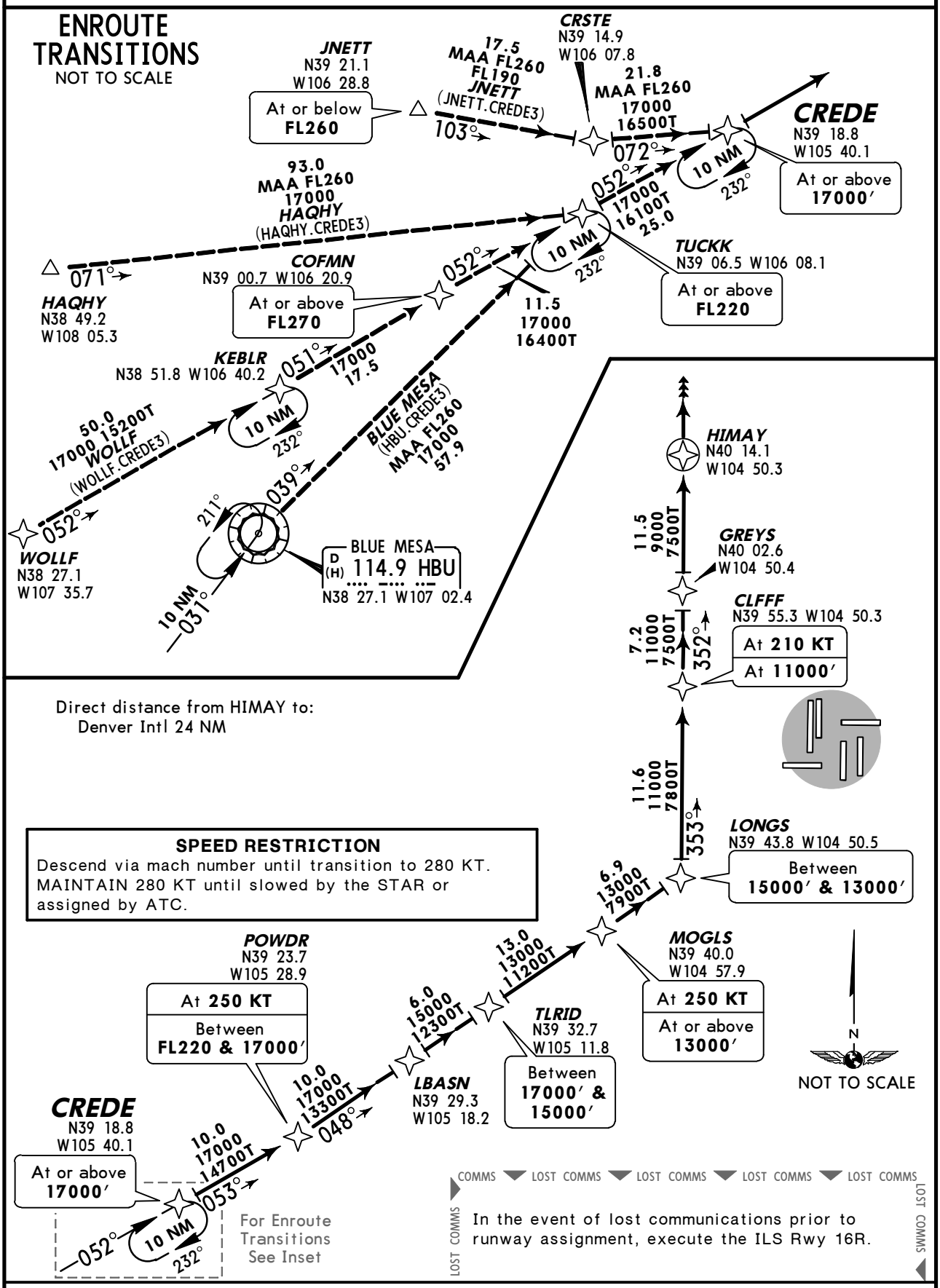
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is TELLR. EXPECT TELLR when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft on WOLFF, HAQHY, or BLUE MESA Transitions, DBL and HBU DMEs must be operational.

CREDE THREE RNAV ARRIVAL (CREDE.CREDE3)



ROUTING

From CREDE on track 053° to POWDR, then as depicted to HIMAY, then on track 352°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Rocky Mtn Metro removed.

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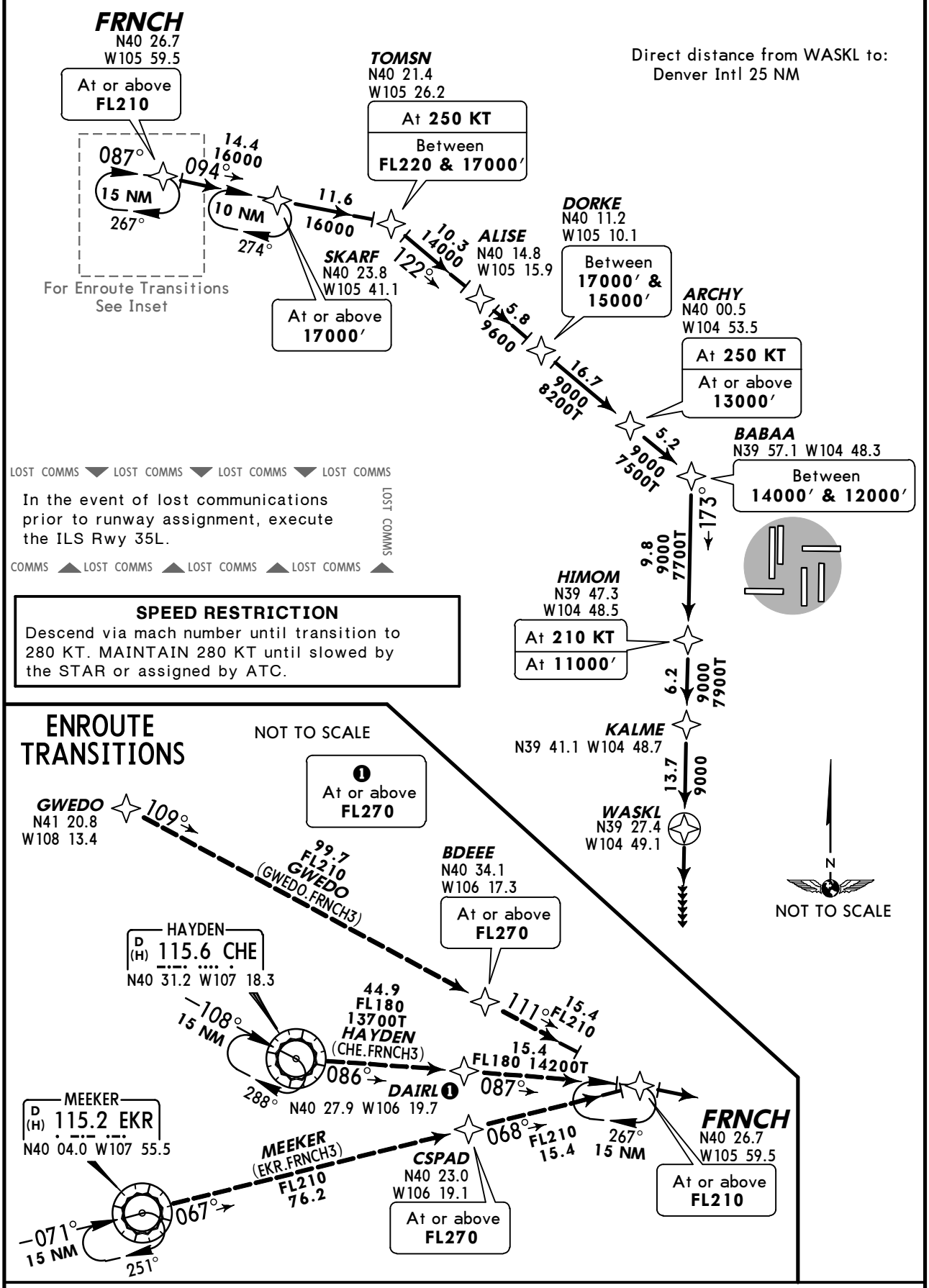
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. The corresponding RNAV STAR is KAILE. EXPECT KAILE when Denver Intl is landing SOUTH.

FRNCH THREE RNAV ARRIVAL (FRNCH.FRNCH3)



ROUTING

From FRNCH on track 094° to SKARF, then as depicted to WASKL, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, airports served.

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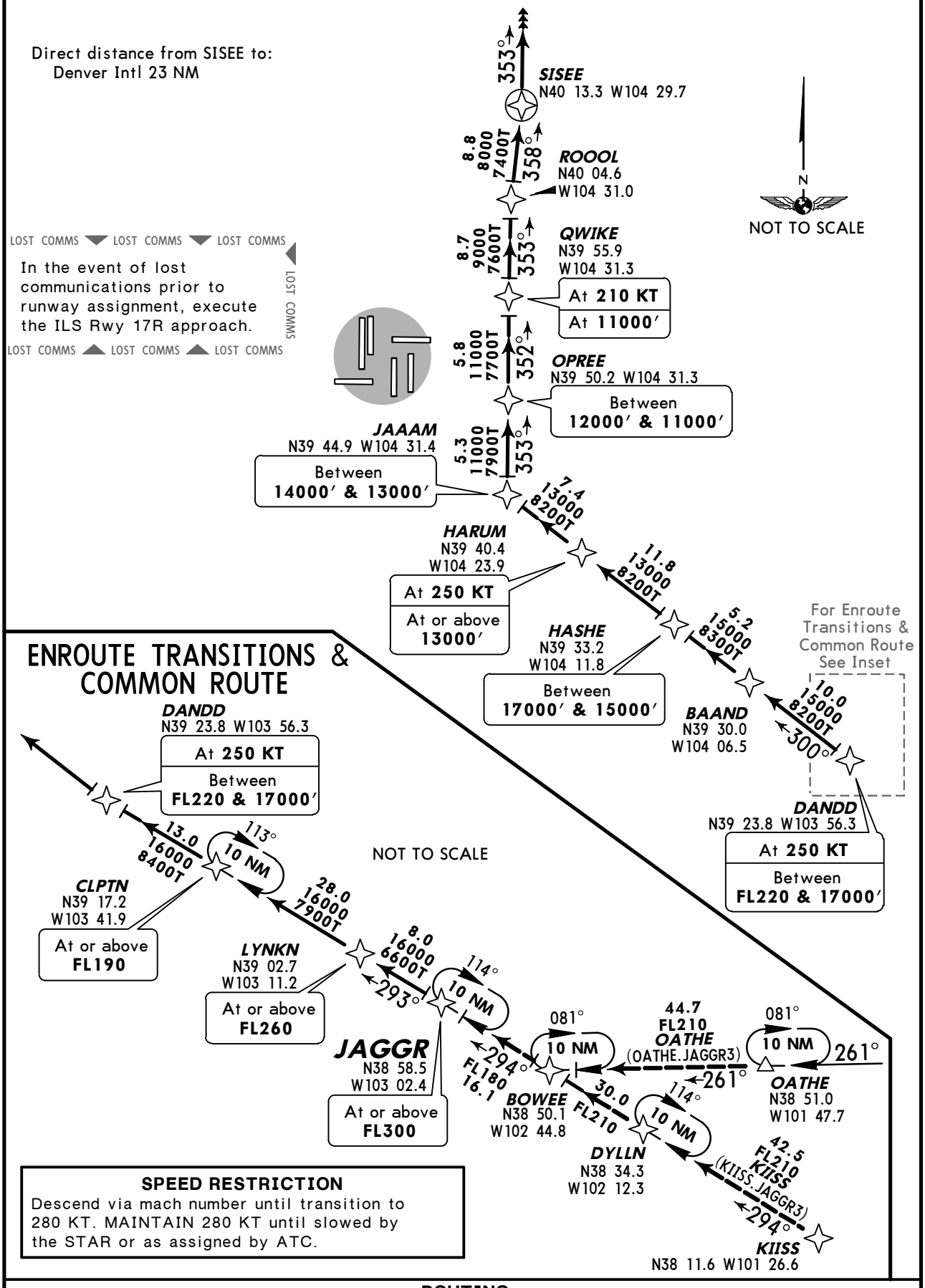
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is PURRL. EXPECT PURRL when Denver Intl is landing NORTH.

JAGGR THREE RNAV ARRIVAL (JAGGR.JAGGR3)



SPEED RESTRICTION

Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

ROUTING

From JAGGR on track 293° to LYNKN, then as depicted to SISEE, then on track 353°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Brand removed.

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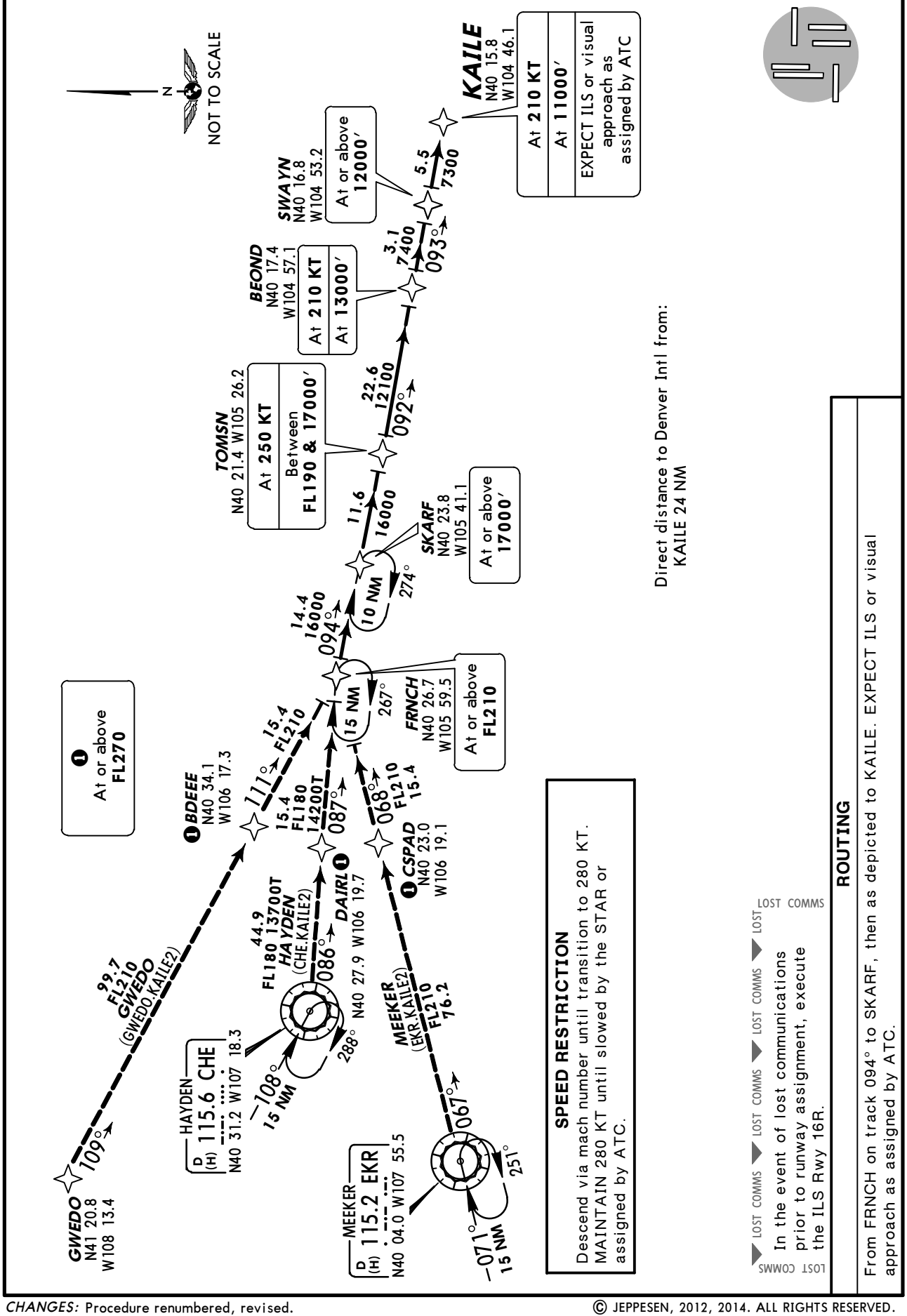
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is FRNCH. EXPECT FRNCH when Denver Intl is landing NORTH.

KAILE TWO RNAV ARRIVAL (FRNCH.KAILE2)



CHANGES: Procedure renumbered, revised.

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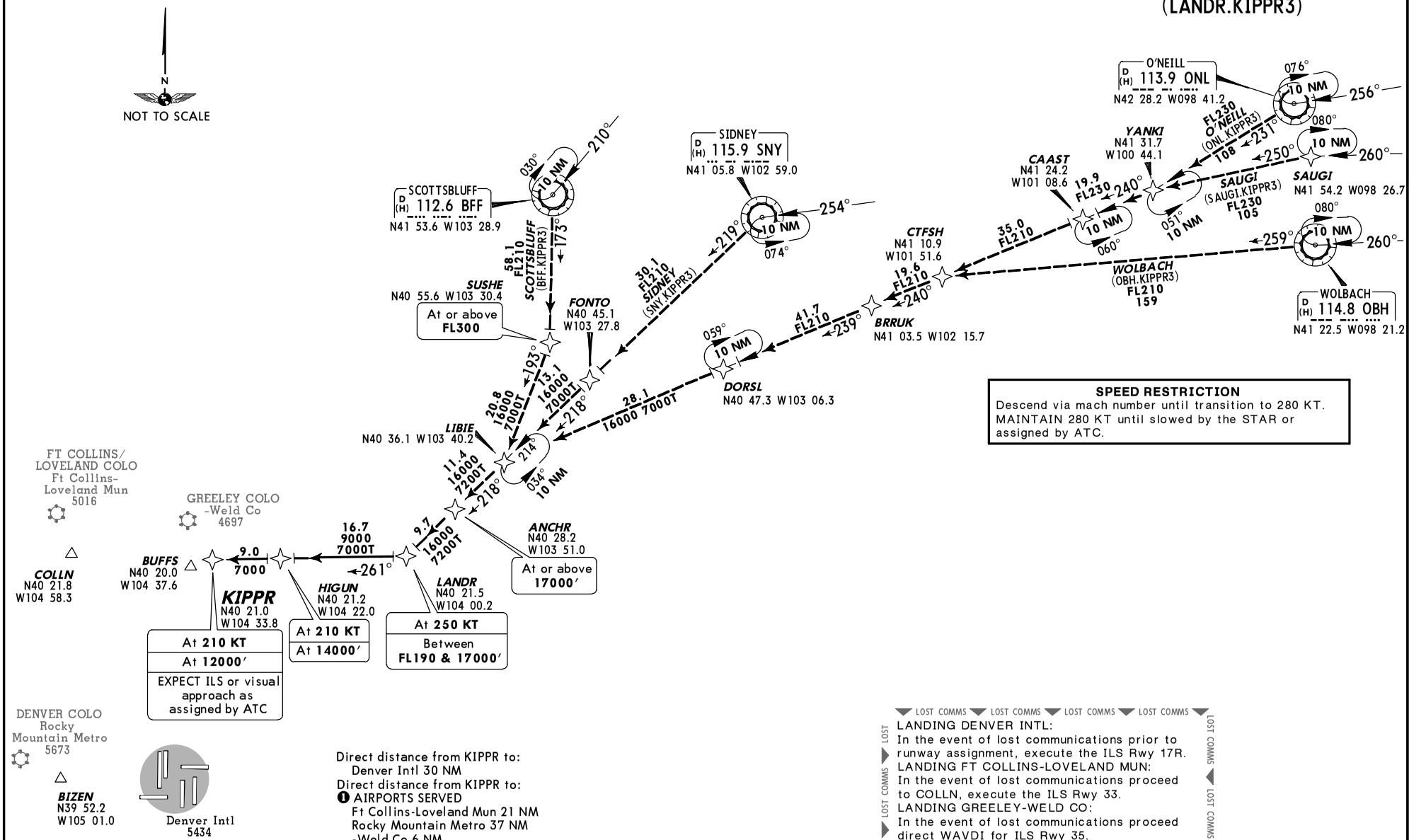
DENVER D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. WOLBACH Transition ATC assigned only.	6. EXPECT runway assignment on initial contact with Denver TRACON. 7. The corresponding RNAV STAR is ANCHR. EXPECT ANCHR when Denver Intl is landing NORTH. 8. Aircraft landing Ft Collins-Loveland Mun, Greeley-Weld Co, Rocky Mountain Metro, EXPECT RADAR vectors to final approach course. 9. For non-GPS equipped aircraft, GLL DME must be operational. 10. For non-GPS equipped aircraft using SAUGI Transition, OBH DME must be operational. 11. Also Serves ❶

KIPPR THREE RNAV ARRIVAL (LANDR.KIPPR3)



SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

Direct distance from KIPPR to:
Denver Intl 30 NM
Direct distance from KIPPR to:
❶ AIRPORTS SERVED
Ft Collins-Loveland Mun 21 NM
Rocky Mountain Metro 37 NM
-Weld Co 6 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LANDING DENVER INTL:
In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R.
LANDING FT COLLINS-LOVELAND MUN:
In the event of lost communications proceed to COLLN, execute the ILS Rwy 33.
LANDING GREELEY-WELD CO:
In the event of lost communications proceed direct WAVDI for ILS Rwy 35.
LANDING ROCKY MOUNTAIN METRO:
In the event of lost communications proceed to BIZEN, execute the VOR/DME Rwy 30L/R.

ROUTING
From LANDR on track 261° to HIGUN, then on track 261° to KIPPR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure revised, renumbered.

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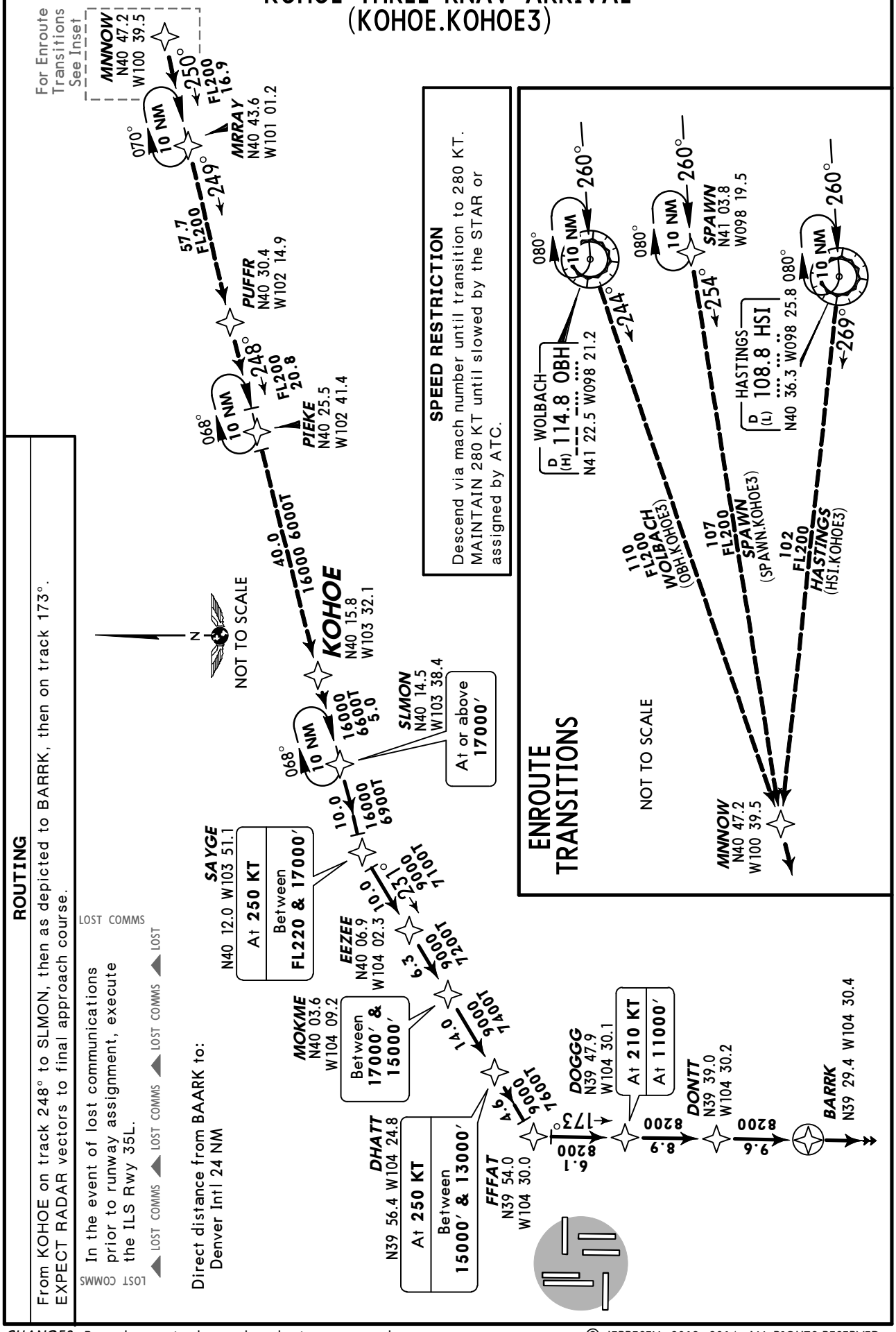
D-ATIS Arrival 125.6	Apt Elev 5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is WAHUU. EXPECT WAHUU when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using WOLBACH Transition, ONL DME must be operational.

KOHOE THREE RNAV ARRIVAL (KOHOE.KOHOE3)



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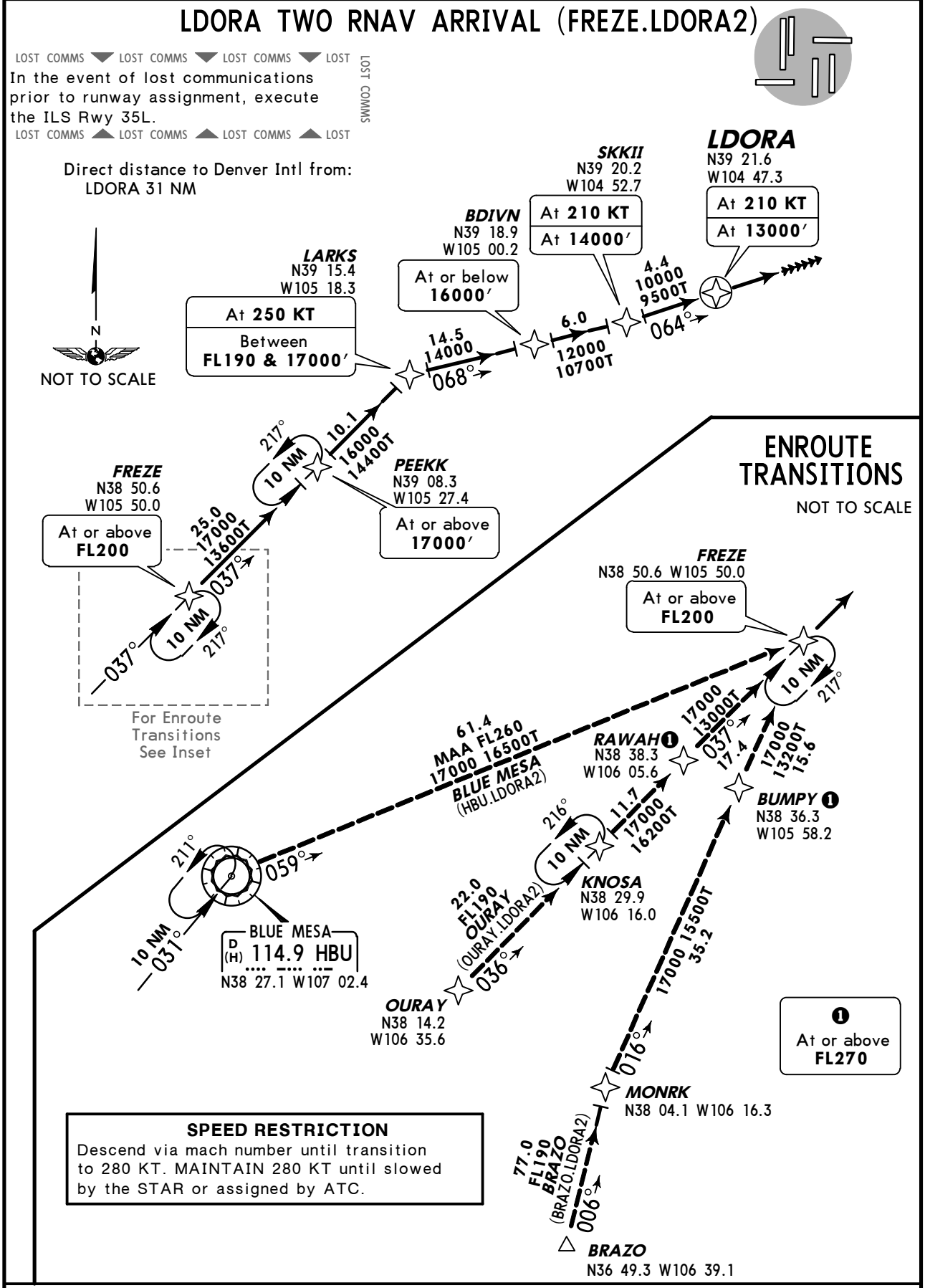
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is PEEKK. EXPECT PEEKK when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using BLUE MESA Transition, HBU DME must be operational. 8. For non-GPS equipped aircraft using BRAZO Transition: ALS, RSK and PUB DMEs must be operational.

LDORA TWO RNAV ARRIVAL (FREZE.LDORA2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Direct distance to Denver Intl from:
LDORA 31 NM



ROUTING

From FREZE on track 037° to PEEKK, then as depicted to LDORA. Then on track 064°.
EXPECT RADAR vectors to ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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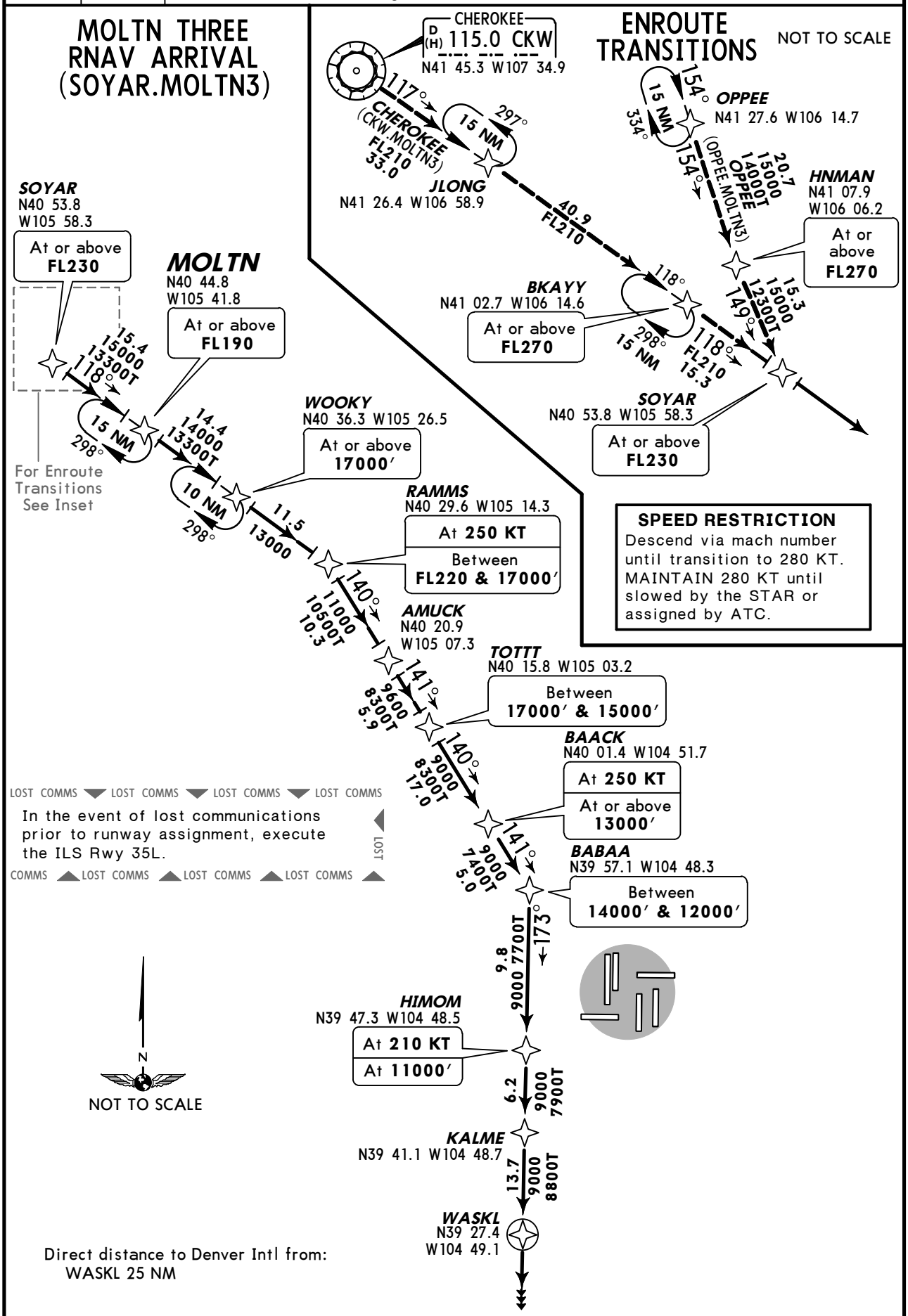
D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is TSHNR. EXPECT TSHNR when Denver Intl is landing SOUTH.



ROUTING

From SOYAR on track 118° to MOLTN, then as depicted to WASKL, then on track 173°.
EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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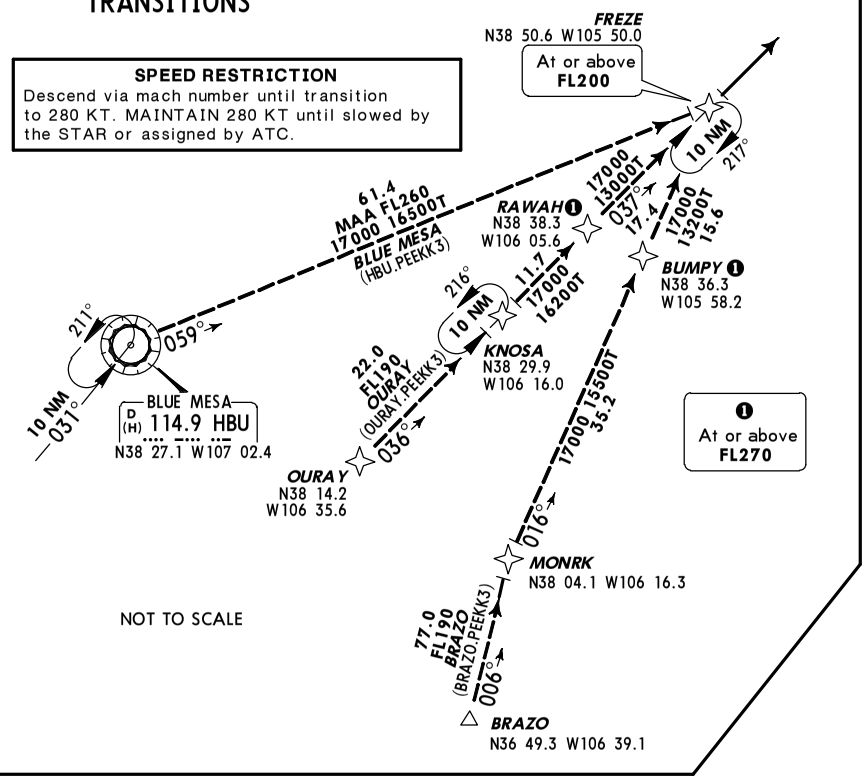
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only.

5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is LDORA. EXPECT LDORA when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft using BRAZO Transition, ALS, RSK and PUB DMEs must be operational. 8. For non-GPS equipped aircraft using BLUE MESA Transition, HBU DME must be operational.

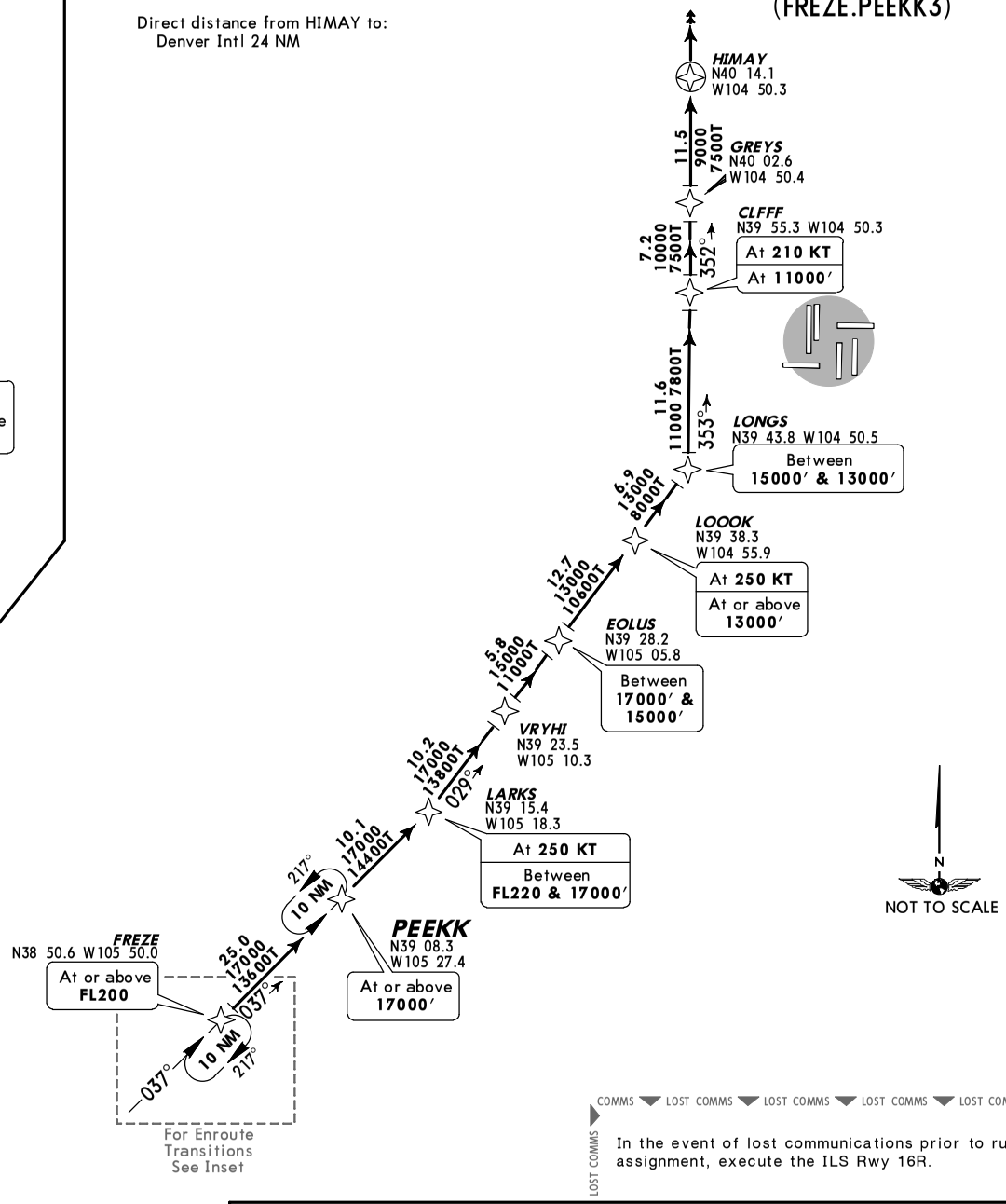
ENROUTE TRANSITIONS

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.



PEEKK THREE RNAV ARRIVAL (FREZE.PEEKK3)

Direct distance from HIMAY to: Denver Intl 24 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In the event of lost communications prior to runway assignment, execute the ILS Rwy 16R.

ROUTING

From FREZE on track 037° to PEEKK, then as depicted to HIMAY, then on track 352°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Brand airport removed.

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D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is JAGGR. EXPECT JAGGR when Denver Intl is landing SOUTH.

PURRL TWO RNAV ARRIVAL (DANDD.PURRL2)

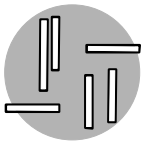
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS

In the event of lost communications prior to runway assignment, execute the ILS Rwy 35R approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from PURRL to:
Denver Intl 25 NM



PURRL
N39 27.7 W104 35.3
At **210 KT**
At **9000′**
EXPECT ILS or visual approach as assigned by ATC

4.0 9000 ←298°

ROCCS
N39 25.4
W104 31.1
At or above **10000′**

3.5 10000 8900T ←266°

TWNSN
N39 24.9
W104 21.6
At **210 KT**
Between **13000′ & 12000′**

3.9 11000 8800T

PNBAL
N39 25.1
W104 26.6
At **210 KT**
At or above **11000′**

4.3 12000 8800T

RECRD
N39 24.7
W104 16.1
At **230 KT**
At or above **13000′**

15.4 13000 8500T ←265°

DANDD
N39 23.8 W103 56.3
At **250 KT**
Between **FL190 & 17000′**

For Enroute Transitions See Inset

ENROUTE TRANSITIONS

DANDD
N39 23.8 W103 56.3
At **250 KT**
Between **FL190 & 17000′**

13.0 16000 8400T 113° 10 NM

CLPTN
N39 17.2
W103 41.9
At or above **FL190**

28.0 16000 7900T

LYNKN
N39 02.7
W103 11.2
At or above **FL260**

8.0 16000 6600T ←293° 114° 10 NM

JAGGR
N38 58.5
W103 02.4
At or above **FL300**

←294° FL210 16.1 081° 10 NM

BOWEE
N38 50.1
W102 44.8

30.0 FL210 114° 10 NM

DYLLN
N38 34.3
W102 12.3

44.7 FL210 **OATHE** (OATHE.PURRL2) ←261°

081° 10 NM 261°

OATHE
N38 51.0
W101 47.7

42.5 FL210 **KIISS** (KIISS.PURRL2) ←294°

KIISS
N38 11.6 W101 26.6

NOT TO SCALE

N

NOT TO SCALE

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

ROUTING

From DANDD on track 265° to RECRD, then as depicted to PURRL. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised, Brand airport removed.

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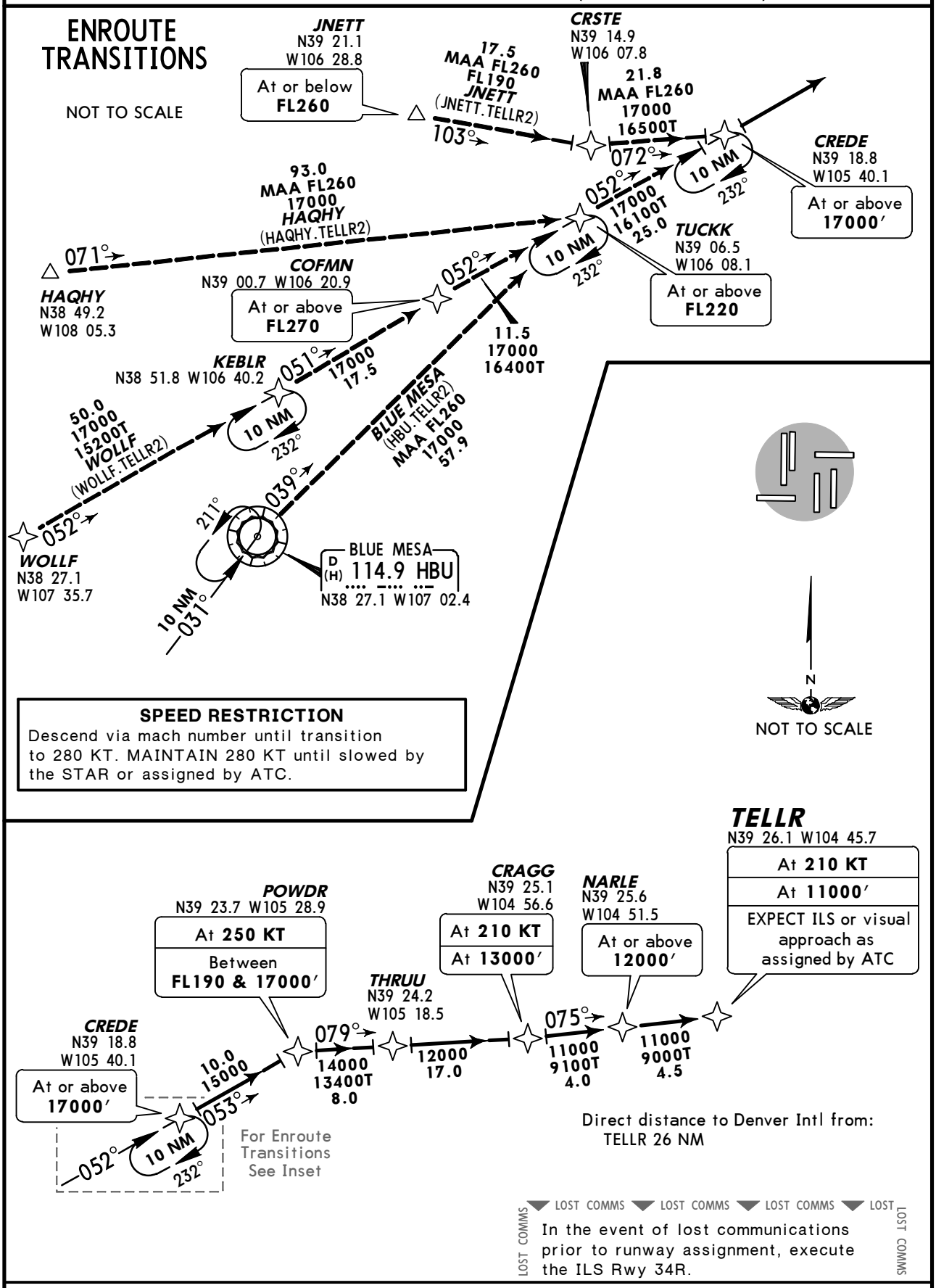
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is CREDE. EXPECT CREDE when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using WOLLF, HAQHY, and BLUE MESA Transitions, DBL and HBU DMEs must be operational.

TELLR TWO RNAV ARRIVAL (CREDE.TELLR2)



ROUTING

From CREDE on track 053° to POWDR, then as depicted to TELLR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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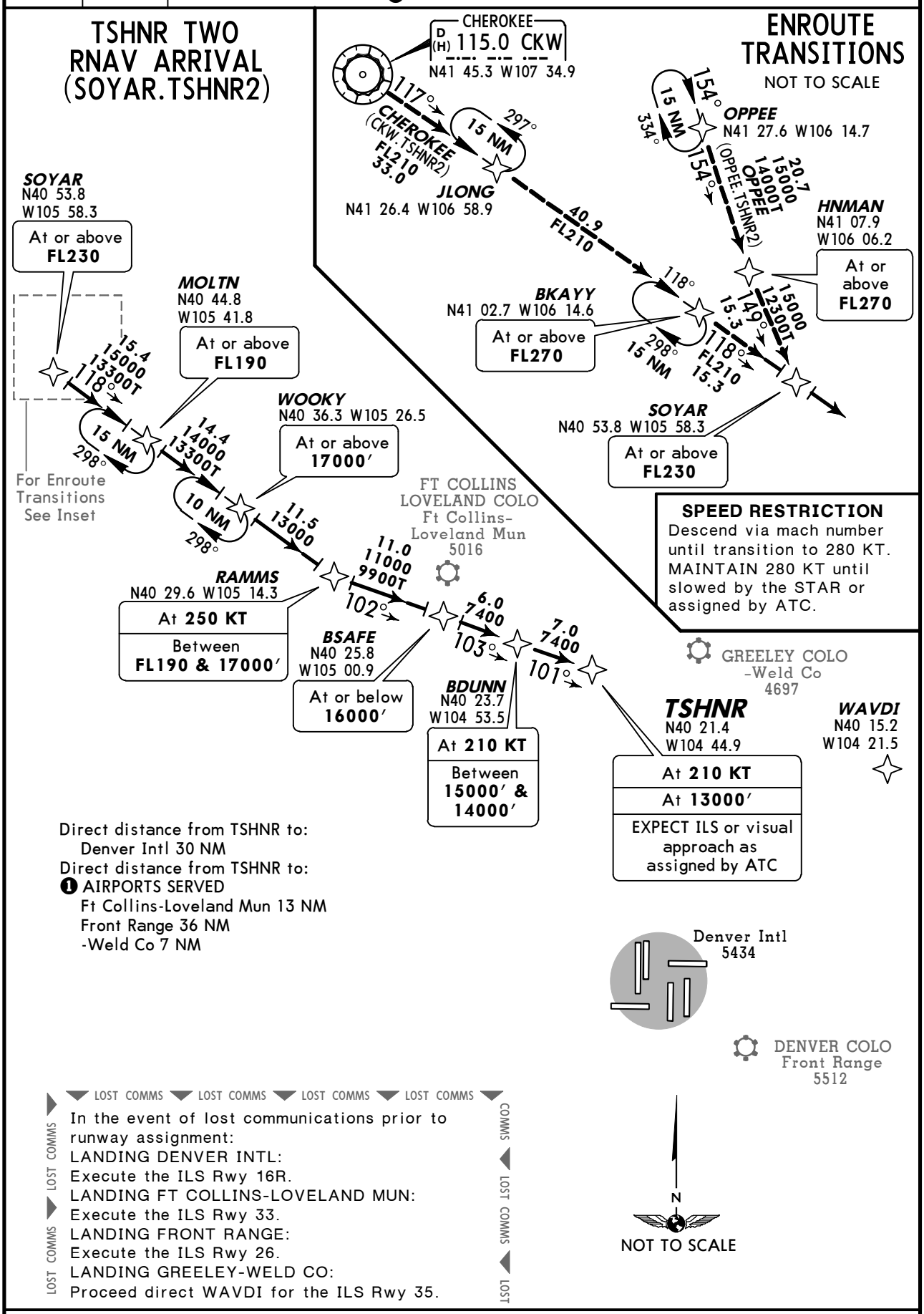
DENVER D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is MOLTN. EXPECT MOLTN when Denver Intl is landing NORTH. 7. Aircraft landing Ft Collins-Loveland Mun, Front Range, Greeley-Weld Co, EXPECT RADAR vectors to final approach course. 8. Also serves ❶



ROUTING

From SOYAR on track 118° to MOLTN, then as depicted to TSHNR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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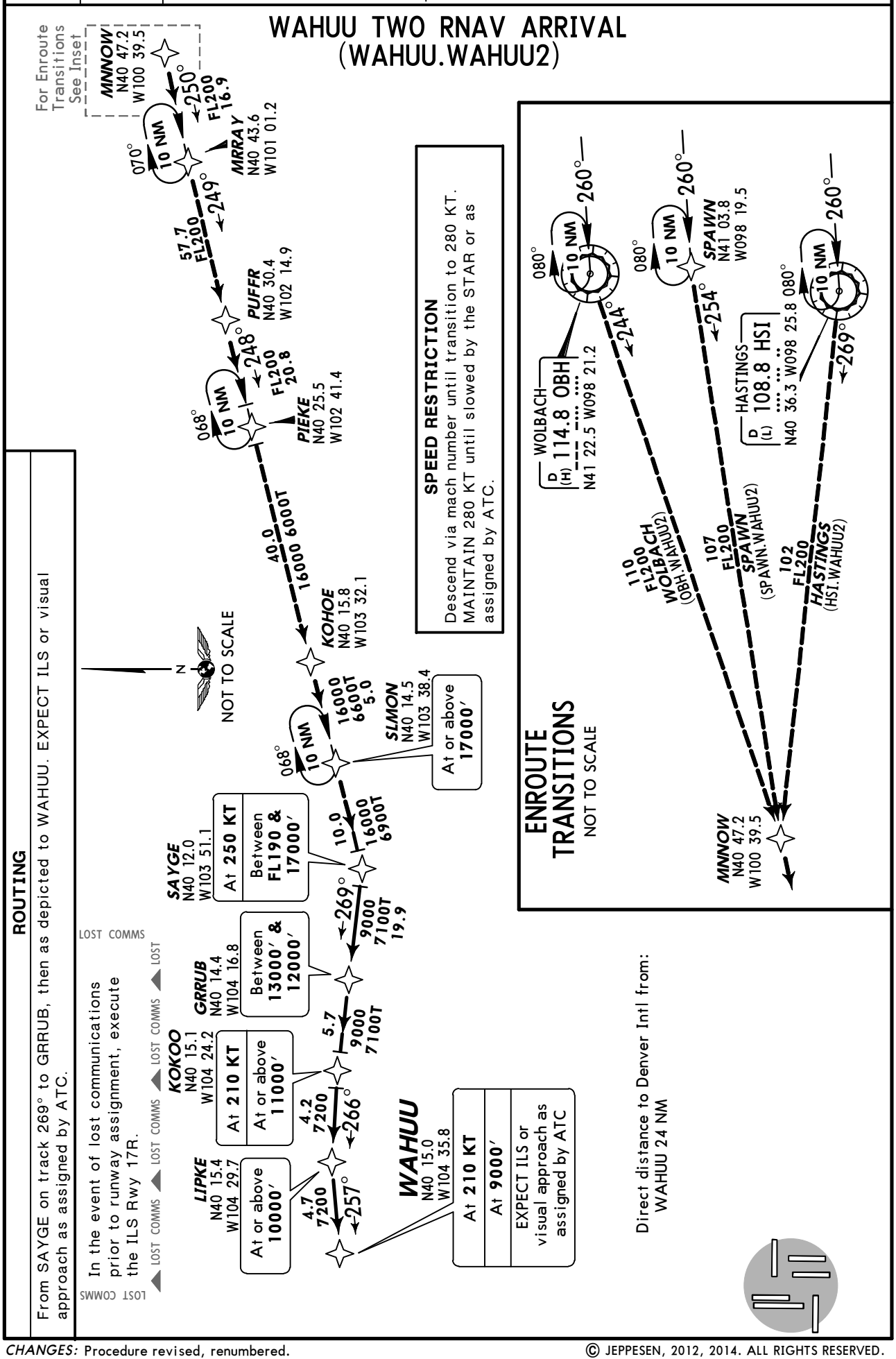
D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. The corresponding RNAV STAR is KOHOE. EXPECT KOHOE when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft, BJC DME must be operational. 8. For non-GPS equipped aircraft using WOLBACH Transition ONL DME must be operational.

WAHUU TWO RNAV ARRIVAL (WAHUU.WAHUU2)



CHANGES: Procedure revised, renumbered.

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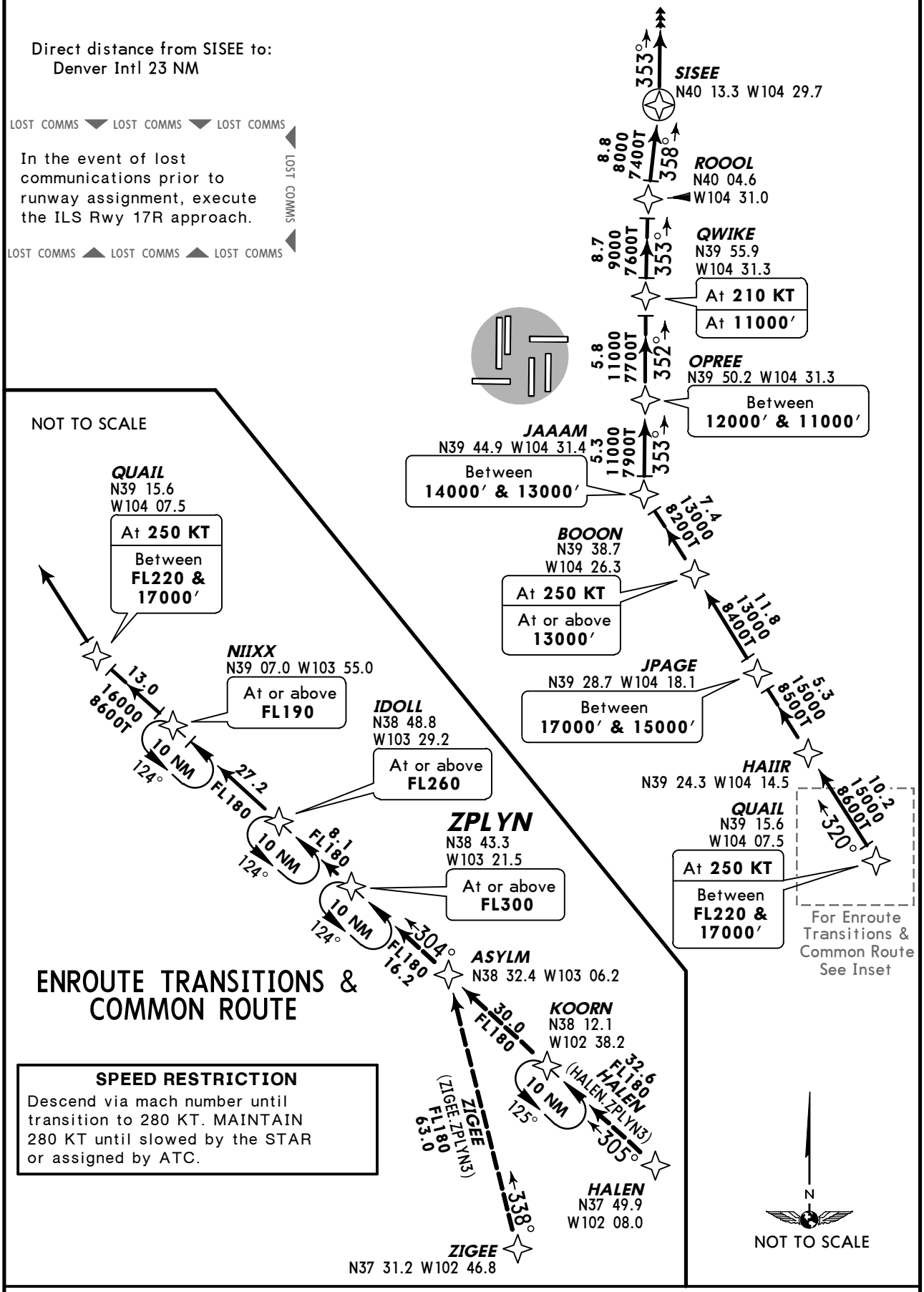
D-ATIS Arrival	Apt Elev	
125.6	5434′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is BOSSS. EXPECT BOSSS when Denver Intl is landing NORTH.

ZPLYN THREE RNAV ARRIVAL (ZPLYN.ZPLYN3)



ROUTING

From ZPLYN on track 304° to IDOLL, then as depicted to SISEE, then on track 353°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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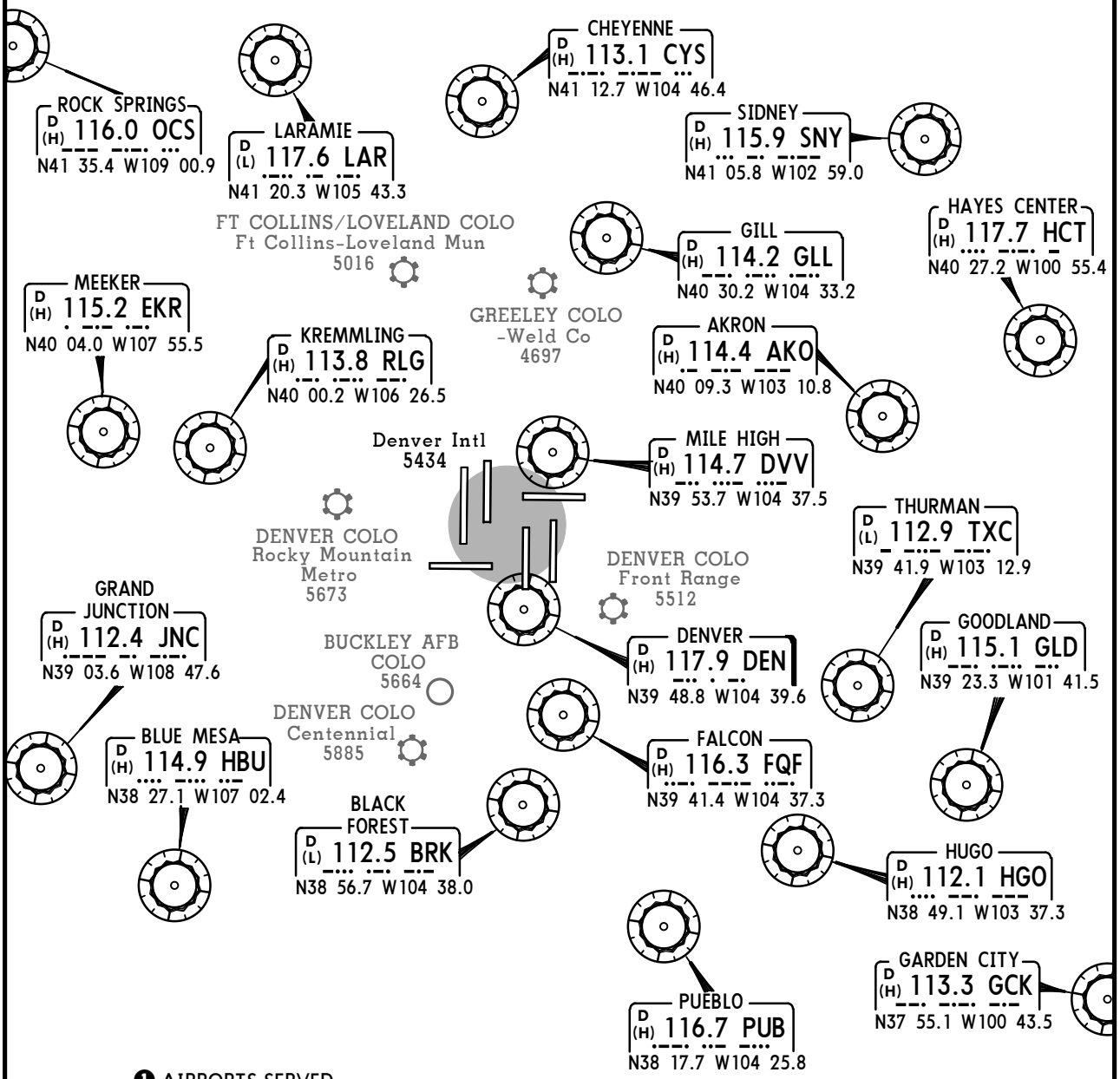
DENVER Departure (R)					
North	East	South	West	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶
127.05	128.25	128.45	126.1		

DENVER EIGHT DEPARTURE

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3-1



❶ AIRPORTS SERVED
Buckley AFB
Centennial
Ft Collins-Loveland Mun
Front Range
Rocky Mountain Metro
-Weld Co

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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DENVER EIGHT DEPARTURE

For Procedure Graphic see 10-3

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned route. If filed altitude is above 10000′, cross DEN at or above 11000′.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned route.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned route.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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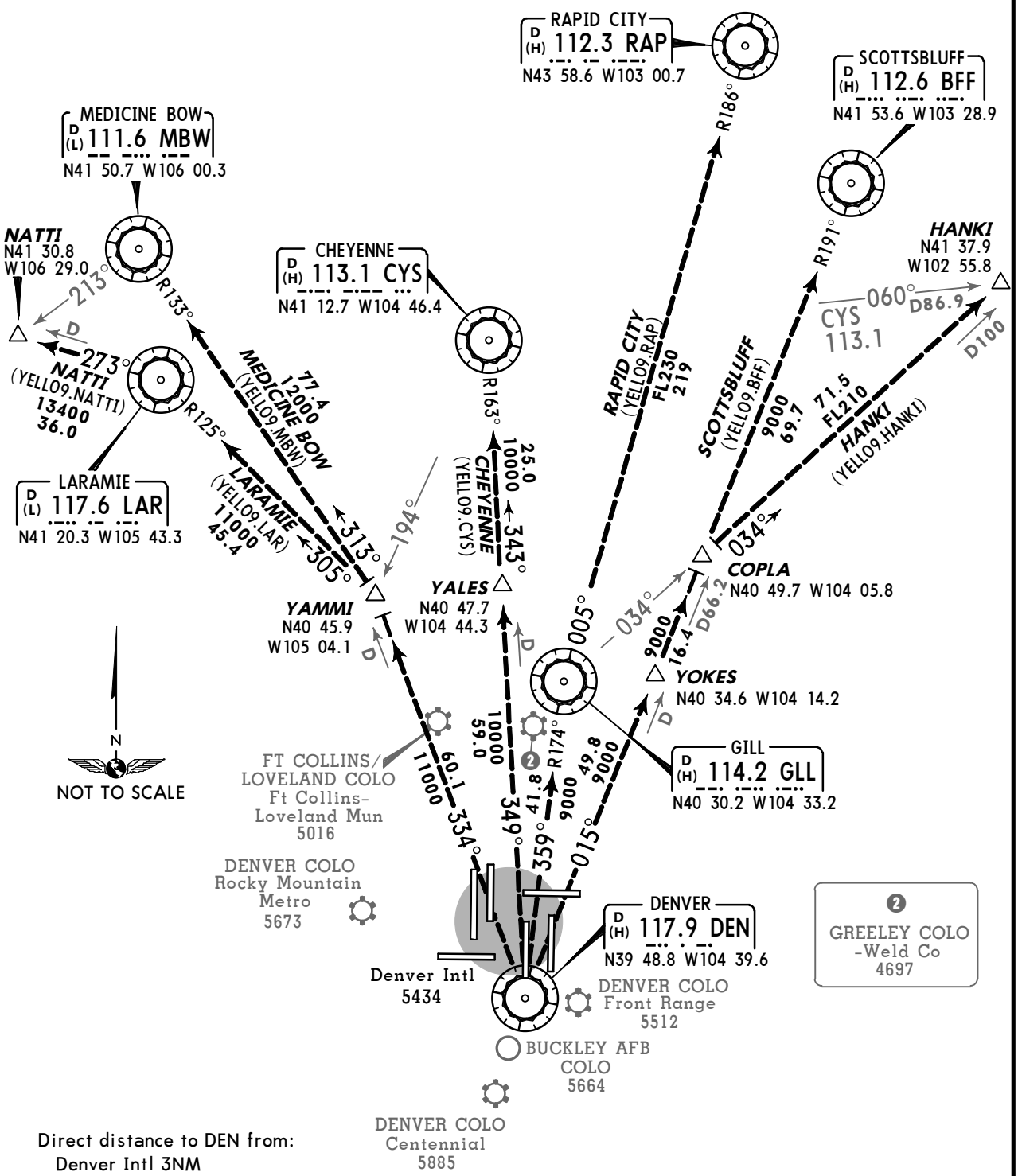
DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
127.05	See Graphic	**1. RADAR required.** 2. Also serves ❶

(NORTH)

YELLOWSTONE NINE DEPARTURE (YELLO9.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl 3NM

Direct distance to DEN from:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 17 NM
Ft Collins-Loveland Mun 42 NM
Front Range 6 NM
Rocky Mountain Metro 22 NM
-Weld Co 37 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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(NORTH)

YELLOWSTONE NINE DEPARTURE (YELLO9.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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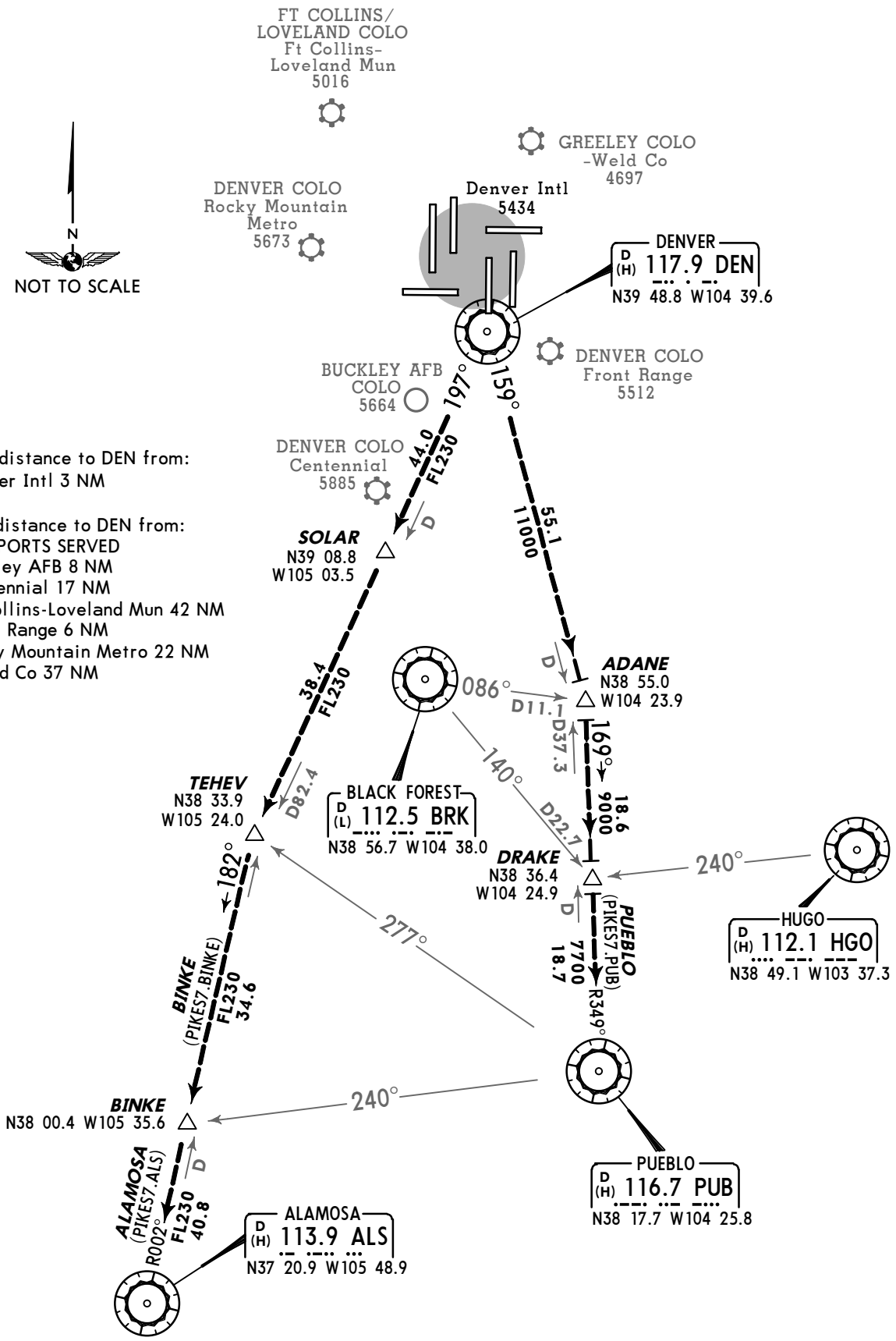
DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'
128.45	*See Graphic*	**1. RADAR required.** 2. Also serves ❶

(SOUTH)

PIKES SEVEN DEPARTURE (PIKES7.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3B-1



Direct distance to DEN from:
Denver Intl 3 NM

Direct distance to DEN from:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 17 NM
Ft Collins-Loveland Mun 42 NM
Front Range 6 NM
Rocky Mountain Metro 22 NM
-Weld Co 37 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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(SOUTH)

PIKES SEVEN DEPARTURE (PIKES7.DEN)

For Procedure Graphic see 10-3B

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned transition.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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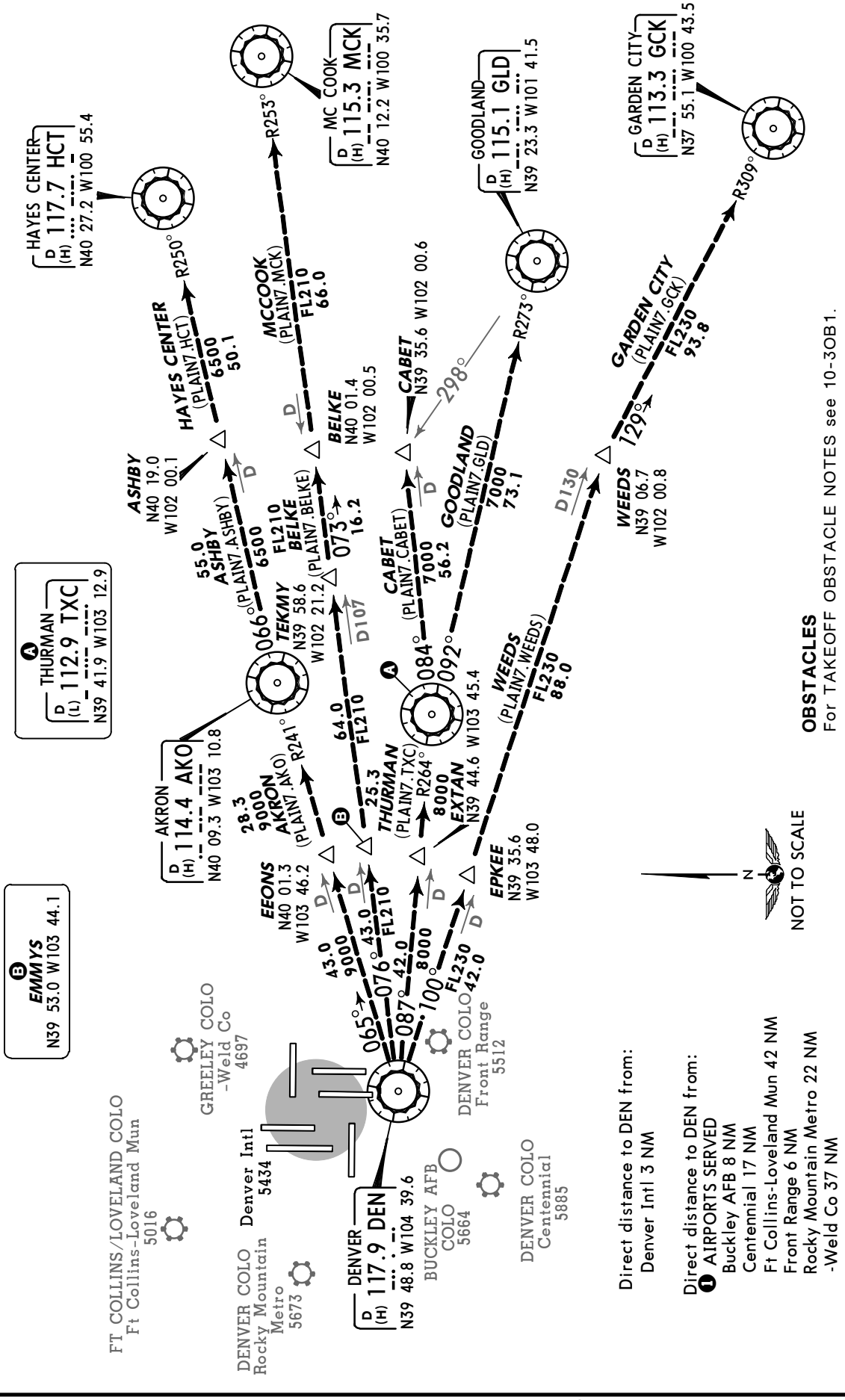
DENVER Departure (R) 128.25	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

(EAST)

PLAINS SEVEN DEPARTURE (PLAIN7.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3C-1



CHANGES: Procedure renumbered.

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(EAST)
PLAINS SEVEN DEPARTURE (PLAIN7.DEN)

For Procedure Graphic see 10-3C

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned transition.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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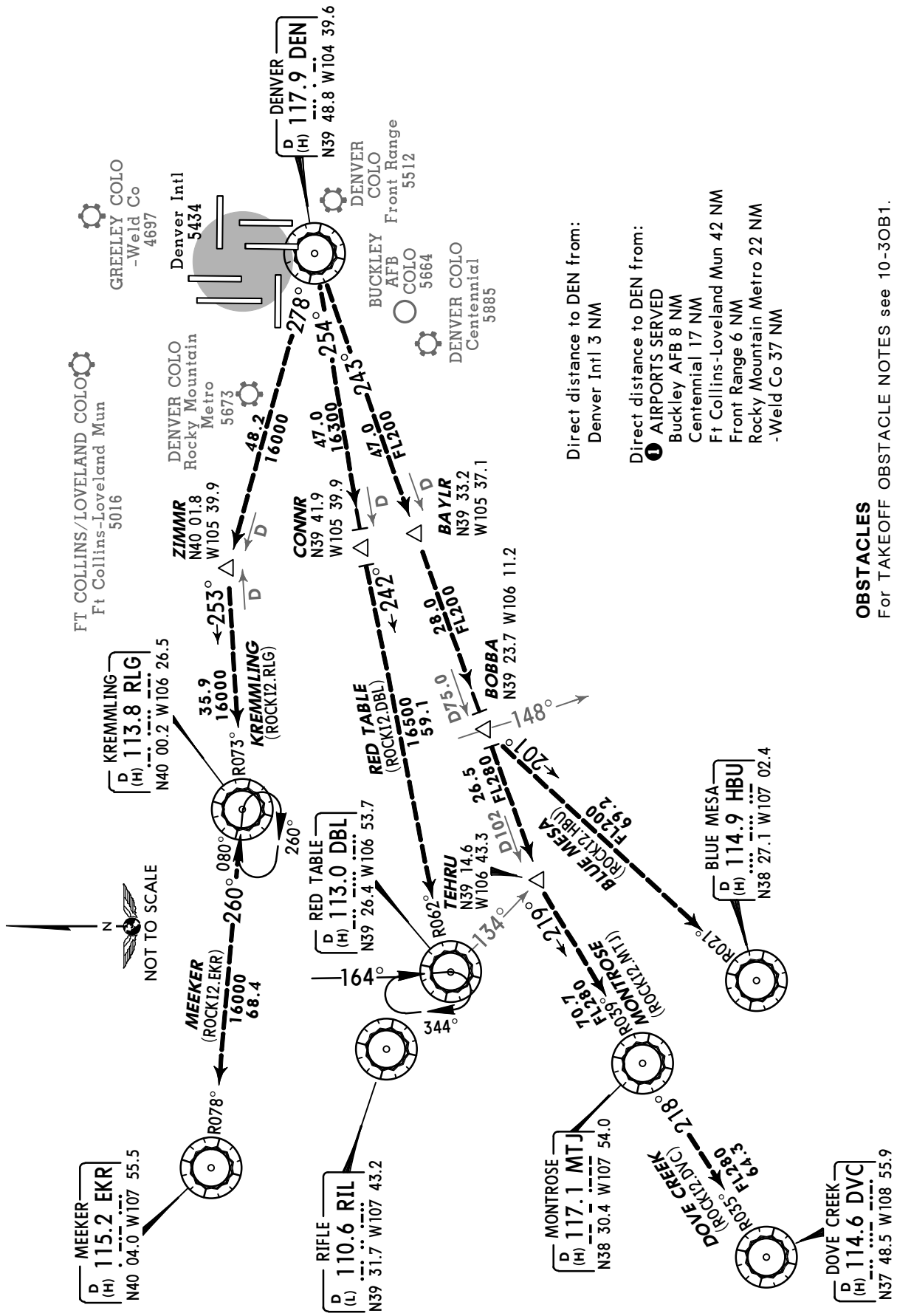
DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

(WEST)

ROCKIES TWO DEPARTURE (ROCKI2.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3D-1



CHANGES: Procedure renumbered.

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(WEST)

ROCKIES TWO DEPARTURE (ROCKI2.DEN)

For Procedure Graphic see 10-3D

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned route.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned route.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. For non-GPS equipped aircraft on the BLUE MESA Transition: GLL, DBL and HBU DMEs must be operational. 7. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to BAYLR.	FL230
16L	Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
16R	Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTUSI at or above 16000′, then on track 237° to BAYLR.	
17L	Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
17R	Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
25	Climb heading 263° to intercept course 242° to cross LOHII at or below 10000′, then on track 243° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing LEFT turn direct to cross CRAGR at or below 10000′, then on track 229° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	

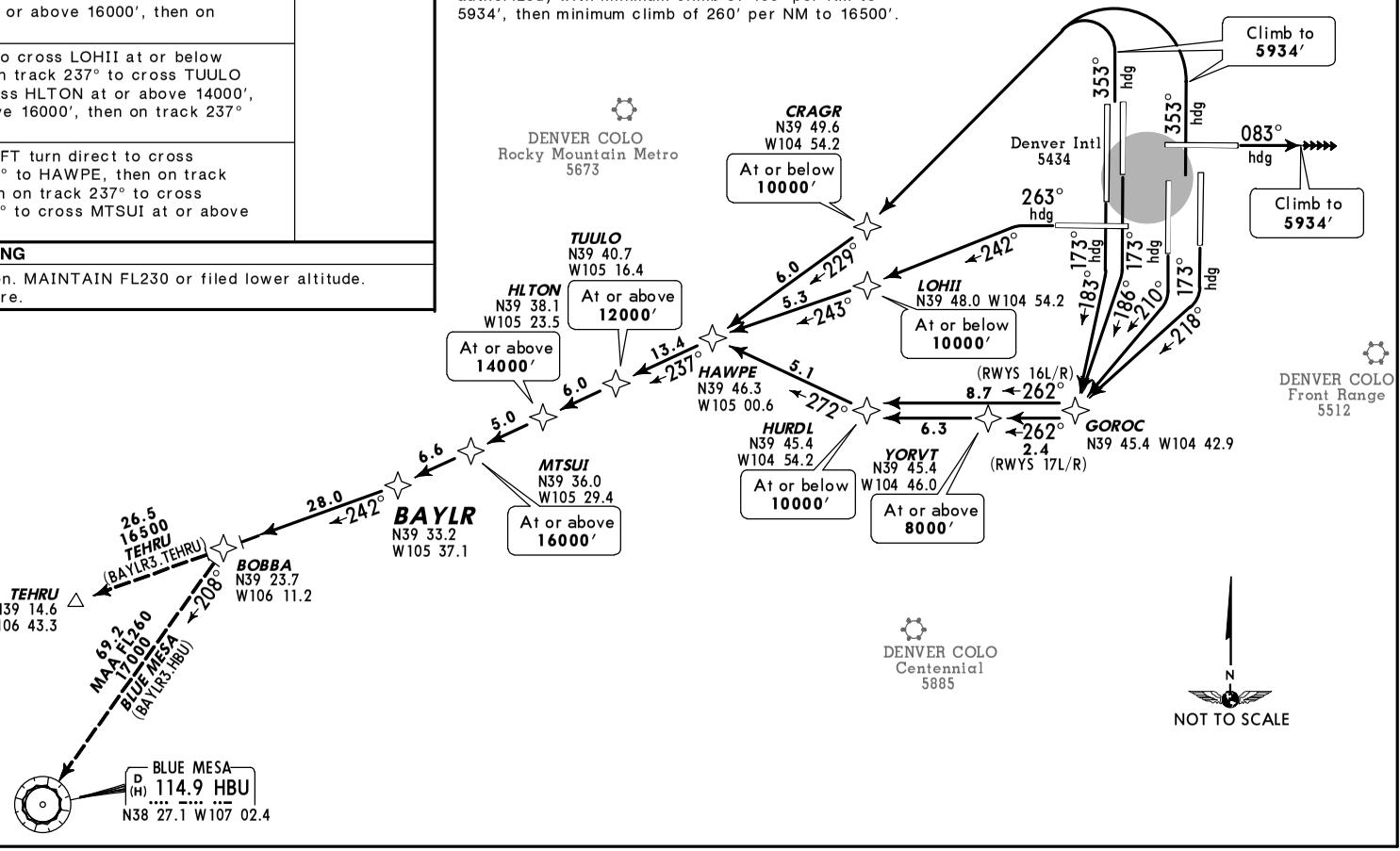
ROUTING

From BAYLR as depicted to BOBBA, then via transition. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 265′ per NM to 16500′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 270′ per NM to 16500′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 6400′, then minimum climb of 265′ per NM to 16500′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 7000′, then minimum climb of 260′ per NM to 16500′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 275′ per NM to 16500′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 265′ per NM to 16500′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 16500′.

BAYLR THREE RNAV DEPARTURE (BAYLR3.BOBBA)

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
420′ per NM	525	700	1050	1400	1750	2100
425′ per NM	531	708	1063	1417	1771	2125
450′ per NM	563	750	1125	1500	1875	2250
460′ per NM	575	767	1150	1533	1917	2300



Direct distance from Denver Intl
(Rwy 8) to: BAYLR 48 NM
(Rwys 16L/R, 17L/R) to: GOROC 7 NM
(Rwy 25) to: LOHII 11 NM
(Rwys 34L/R, 35L/R) to: CRAGR 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

CHANGES: Procedure renumbered.

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RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 024° to cross TAGKO at or above 16000′, then on track 023° to BBRWN, then on track 023° to BRYCC.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 024° to cross TAGKO at or above 16000′, then on track 023° to BBRWN, then on track 023° to BRYCC.	
34L	Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	
34R	Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	
35L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	

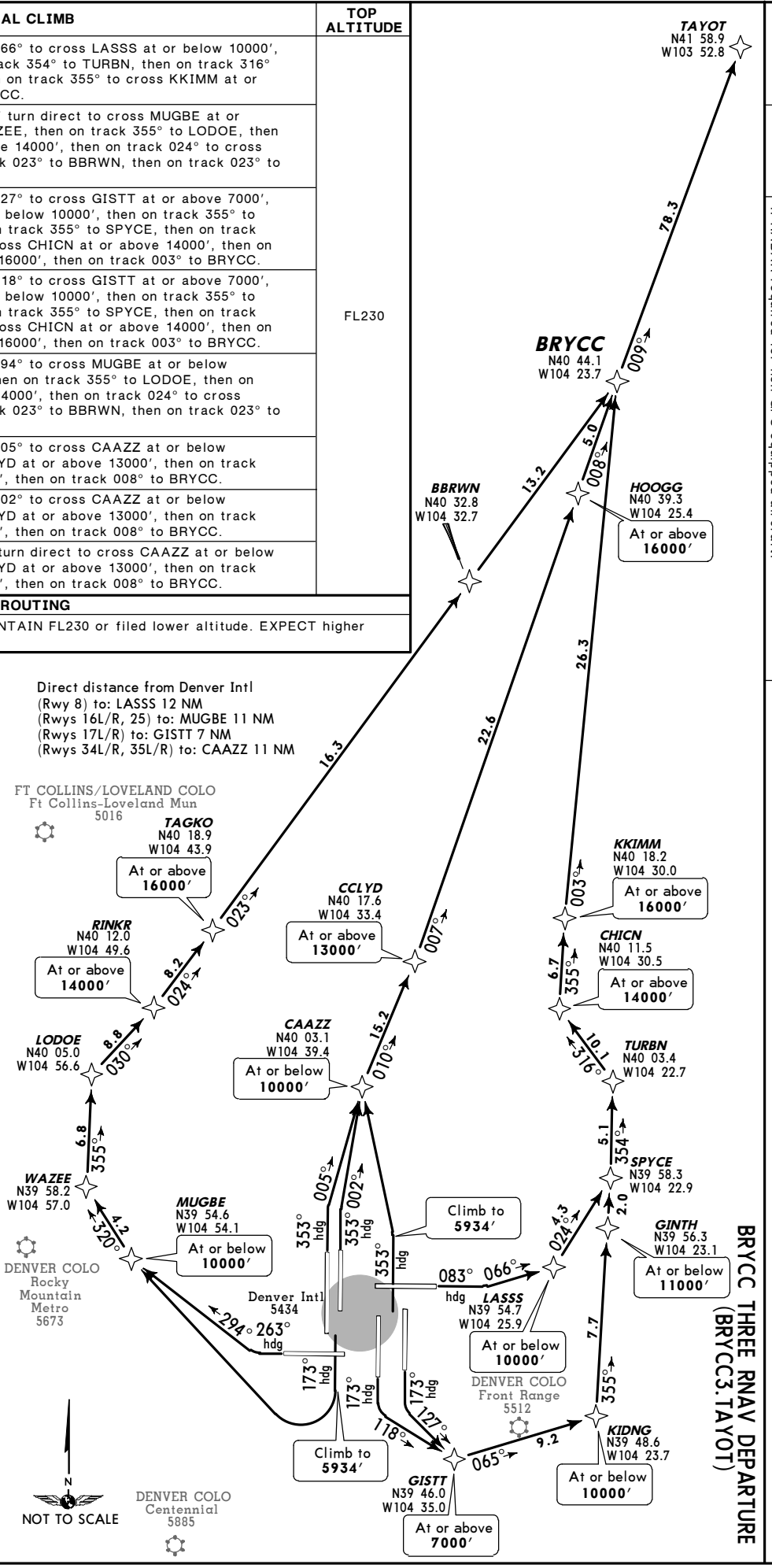
ROUTING

From BRYCC on depicted route to TAYOT. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 405′ per NM to 8000′, then minimum climb of 285′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 15000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 16000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 440′ per NM to 8000′, then minimum climb of 280′ per NM to 13000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 270′ per NM to 13000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 275′ per NM to 13000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
405′ per NM	506	675	1013	1350	1688	2025
425′ per NM	531	708	1063	1417	1771	2125
440′ per NM	550	733	1100	1467	1833	2200
455′ per NM	569	758	1138	1517	1896	2275
460′ per NM	575	767	1150	1533	1917	2300



Direct distance from Denver Intl
(Rwy 8) to: LASSS 12 NM
(Rwys 16L/R, 25) to: MUGBE 11 NM
(Rwys 17L/R) to: GISTT 7 NM
(Rwys 34L/R, 35L/R) to: CAAZZ 11 NM

DENVER Departure (R) 127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3F) Eff 13 Nov

DENVER, COLO
RNAV SID

BRYCC THREE RNAV DEPARTURE
(BRYCC3.TAYOT)

CHANGES: Procedure renumbered.

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DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to CONNR.	FL230
16L	Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
16R	Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
17L	Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246°to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
17R	Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
25	Climb heading 263° to 5934′, then direct to cross WRIPS at or below 10000′, then on track 262° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing LEFT turn direct to cross YOBUB at or below 10000′, then on track 246° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	

ROUTING

From CONNR on depicted route to DBL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

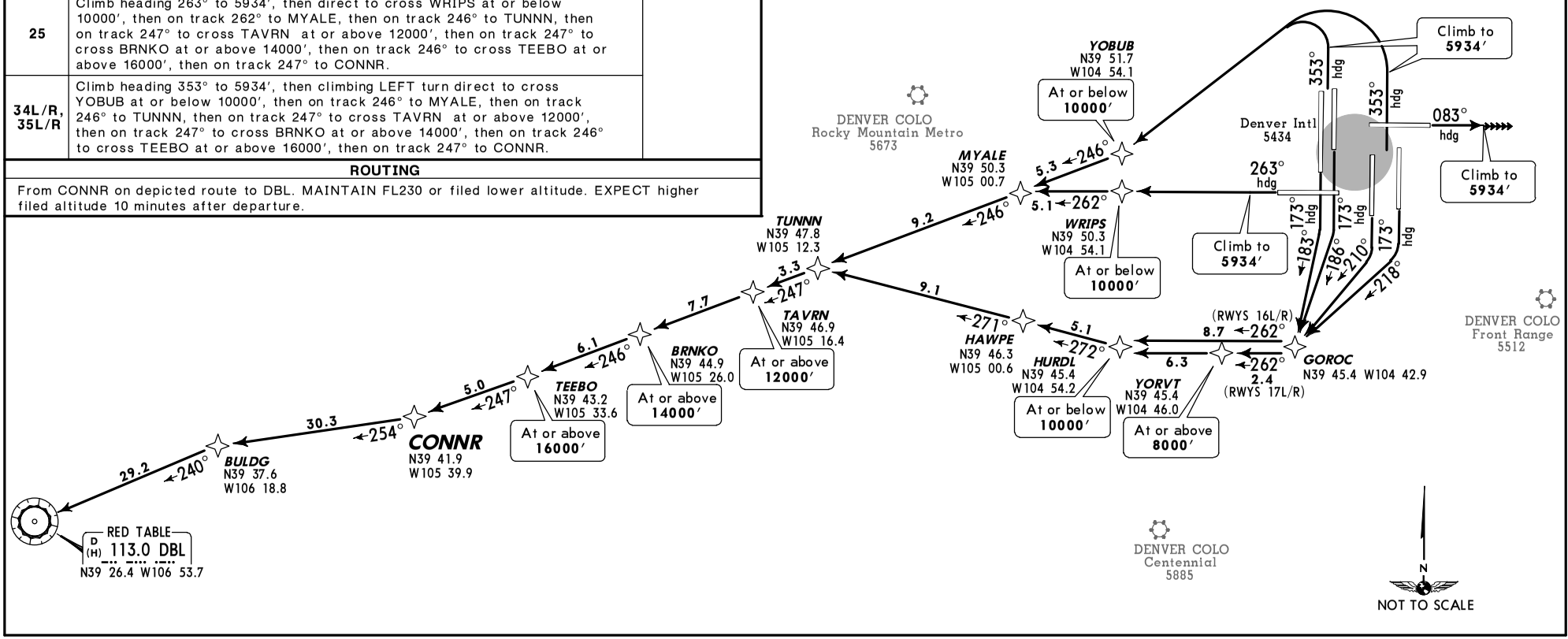
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 6400′, then minimum climb of 265′ per NM to 16500′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 7000′, then minimum climb of 250′ per NM to 16500′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 270′ per NM to 16500′.
Rwys 34L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.

CONNR THREE RNAV DEPARTURE (CONNR3.DBL)

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
425′ per NM	531	708	1063	1417	1771	2125
450′ per NM	563	750	1125	1500	1875	2250
460′ per NM	575	767	1150	1533	1917	2300

Direct distance from Denver Intl
(Rwy 8) to: CONNR 47 NM
(Rwys 16L/R, 17L/R) to: GOROC 7 NM
(Rwy 25) to: WRIPS 11 NM
(Rwys 34L/R, 35L/R) to: YOBUB 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



CHANGES: Procedure renumbered.

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DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.
126.1			

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to COORZ.	FL230
16L/R, 17L/R	Climb heading 173° to 5934′, then RIGHT turn direct FOAMS, then on track 274° to cross BERRS at or below 10000′, then on track 271° to MYALE, then on track 278° to HADDA, then on track 278° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
34L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
35L	Climb heading 353° to intercept course 279° to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
35R	Climb heading 353° to intercept course 276° to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	

ROUTING

From COORZ on depicted route to VOAXA. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 16L, 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 240′ per NM to 16000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 480′ per NM to 5934′, then minimum climb of 245′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 250′ per NM to 16000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 360′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 375′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.

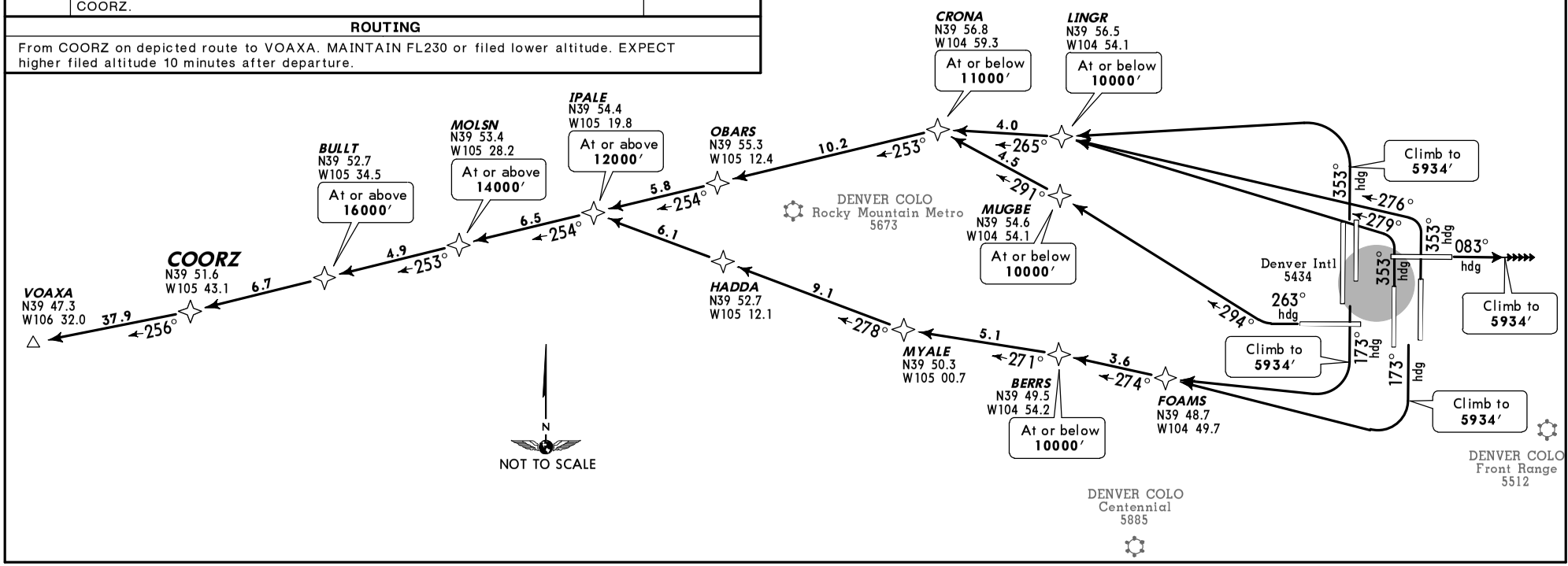
FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

COORZ THREE RNAV DEPARTURE (COORZ3.VOAXA)

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
360′ per NM	450	600	900	1200	1500	1800
375′ per NM	469	625	938	1250	1563	1875
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
480′ per NM	600	800	1200	1600	2000	2400

Direct distance from Denver Intl
(Rwy 8) to: COORZ 48 NM
(Rwys 16L/R, 17L/R) to: FOAMS 8 NM
(Rwy 25) to: MUGBE 11 NM
(Rwys 34L/R, 35L/R) to: LINGR 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



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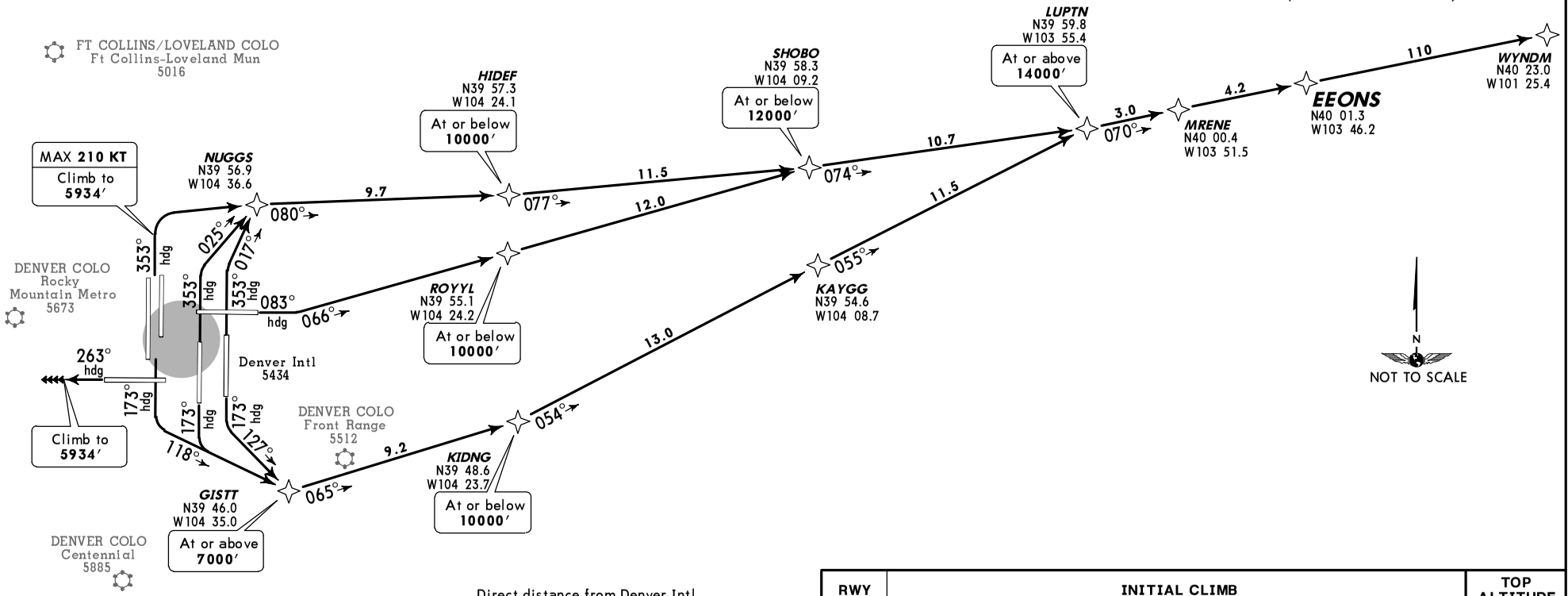
DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.25	See Graphic	**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required. 6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

EEONS FOUR RNAV DEPARTURE (EEONS4.WYNDM)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 245′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320′ per NM to 8400′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.

Direct distance from Denver Intl
(Rwy 8) to: ROYYL 13 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EEONS 43 NM
(Rwys 34L/R, 35L/R) to: NUGGS 6 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
300′ per NM	375	500	750	1000	1250	1500
320′ per NM	400	533	800	1067	1333	1600
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross ROYYL at or below 10000′, then on track 066° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000′.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000′.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EEONS.	
34L/R	Climb heading 353° MAX 210 KT to 5934′, then climbing RIGHT turn direct NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	
35L	Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	
35R	Climb heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	

ROUTING

Then on depicted route to WYNDM. MAINTAIN FL230 or filed lower altitude.
EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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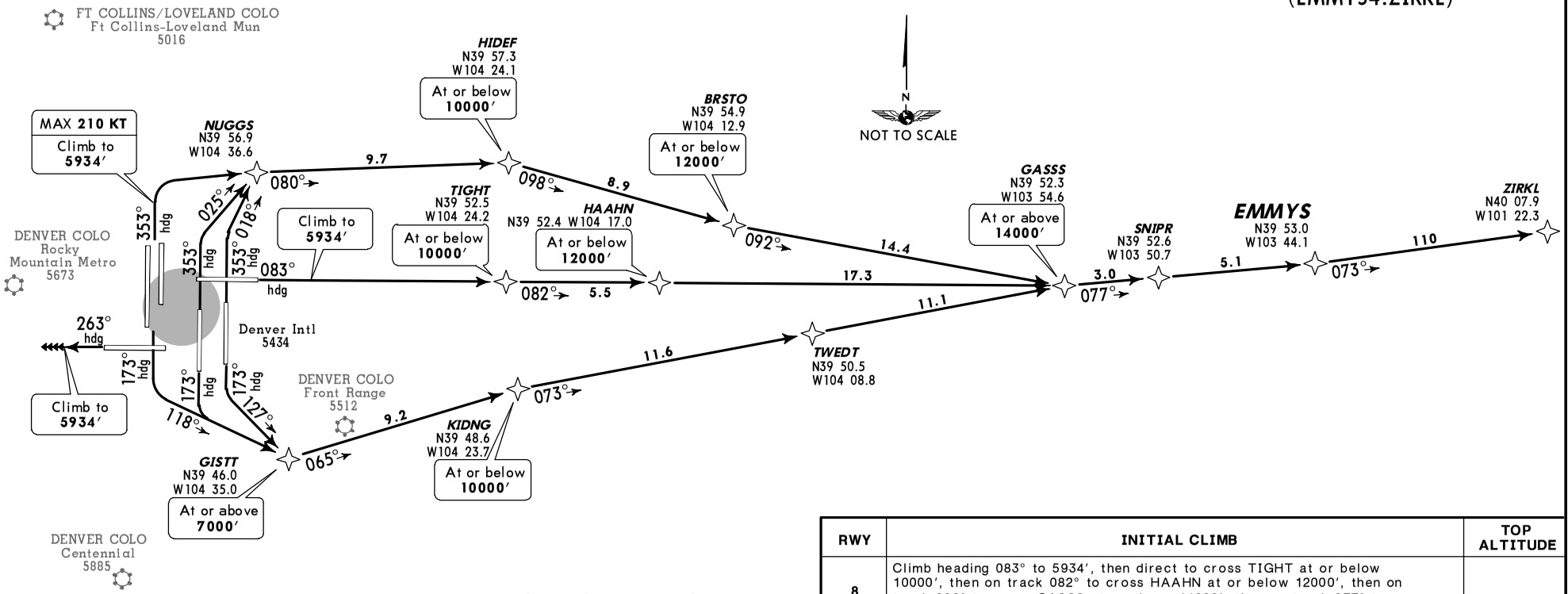
DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.
128.25			

EMMYS FOUR RNAV DEPARTURE (EMMYS4.ZIRKL)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to 8700′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 215′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 9300′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 235′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 285′ per NM to 9000′.

Direct distance from Denver Intl
(Rwy 8) to: TIGHT 12 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EMMYS 43 NM
(Rwys 34L/R, 35L/R) to: NUGGS 6 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
220′ per NM	275	367	550	733	917	1100
235′ per NM	294	392	588	783	979	1175
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
320′ per NM	400	533	800	1067	1333	1600
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then direct to cross TIGHT at or below 10000′, then on track 082° to cross HAAHN at or below 12000′, then on track 082° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EMMYS.	
34L/R	Climb heading 353° MAX 210 KT to 5934′, then climbing RIGHT turn direct NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
35L	Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
35R	Climb heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	

ROUTING

From EMMYS on depicted route to ZIRKL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
128.25		**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.

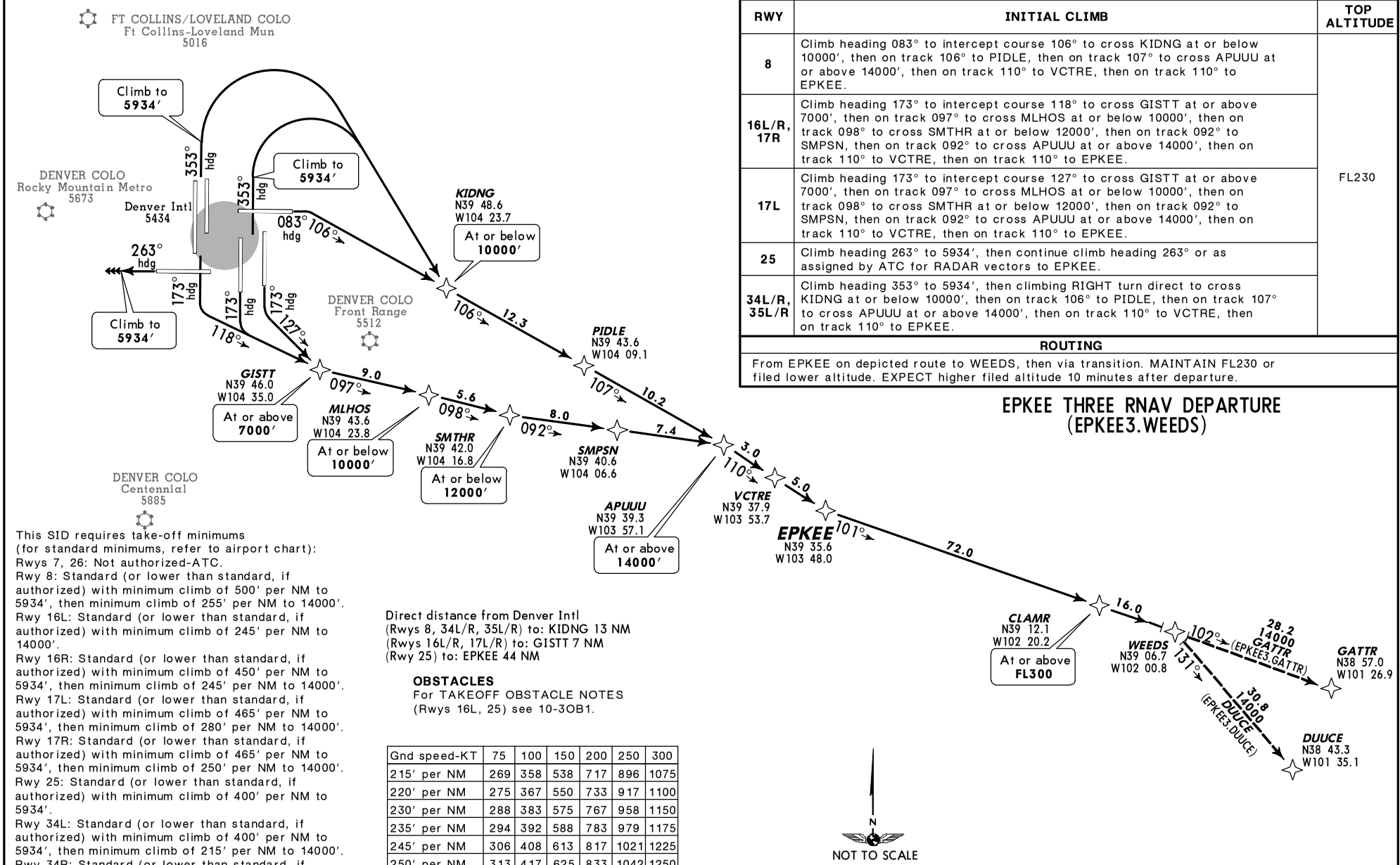
6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 097° to cross MLHOS at or below 10000′, then on track 098° to cross SMTHR at or below 12000′, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 097° to cross MLHOS at or below 10000′, then on track 098° to cross SMTHR at or below 12000′, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EPKEE.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	

ROUTING

From EPKEE on depicted route to WEEDS, then via transition. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

EPKEE THREE RNAV DEPARTURE (EPKEE3.WEEDS)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 255′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 245′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 215′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 235′ per NM to 14000′.

Direct distance from Denver Intl
(Rwys 8, 34L/R, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EPKEE 44 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
220′ per NM	275	367	550	733	917	1100
230′ per NM	288	383	575	767	958	1150
235′ per NM	294	392	588	783	979	1175
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
255′ per NM	319	425	638	850	1063	1275
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure renumbered.

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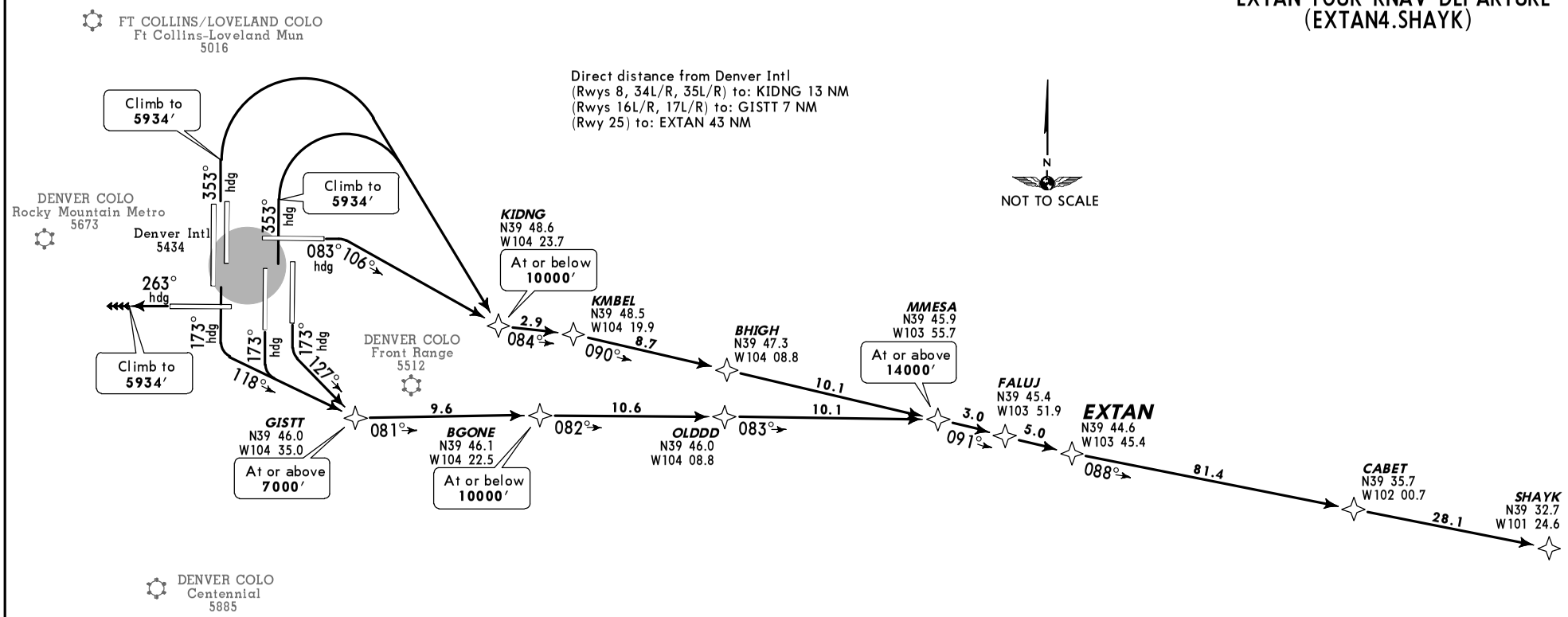
DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.	6. For non-GPS equipped aircraft TXC DME must be operational. 7. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.
128.25			

EXTAN FOUR RNAV DEPARTURE (EXTAN4.SHAYK)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000′.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 081° to cross BGONE at or below 10000′, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000′.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 081° to cross BGONE at or below 10000′, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000′.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EXTAN.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 084° to KIMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000′.	

ROUTING

On depicted route to SHAYK. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimiums
(for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 225′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 240′ per NM to 14000′.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
225′ per NM	281	375	563	750	938	1125
230′ per NM	288	383	575	767	958	1150
240′ per NM	300	400	600	800	1000	1200
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure renumbered.

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DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to PENEY.	FL230
16L/R, 17L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
34L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
35L	Climb heading 353° to intercept 279° course to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
35R	Climb heading 353° to intercept 276° course to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	

ROUTING

From PENEY on depicted route to RLG. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

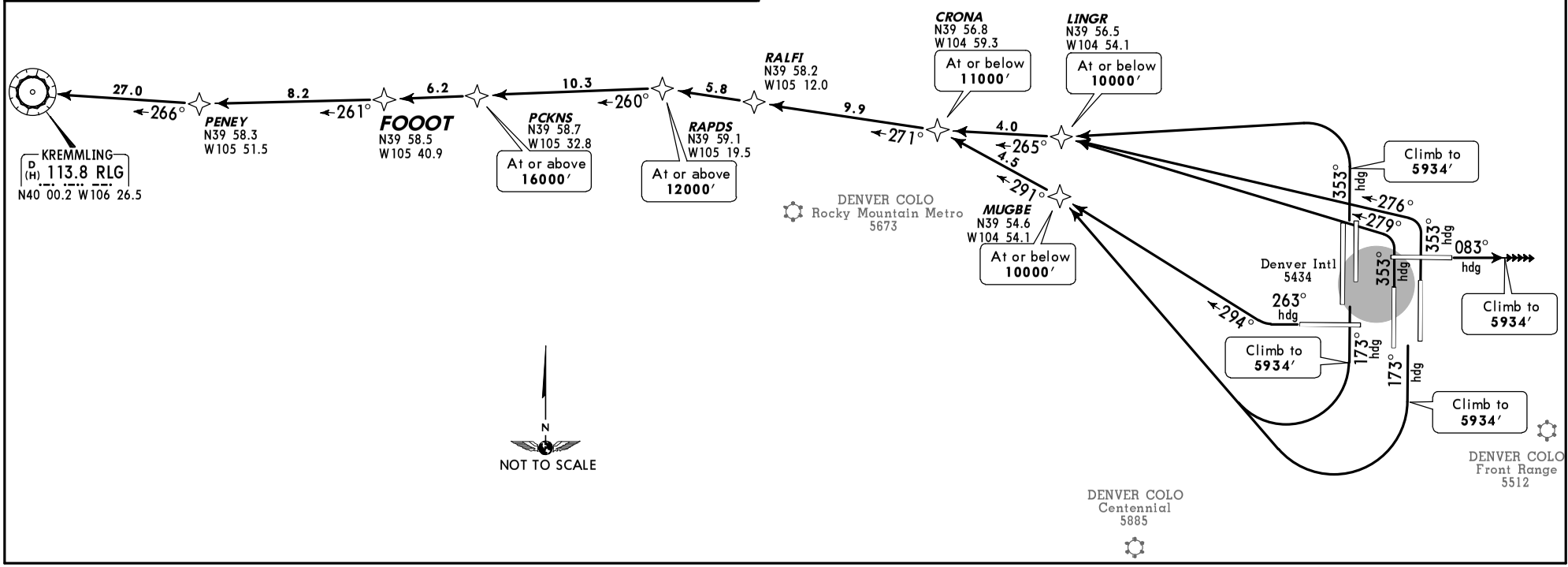
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 245′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934, then minimum climb of 250′ per NM to 16000′.

FOOOT THREE RNAV DEPARTURE (FOOOT3.RLG)

Gnd speed-KT	75	100	150	200	250	300
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125

Direct distance from Denver Intl
(Rwy 8) to: PENEY 55 NM
(Rwys 16L/R, 17L/R, 25) to: MUGBE 11 NM
(Rwys 34L/R, 35L/R) to: LINGR 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

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TAKEOFF OBSTACLE NOTES

BUCKLEY AFB

◦ RWY 14:
TERRAIN 110' FROM DER, 529' LEFT OF CENTERLINE, 5666' MSL.

CENTENNIAL

◦ RWY 10:
TERRAIN BEGINNING 369' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5854' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1358' FROM DER, 253' LEFT OF CENTERLINE, UP TO 5830' MSL.

◦ RWY 17L:
TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, UP TO 100' AGL/5976' MSL.

◦ RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5886' MSL. TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE, 90' AGL/6021' MSL.

◦ RWY 28:
TERRAIN BEGINNING 89' FROM DER, ON CENTERLINE, EXTENDING TO 514' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5843' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.

DENVER INTL

◦ RWY 7:
SIGN 21' FROM DER, 337' LEFT OF CENTERLINE, 5' AGL/5357' MSL.

◦ RWY 16L:
MULTIPLE SIGNS BEGINNING 126' FROM DER, 490' LEFT OF CENTERLINE, UP TO 7' AGL/5359' MSL. COMMUNICATION TOWER 4749' FROM DER, 1358' LEFT OF CENTERLINE, 107' AGL/5478' MSL.

◦ RWY 25:
SIGN 48' FROM DER, 450' RIGHT OF CENTERLINE, 6' AGL/5354' MSL.

◦ RWY 26:
SIGN 50' FROM DER, 339' LEFT OF CENTERLINE, 5' AGL/5356' MSL.

FT COLLINS-LOVELAND MUN

◦ RWY 33:
TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

FRONT RANGE

- RWY 17:
  POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 43' AGL/5603' MSL.

- RWY 26:
  TREES BEGINNING 98' FROM DER, 456' RIGHT OF CENTERLINE, UP TO 50' AGL/5489' MSL.

GREELEY-WELD CO

- RWY 28:
  TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 11' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 10' AGL/4665' MSL.

- RWY 35:
  MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

ROCKY MOUNTAIN METRO

- RWY 3:
  POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.

- RWY 12L:
  GROUND 1' FROM DER, 266' LEFT OF CENTERLINE, 5566' MSL. POLES BEGINNING 11' FROM DER, 395' LEFT OF CENTERLINE, 2' AGL/5567' MSL.

- RWY 12R:
  POLES BEGINNING 7' FROM DER, 265' RIGHT OF CENTERLINE, 2' AGL/5596' MSL. LIGHTS 8' FROM DER, 52' LEFT AND RIGHT OF CENTERLINE, 2' AGL/5596' MSL.

- RWY 21:
  WINDSOCK 116' FROM DER, 209' LEFT OF CENTERLINE, 10' AGL/5622' MSL.

- RWY 30L:
  TERRAIN BEGINNING 23' FROM DER, 28' LEFT OF CENTERLINE, UP TO 5724' MSL. LIGHTS 40' FROM DER, 76' LEFT AND RIGHT OF CENTERLINE, 2' AGL/5676' MSL. GROUND BEGINNING 831' FROM DER, 170' LEFT OF CENTERLINE, 5698' MSL. FENCE BEGINNING 946' FROM DER, 206' LEFT OF CENTERLINE, UP TO 19' AGL/5734' MSL. VEHICLES ON ROADS BEGINNING 1425' FROM DER, 715' LEFT OF CENTERLINE, 10' AGL/5748' MSL. TREES AND POLES BEGINNING 1106' FROM DER, 92' LEFT OF CENTERLINE, UP TO 44' AGL/5754' MSL.

- RWY 30R:
  GROUND 1' FROM DER, 183' RIGHT OF CENTERLINE, 5661' MSL. LIGHT POLE 10' FROM DER, 59' LEFT OF CENTERLINE, 2' AGL/5661' MSL. LIGHTS BEGINNING 11' FROM DER, 127' RIGHT OF CENTERLINE, 2' AGL/5567' MSL. POLE 1606' FROM DER, 917' LEFT OF CENTERLINE, 44' AGL/5702' MSL.

CHANGES: Rocky Mountian Metro obstacle notes revised.

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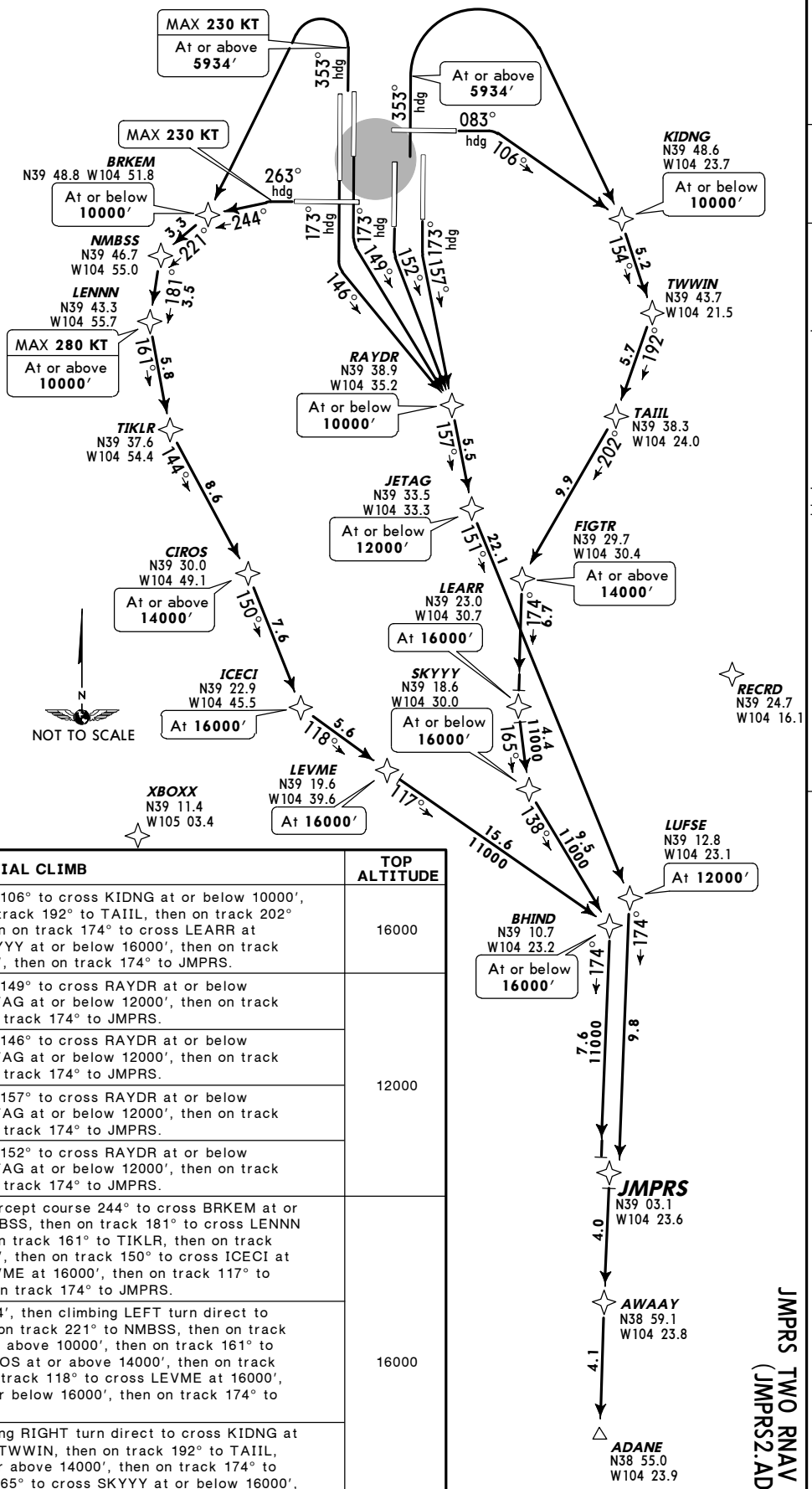
OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to 10000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 9000′. then minimum climb of 270′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
325′ per NM	406	542	813	1083	1354	1625
350′ per NM	438	583	875	1167	1458	1750
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at 16000′, then on track 165° to cross SKYYY at or below 16000′, then on track 138° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	16000
16L	Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	12000
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at 16000′, then on track 118° to cross LEVME at 16000′, then on track 117° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	16000
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at 16000′, then on track 118° to cross LEVME at 16000′, then on track 117° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	
35L/R	Climb heading 353° to 5934′ then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at 16000′, then on track 165° to cross SKYYY at or below 16000′, then on track 138° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	

RWY	ROUTING
16L/R, 17L/R	From JMPRS as depicted. MAINTAIN 12000′ or filed lower altitude. EXPECT filed altitude 10 minutes after departure.
All other RWYS	From JMPRS as depicted. MAINTAIN 16000′ or filed lower altitude. EXPECT filed altitude 10 minutes after departure.

Direct distance from Denver Intl
(Rwys 8, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: RAYDR 13 NM
(Rwys 25, 34L/R) to: BRKEM 9 NM

DENVER Departure (R) 128.45

Apt Elev 5434′

Trans level: FL180 Trans alt: 18000′
1. RNAV 1.
2. Turbojets only.
3. RADAR required for non-GPS equipped aircraft.
4. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise ATC prior to departure.

KDEN/DEN
DENVER INTL

JEPPESEN
19 DEC 14 (10-3P)

DENVER, COLO
RNAV SID

JMPRS TWO RNAV DEPARTURE (JMPRS2.ADANE)

CHANGES: Reissue.

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DENVER Departure (R) 127.05

Apt Elev See Graphic

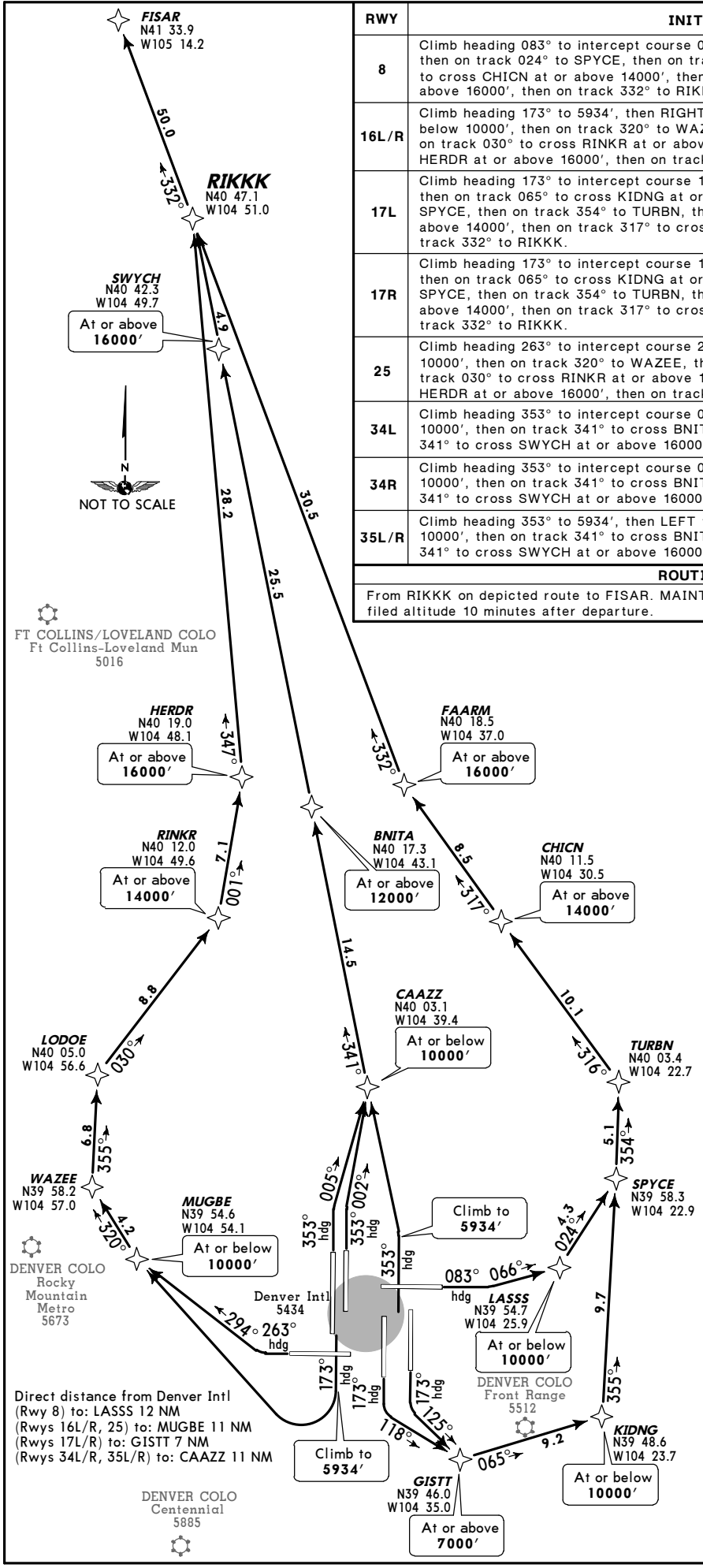
Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 347° to RIKKK.	
17L	Climb heading 173° to intercept course 125° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 347° to RIKKK.	
34L	Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	
34R	Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	
35L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	

ROUTING

From RIKKK on depicted route to FISAR. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



Direct distance from Denver Intl
(Rwy 8) to: LASSS 12 NM
(Rwys 16L/R, 25) to: MUGBE 11 NM
(Rwys 17L/R) to: GISTT 7 NM
(Rwys 34L/R, 35L/R) to: CAAZZ 11 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 7000′, then minimum climb of 260′ per NM to 12000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 430′ per NM to 7000′, then minimum climb of 260′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
430′ per NM	538	717	1075	1433	1792	2150
455′ per NM	569	758	1138	1517	1896	2275

RIKKK THREE RNAV DEPARTURE (RIKKK3.FISAR)

CHANGES: Procedure renumbered.

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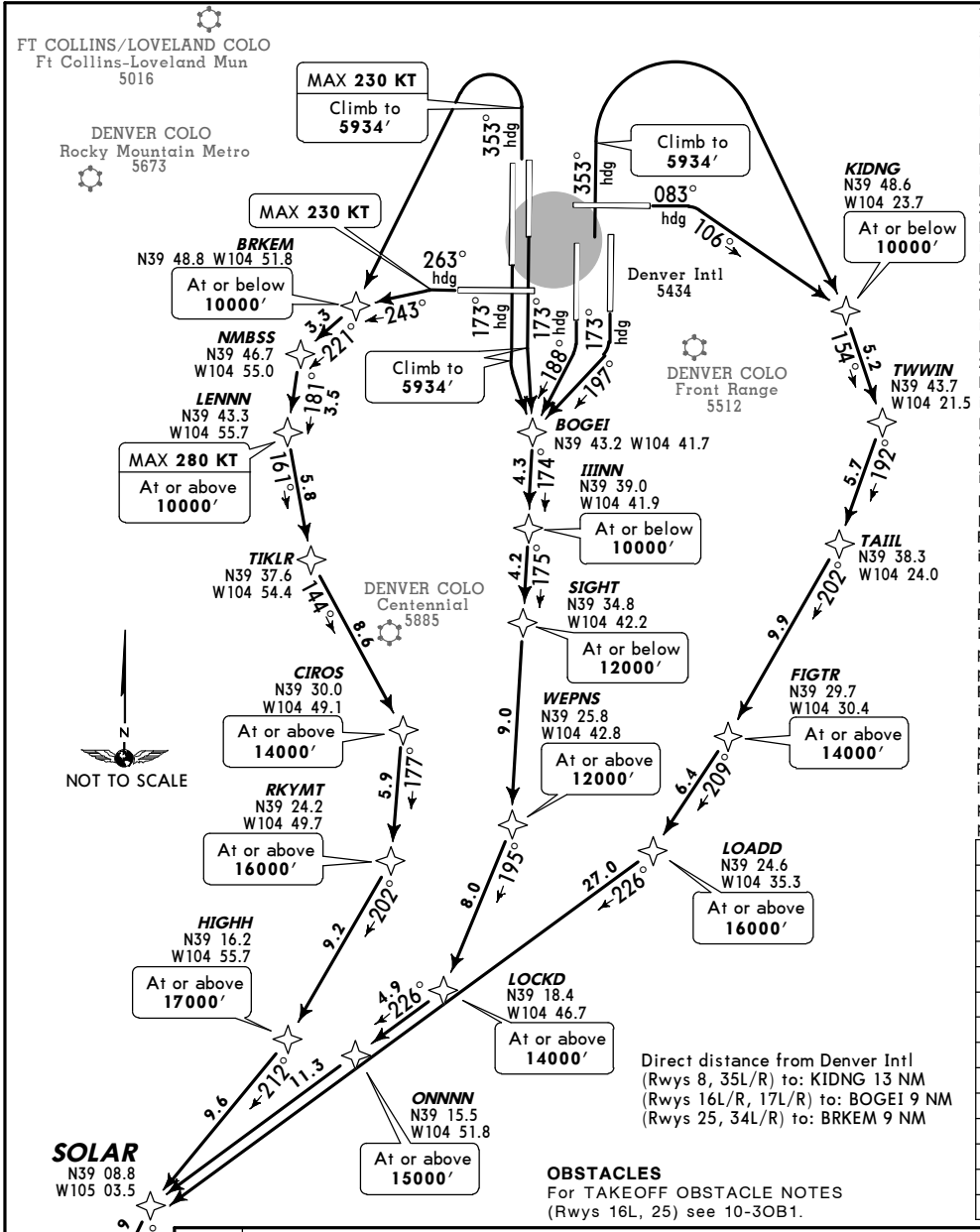
DENVER Departure (R)
128.45

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. **DME/DME/IRU or GPS required. 2. RNAV 1.**
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then a minimum climb of 290′ per NM to 13000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to 5934′, then a minimum climb of 265′ per NM to 13000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to 5934′, then minimum climb of 265′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 435′ per NM to 5934′, then a minimum climb of 270′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415′ per NM to 9000′, then minimum climb of 285′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 13000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
285′ per NM	356	475	713	950	1188	1425
290′ per NM	363	483	725	967	1208	1450
380′ per NM	475	633	950	1267	1583	1900
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
415′ per NM	519	692	1038	1383	1729	2075
435′ per NM	544	725	1088	1450	1813	2175
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375

Direct distance from Denver Intl
(Rwys 8, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: BOGEI 9 NM
(Rwys 25, 34L/R) to: BRKEM 9 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 209° to cross LOADD at or above 16000′, then on track 226° to SOLAR.	FL230
16L	Climb heading 173° to 5934′, then BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
16R	Climb heading 173° to 5934′, then climbing RIGHT turn direct BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
17L	Climb heading 173° to intercept course 197° to BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
17R	Climb heading 173° to intercept course 188° to BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
25	Climb heading 263° MAX 230 KT to intercept course 243° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 177° to cross RKYMT at or above 16000′, then on track 202° to cross HIGHH at or above 17000′, on track 212° to SOLAR.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 177° to cross RKYMT at or above 16000′, then on track 202° to cross HIGHH at or above 17000′, then on track 212° to SOLAR.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 209° to cross LOADD at or above 16000′, then on track 226° to SOLAR.	

ROUTING
From SOLAR on depicted route to DAAYE. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

SOLAR THREE RNAV DEPARTURE (SOLAR3.DAAYE)

CHANGES: Procedure renumbered.

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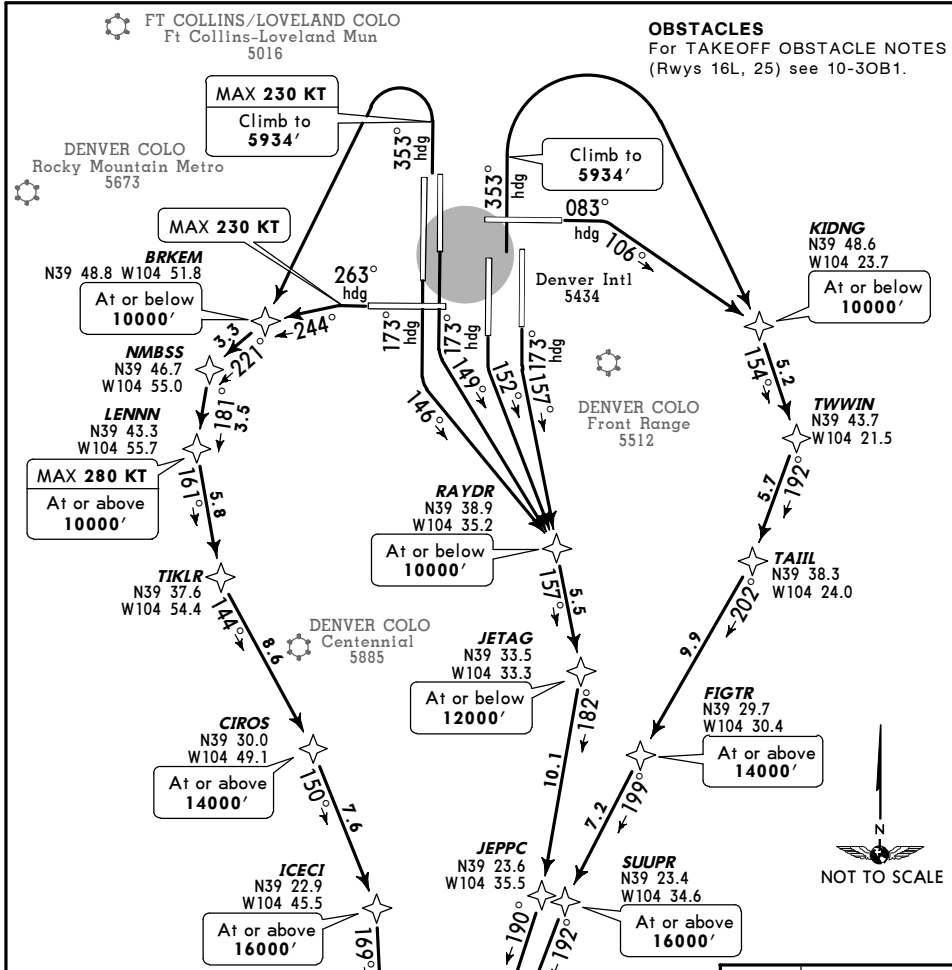
DENVER Departure (R) 128.45

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. ZAPAA Transition: For non-GPS equipped aircraft, PUB and ALS DMEs must be operational.
6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to 10000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′, then minimum climb of 250′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 9000′, then minimum climb of 285′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 285′ per NM to 15000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 280′ per NM to 15000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
325′ per NM	406	542	813	1083	1354	1625
350′ per NM	438	583	875	1167	1458	1750
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 199° to cross SUUPR at or above 16000′, then on track 192° to SPAZZ.	FL230
16L	Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 169° to SPAZZ.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 169° to SPAZZ.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 199° to cross SUUPR at or above 16000′, then on track 192° to SPAZZ.	

ROUTING
From SPAZZ as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

Direct distance from Denver Intl
(Rwys 8, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: RAYDR 13 NM
(Rwys 25, 34L/R) to: BRKEM 9 NM

SPAZZ THREE RNAV DEPARTURE (SPAZZ3.SPAZZ)

JEPPESEN DENVER, COLO
7 NOV 14 (10-3T) Eff 13 Nov RNAV SID

CHANGES: Procedure renumbered.

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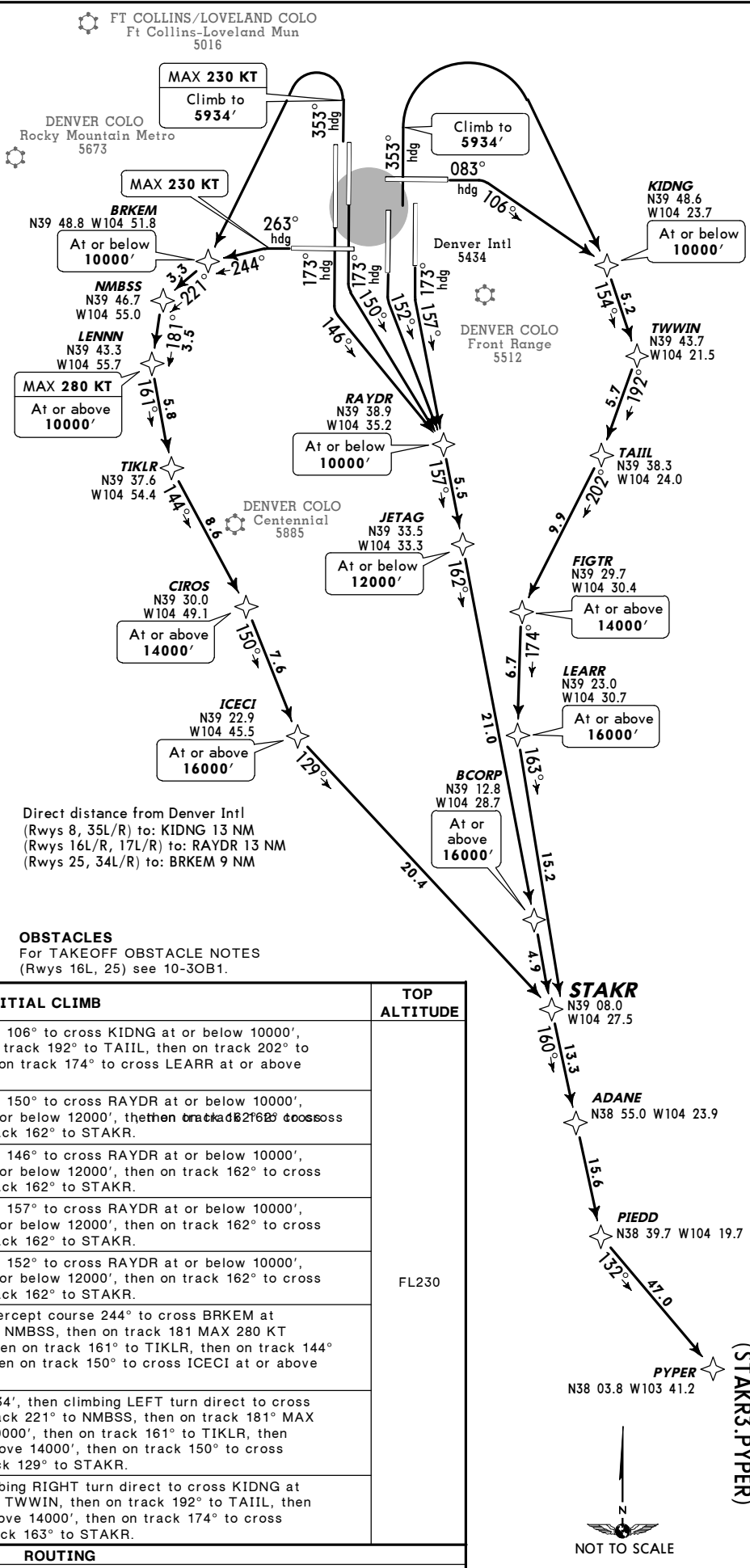
STAKR THREE RNAV DEPARTURE (STAKR3.PYPER)

JEPPESEN
7 NOV 14 (10-3U) Eff 13 Nov

DENVER Departure (R) 128.45

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. **DME/DME/IRU or GPS required. 2. RNAV 1.**
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 5934′, then minimum climb of 280′ per NM to 16000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′, then minimum climb of 280′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 7600′, then minimum climb of 285′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 15000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
350′ per NM	438	583	875	1167	1458	1750
355′ per NM	444	592	888	1183	1479	1775
390′ per NM	488	650	975	1300	1625	1950
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375
500′ per NM	625	833	1250	1667	2083	2500

Direct distance from Denver Intl
(Rwys 8, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: RAYDR 13 NM
(Rwys 25, 34L/R) to: BRKEM 9 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at or above 16000′, then on track 163° to STAKR.	FL230
16L	Climb heading 173° to intercept course 150° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181 MAX 280 KT to cross LENNN at or above 10000′, then on track 161° to TIKLR, then on track 144° to CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 129° to STAKR.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° MAX 280 KT to cross LENNN at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 129° to STAKR.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at or above 16000′, then on track 163° to STAKR.	

ROUTING
From STAKR on depicted route to PYPER. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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DENVER Departure (R)
127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

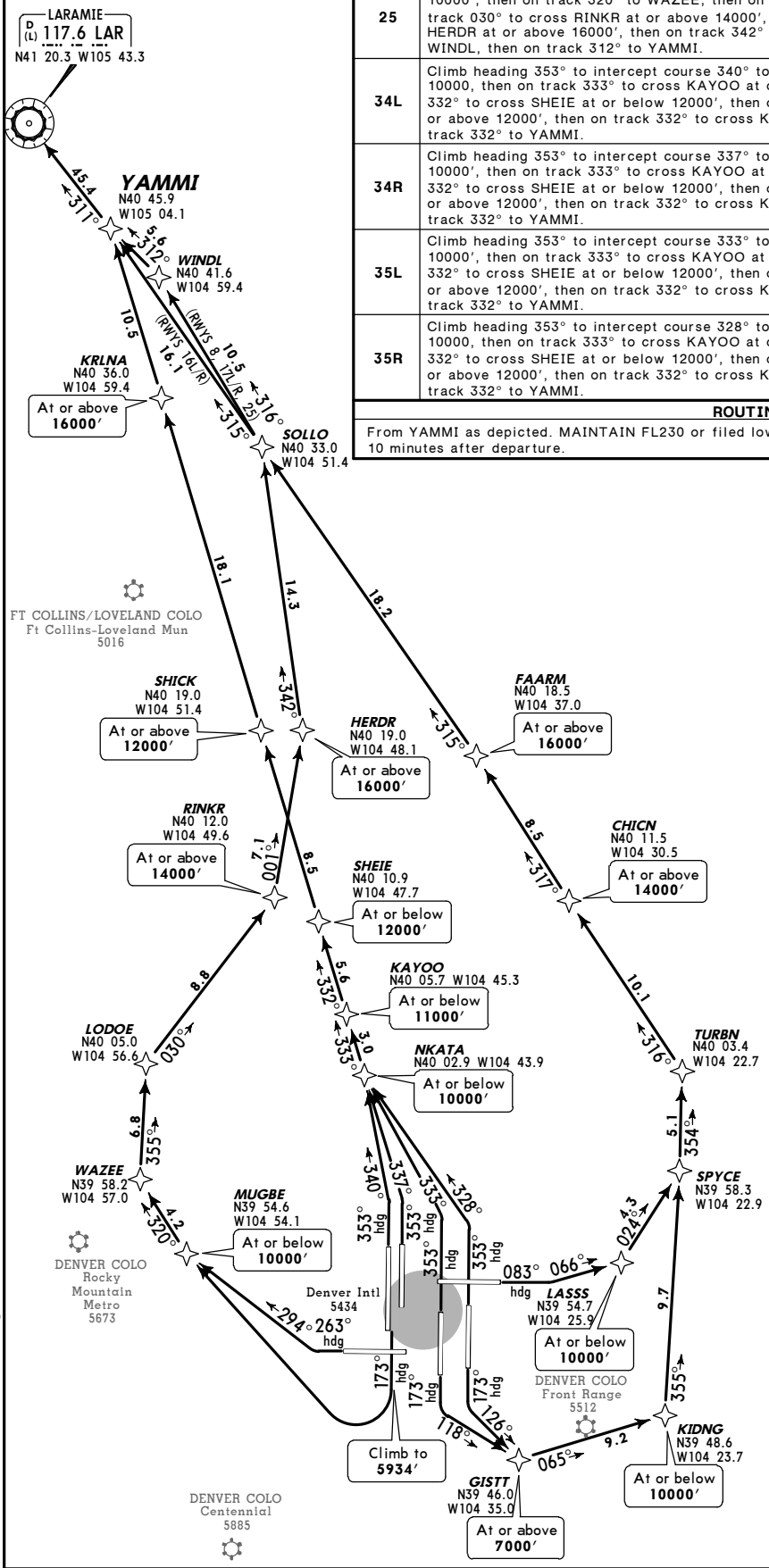
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 342° to SOLLO, then on track 315° to YAMMI.	
17L	Climb heading 173° to intercept course 126° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 342° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
34L	Climb heading 353° to intercept course 340° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000′, then on track 332° to cross SHEIE at or below 12000′, then on track 332° to cross SHICK at or above 12000′, then on track 332° to cross KRLNA at or above 16000′, then on track 332° to YAMMI.	
34R	Climb heading 353° to intercept course 337° to cross NKATA at or below 10000′, then on track 333° to cross KAYOO at or below 11000′, then on track 332° to cross SHEIE at or below 12000′, then on track 332°to cross SHICK at or above 12000′, then on track 332° to cross KRLNA at or above 16000′, then on track 332° to YAMMI.	
35L	Climb heading 353° to intercept course 333° to cross NKATA at or below 10000′, then on track 333° to cross KAYOO at or below 11000′, then on track 332° to cross SHEIE at or below 12000′, then on track 332° to cross SHICK at or above 12000′, then on track 332° to cross KRLNA at or above 16000′, then on track 332° to YAMMI.	
35R	Climb heading 353° to intercept course 328° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000′, then on track 332° to cross SHEIE at or below 12000′, then on track 332° to cross SHICK at or above 12000′, then on track 332° to cross KRLNA at or above 16000′, then on track 332° to YAMMI.	

ROUTING

From YAMMI as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

Direct distance from Denver Intl
(Rwy 8) to: LASSS 12 NM
(Rwys 16L/R, 25) to: MUGBE 11 NM
(Rwys 17L/R) to: GISTT 7 NM
(Rwys 34L/R, 35L/R) to: NKATA 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 280′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 275′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 7000′, then minimum climb of 240′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
455′ per NM	569	758	1138	1517	1896	2275
500′ per NM	625	833	1250	1667	2083	2500

YAMMI THREE RNAV DEPARTURE (YAMMI3.LAR)

7 NOV 14 (10-3V) Eff 13 Nov

CHANGES: Procedure renumbered.

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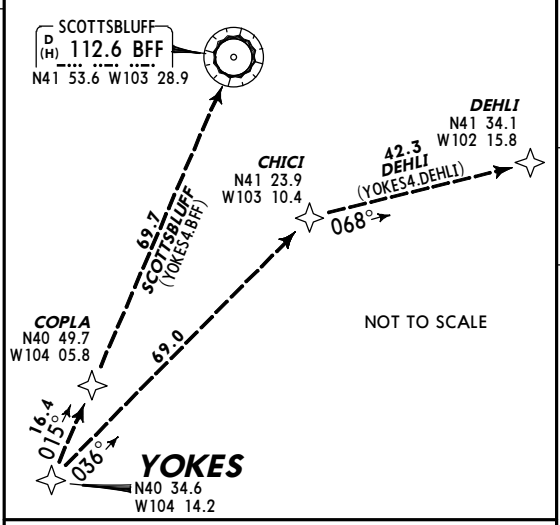
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 041° to cross ELCEE at or above 16000′, then on track 042° to YOKES.	
17L	Climb heading 173° to intercept course 125° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 041° to cross ELCEE at or above 16000′, then on track 042° to YOKES	
34L	Climb heading 353° to intercept course 025° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
34R	Climb heading 353° to intercept course 023° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
35L	Climb heading 353° to intercept course 011° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
35R	Climb heading 353° to intercept course 007° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	

ROUTING

From YOKES as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

ENROUTE TRANSITIONS

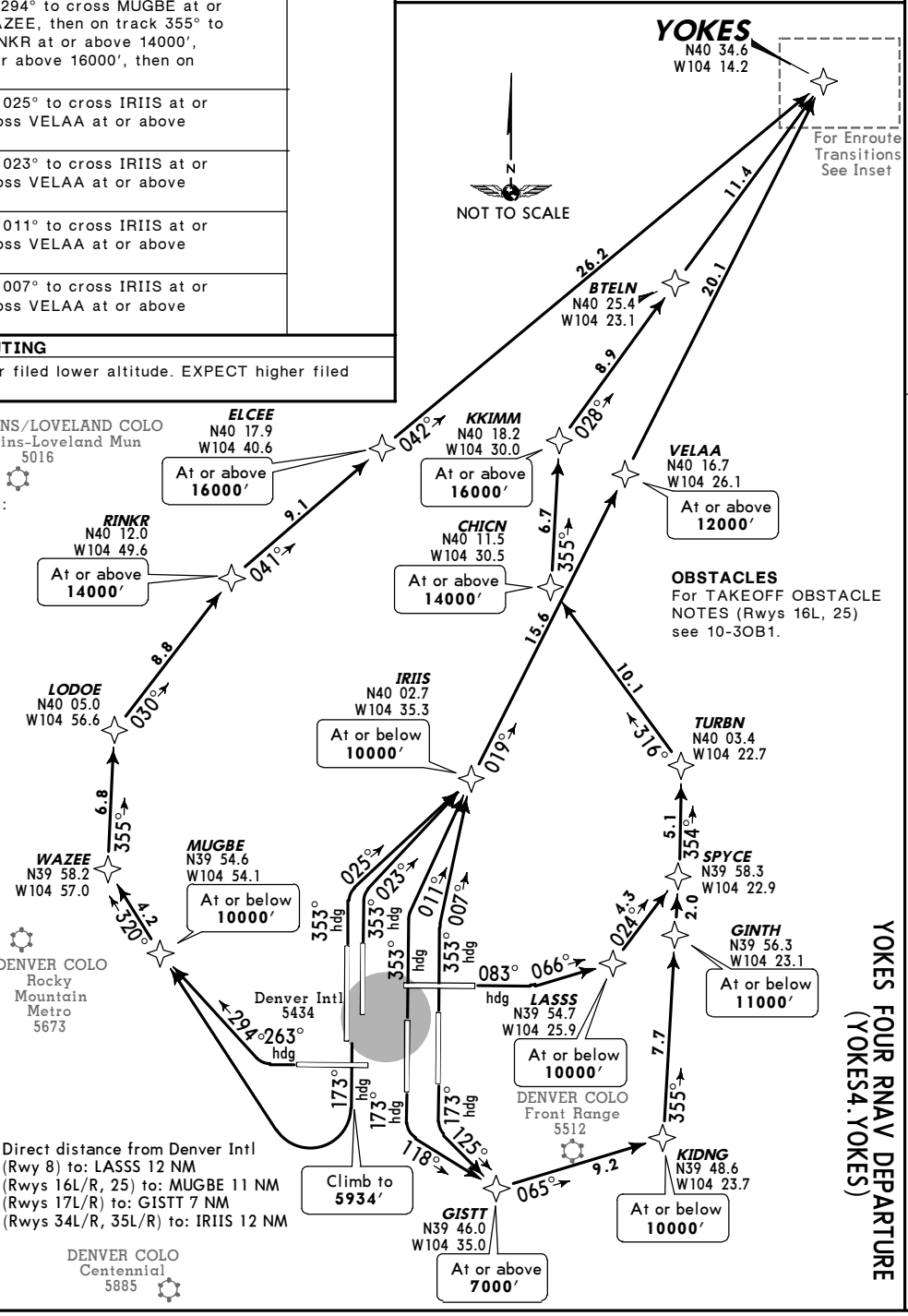


DENVER Departure (R) 127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′

1. **DME/DME/IRU or GPS required.** 2. **RNAV 1.**
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 15000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 7000′, then minimum climb of 240′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
455′ per NM	569	758	1138	1517	1896	2275
465′ per NM	581	775	1163	1550	1938	2325

Direct distance from Denver Intl
(Rwy 8) to: LASSS 12 NM
(Rwys 16L/R, 25) to: MUGBE 11 NM
(Rwys 17L/R) to: GISTT 7 NM
(Rwys 34L/R, 35L/R) to: IRIIS 12 NM

YOKES FOUR RNAV DEPARTURE (YOKES4.YOKES)

KDEN/DEN DENVER INTL

DENVER, COLO RNAV SID

JEPPESEN 7 NOV 14 (10-3W) Eff 13 Nov

CHANGES: Procedure renumbered.

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STANDARD RAMP DEPARTURE TAXI ROUTES

Standard Taxi East	
Origin	**Routing**
Concourse A - South Side	Taxi via Taxiway Alfa Sierra (AS) towards Ramp Control Marking 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 2E.
Concourse A - North Side	Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E.
Concourse B - South Side	Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E.
Concourse B - North Side	Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E.
Concourse C - South Side	Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 7E.
South Cargo	Taxi East on Taxiway Alfa (A) towards Ramp Control Marking 3S. Hold short of Taxiway Lima (L). Monitor Ground on 121.85.

Standard Taxi West	
Origin	**Routing**
Concourse A - South Side	Taxi via Taxiway Alfa Alfa (AA) towards Ramp Control Marking 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 1W.
Concourse A - North Side	Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W.
Concourse B - South Side	Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W.
Concourse B - North Side	Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W.
Concourse C - South Side	Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 7W.

CHANGES: Apron Location Point changed to Ramp Control Markings.

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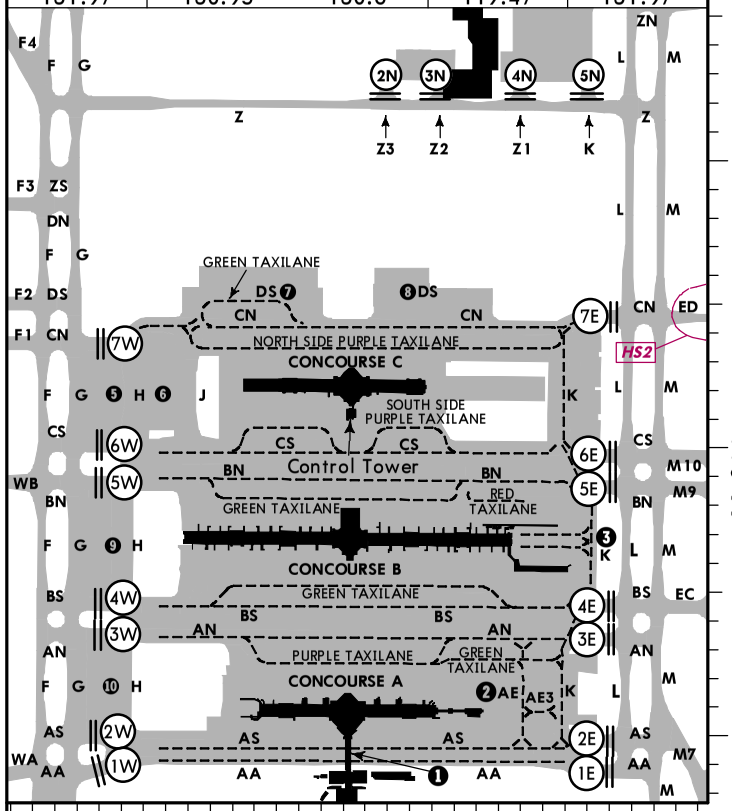
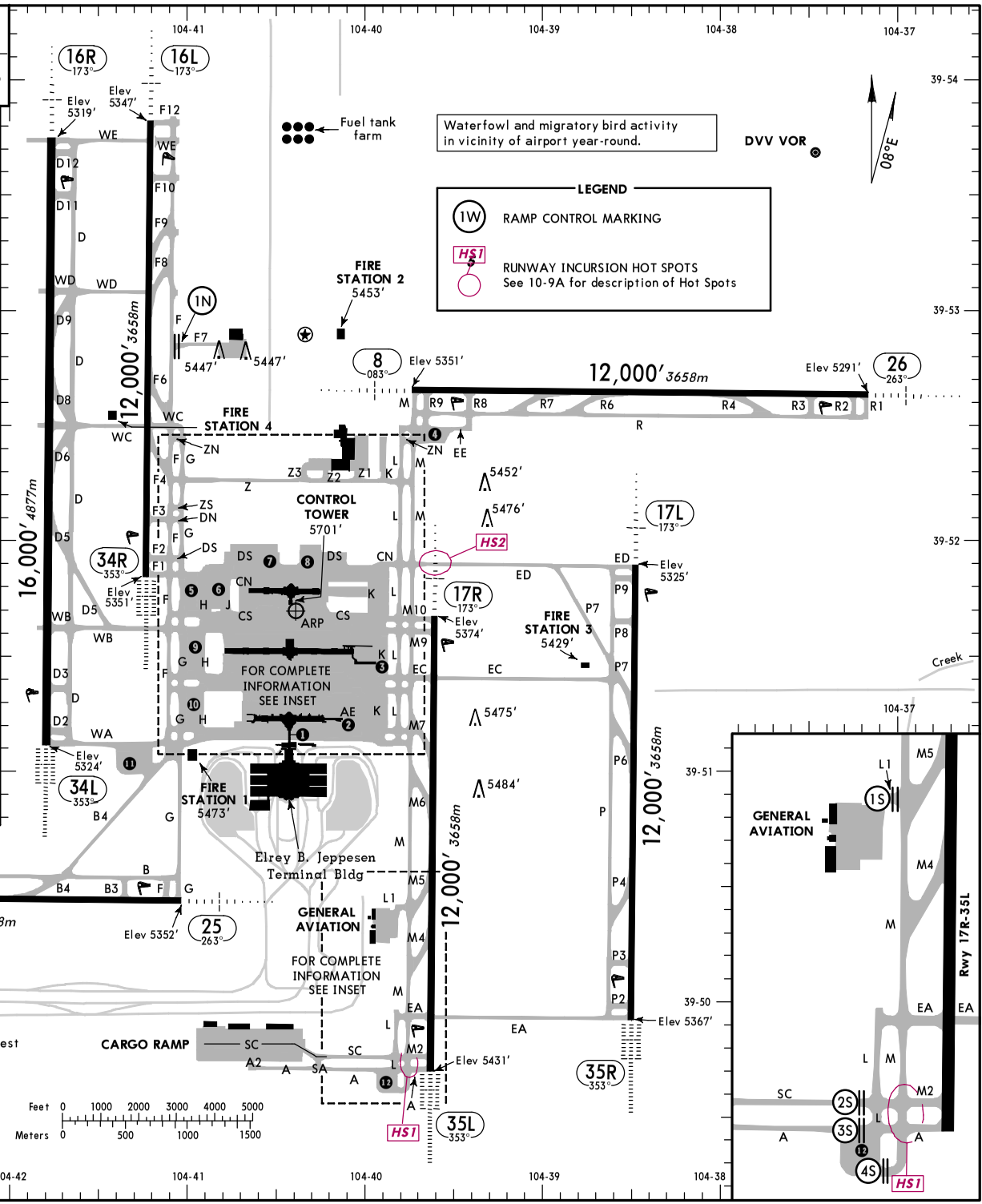
D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground West	Ground East
134.02 VOT 110.0 (Limited)		118.75	127.5	121.85

Tower				DENVER Departure (R)			
Rwys 8/26, 17L/35R	132.35	Rwy 7/25	128.75	North	127.05	South	128.45
Rwy 17R/35L	133.3	Rwys 16L/34R, 16R/34L	135.3	East	128.25	West	126.1

RAMP CONTROL
Contact the Ramp Control frequency associated with the parking location, regardless of the ramp entry points used.

CONCOURSE A	CONCOURSE B (North Side)	CONCOURSE B (South Side)	CONCOURSE C	CARGO RAMP
131.97	130.95	130.6	119.47	131.97





1. Overhead passenger bridge on south side of Concourse A provides 42′ (13m) tail and up to 118′ (36m) wingspan clearance when on taxiway centerline.
2. Taxilane AE on east side of Concourse A restricted to Aircraft Design Group III, wingspan less than 118′ (36m) south of AE3.
3. Twy K, between Twys BS and BN, restricted to Aircraft Design Group III. Wingspan less than 118′ (36m).
4. De-ice Pad EE
5. De-ice Pad C
6. De-ice Pad J
7. De-ice Pad DS West
8. RON Pad DS East
9. De-ice Pad B
10. De-ice Pad A
11. De-ice Pad WA
12. De-ice Pad D

CHANGES: Concourse C revised.

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GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders, with Mode C, on all runways and taxiways.
Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
All runways grooved.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
7	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR		10,959′ *3340m*		150′ *46m*
25	HIRL CL MALSR PAPI-L(angle 3.0°) RVR		10,941′ *3335m*		
8	HIRL CL MALSR PAPI-L(angle 3.0°) RVR		10,899′ *3322m*		150′ *46m*
26	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,042′ *3366m*		
16L	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,006′ *3355m*		150′ *46m*
34R	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		10,929′ *3331m*		
16R	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR		14,980′ *4566m*		200′ *61m*
34L	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		14,910′ *4545m*		
17L	HIRL CL MALSR PAPI-L(angle 3.0°) RVR		11,015′ *3357m*		150′ *46m*
35R	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR		10,874′ *3314m*		
17R	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,035′ *3363m*		150′ *46m*
35L	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR		10,899′ *3322m*		

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Pilots taxiing from Cargo ramp on Twy SC or A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization.

HS2 Rwy 17R approach area. ATC will direct pilots to hold short at approach hold line when necessary for separation from traffic.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 34L

2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 34R, 35L

2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 16R

2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 16L, 17L/R, 35R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 7, 8, 25, 26

Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Runway 7, climb on a heading between 315° clockwise to 218° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runway 8, climb on a heading between 310° clockwise to 220° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runways 16L, 16R, climb on a heading between 213° counter-clockwise to 353° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runways 17L, 17R, climb on a heading between 222° counter-clockwise to 353° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runway 25, climb on a heading between 317° clockwise to 083° or 206° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runway 26, climb on a heading between 313° clockwise to 083° or 219° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runways 34L, 34R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

Runways 35L, 35R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500′ before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	LOC Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (GPS) Y Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (RNP) Z Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R
A	600-2	800-2		
B				
C				
D				

AMEND 3

CHANGES: None.

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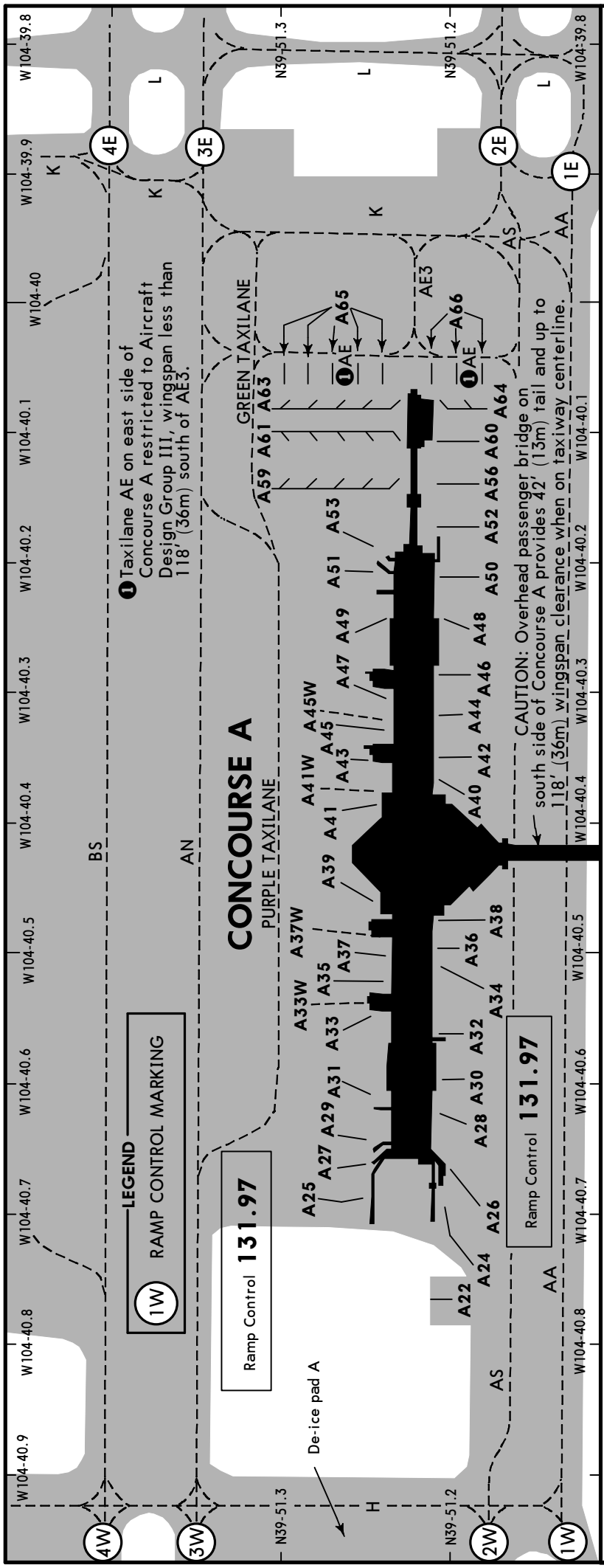

PARKING GATE COORDINATES
CONCOURSE A

GATE NO.	COORDINATES	
A22	N39 51.2	W104 40.8
A24	N39 51.2	W104 40.7
A25	N39 51.3	W104 40.7
A26	N39 51.2	W104 40.7
A27	N39 51.3	W104 40.7
A28	N39 51.2	W104 40.6
A29	N39 51.3	W104 40.6
A30 thru A32	N39 51.2	W104 40.6

GATE NO.	COORDINATES	
A33, A33W	N39 51.2	W104 40.5
A34 thru A37	N39 51.2	W104 40.5
A37W	N39 51.3	W104 40.5
A38, A39	N39 51.2	W104 40.5
A40, A41	N39 51.2	W104 40.4
A41W	N39 51.2	W104 40.4
A42	N39 51.2	W104 40.4
A43 thru A45	N39 51.2	W104 40.3

GATE NO.	COORDINATES	
A45W	N39 51.2	W104 40.3
A46, A47	N39 51.2	W104 40.3
A48 thru A53	N39 51.2	W104 40.2
A56, A60, A64	N39 51.2	W104 40.1
A65	N39 51.3	W104 40.1
A66	N39 51.2	W104 40.1

CHANGES: Parking gates and coordinates revised.

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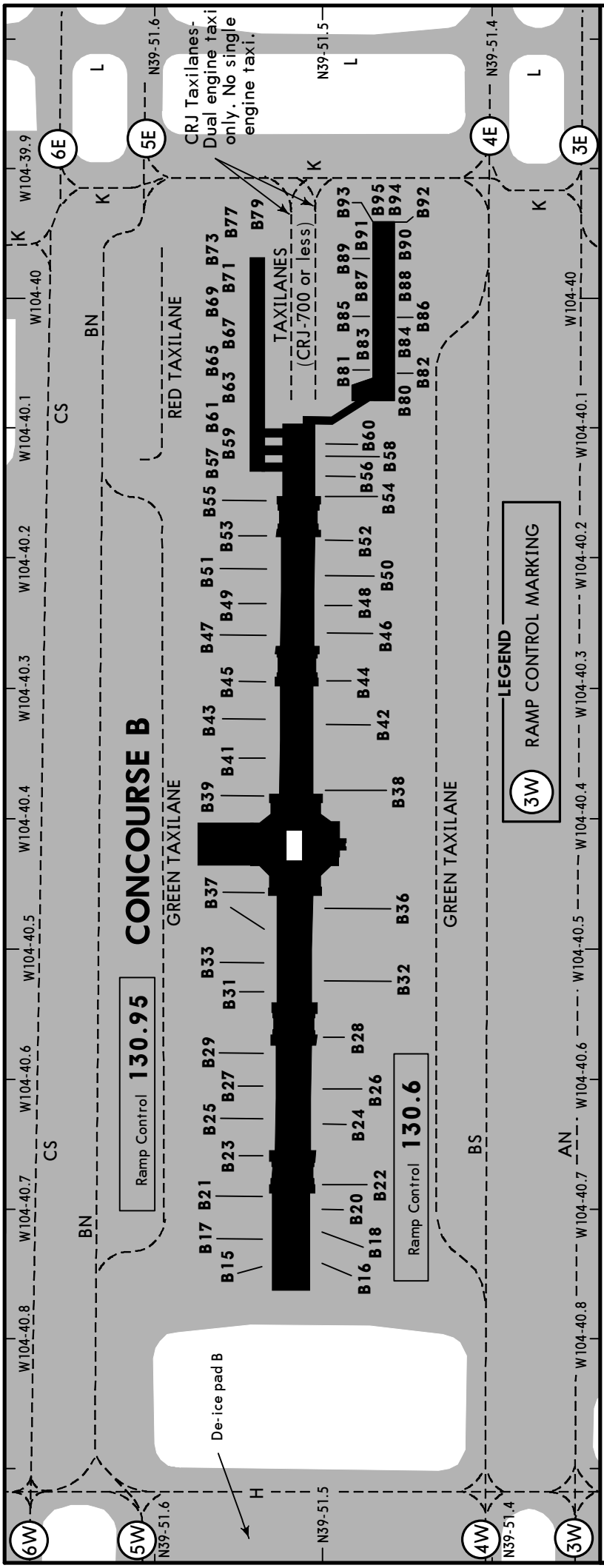

PARKING GATE COORDINATES
CONCOURSE B

GATE NO.	COORDINATES	
B15 thru B18	N39 51.5	W104 40.7
B20 thru B23	N39 51.5	W104 40.7
B24 thru B29	N39 51.5	W104 40.6
B31 thru B33	N39 51.5	W104 40.5
B36, B37	N39 51.5	W104 40.5
B38, B39, B41	N39 51.5	W104 40.4
B42 thru B47	N39 51.5	W104 40.3
B48 thru B55	N39 51.5	W104 40.2

GATE NO.	COORDINATES	
B56	N39 51.5	W104 40.1
B57	N39 51.6	W104 40.1
B58	N39 51.5	W104 40.1
B59	N39 51.6	W104 40.1
B60	N39 51.5	W104 40.1
B61, B63	N39 51.6	W104 40.1
B65, B67, B69	N39 51.6	W104 40.0
B71, B73	N39 51.6	W104 40.0

GATE NO.	COORDINATES	
B77	N39 51.6	W104 39.9
B79	N39 51.5	W104 39.9
B80 thru B82	N39 51.5	W104 40.1
B83 thru B90	N39 51.5	W104 40.0
B91 thru B95	N39 51.5	W104 39.9

CHANGES: Parking gates and coordinates revised.

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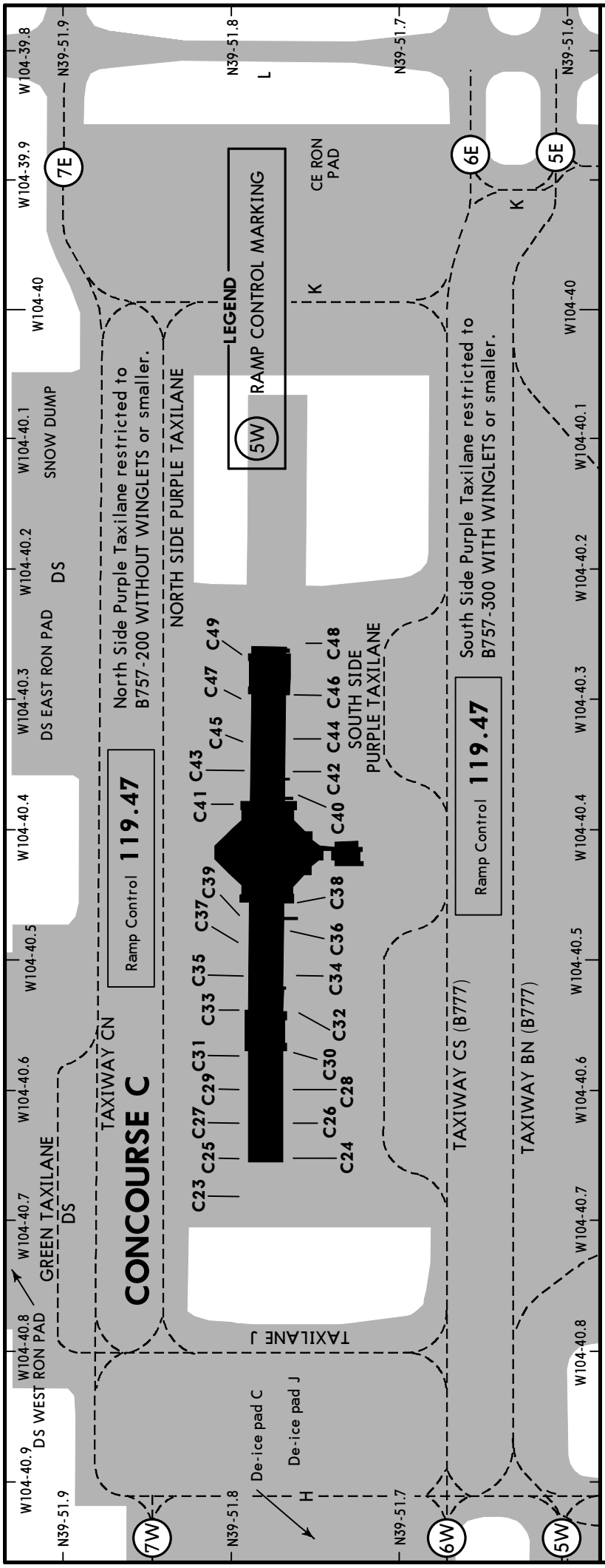

PARKING GATE COORDINATES
CONCOURSE C

GATE NO.	COORDINATES	
C23 thru C25	N39 51.8	W104 40.7
C26 thru C31	N39 51.8	W104 40.6
C32 thru C39	N39 51.8	W104 40.5
C40 thru C43	N39 51.8	W104 40.4
C44 thru C49	N39 51.8	W104 40.3

CHANGES: Parking gates and coordinates revised.

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DEICING PROCEDURES

GENERAL PROCEDURES:

Deicing with engines running is allowed.

SEQUENCING:

With the assistance of the Aerobahn Deicing Manager tool, the Ramp Tower is responsible for sequencing aircraft to the deice pads.

Each departing aircraft will be assigned a Recommended Off-Block Time (ROBT) that is calculated based on the scheduled departure time or amended departure time.

The ROBT will be provided to local airline station operations personnel.

Airline personnel should board the aircraft in an effort to have the aircraft ready to push back from the gate to meet the ROBT.

Aircraft that push more than 5 minutes before the ROBT will be taxied to a holding area until their calculated Target Deice Queue Entry Time, when the flight can re-join the departure queue.

After 10 minutes past the ROBT, the flight will be resequenced and a new ROBT will be issued.

An airline can prioritize and swap their own aircraft in the calculated sequence

STAGING:

Aircraft will be staged at the " DEICE HOLD" signs east of Taxiway H or Taxiway J.

Aircraft may be staged mid-ramp to allow taxi flexibility and exit points for non-deicers.

The goal of the Aerobahn Deicing Manager tool is to have no more than 4 aircraft waiting In queue for each deice pad with a maximum queue time of 10 minutes

COMMUNICATIONS:

ASDE-X surveillance system in use. Operate transponder with Mode C at all times.

Contact Ramp Control to "push for deicing."

Ramp control will direct aircraft to appropriate "DEICE HOLD" location. Aircraft destined for the WA-Pad will be directed to contact Ground Control at the appropriate Ramp Control Marking.

When directed by Ramp Control, contact the deice controller on the appropriate frequency (typically when you are #1 at the "DEICE HOLD" sign).

Upon completion of deicing, the deice pad controller will instruct you to contact Ground Control (Ramp Control for J-Pad and DS-Pad) for taxi.

Contact Ground Control (Ramp Control for J-Pad and DS-Pad) with your deice pad and spot number.

DEICE EFFICIENCY ENHANCEMENT PROGRAM:

Upon the completion of deice and receipt of the "post deice" report, expedite departure from the deice pad.

CHANGES: Deicing procedures revised.

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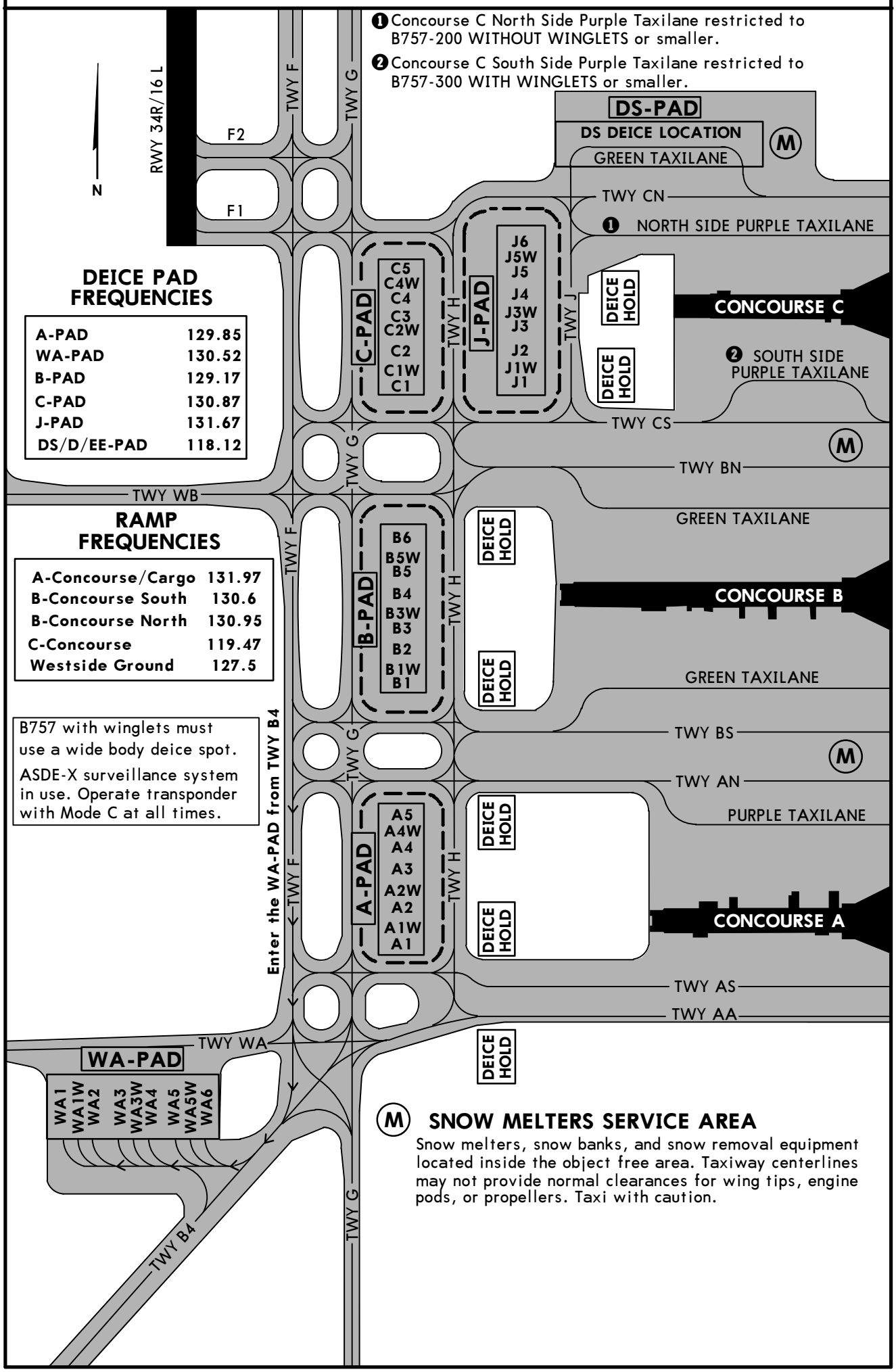
DEICING PROCEDURES CONTINUED



CHANGES: C-Pad revised.

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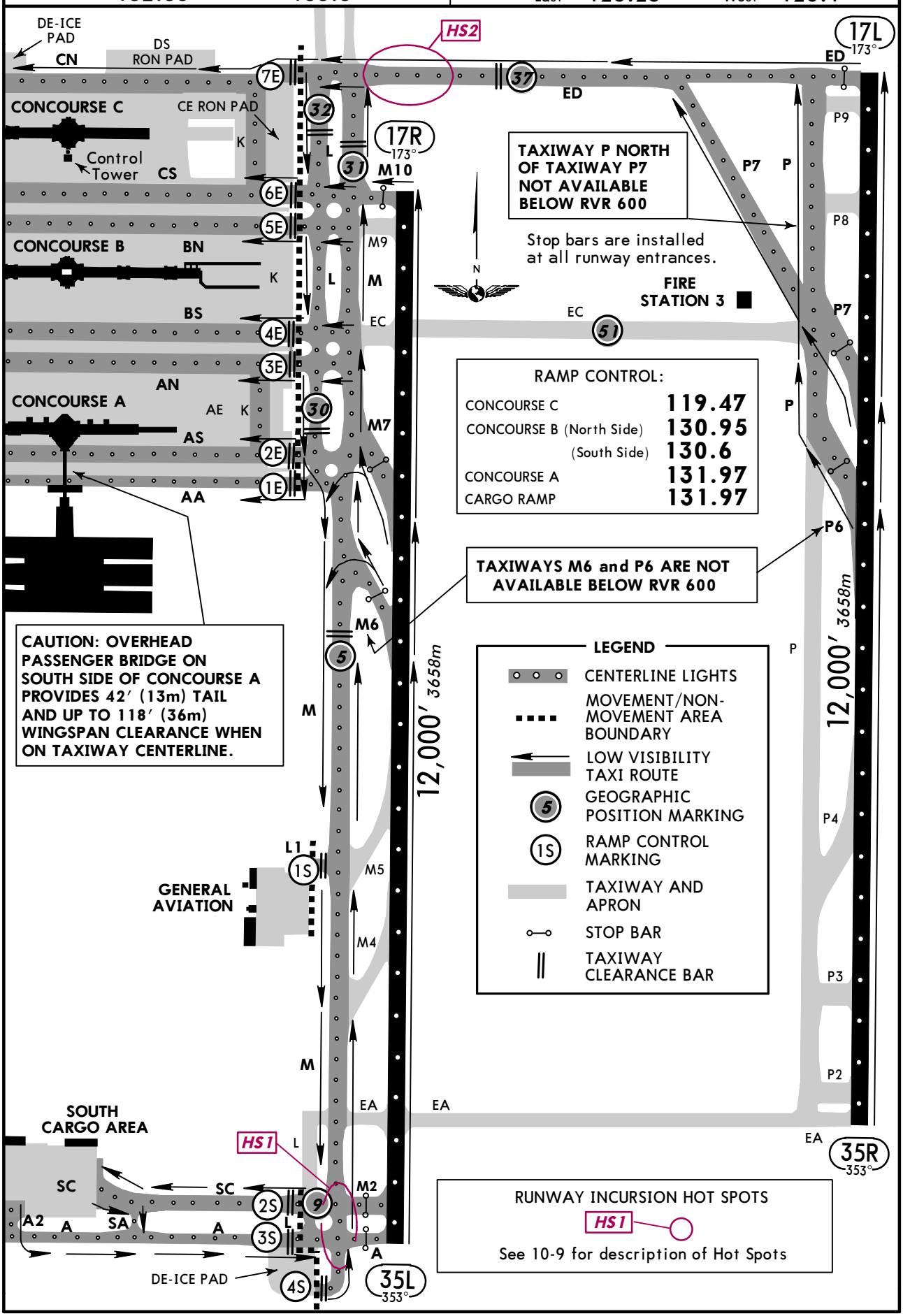
DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 35L & 35R

LESS THAN RVR 1200

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	East 121.85

Tower		DENVER Departure (R)	
Rwys 17L/35R	Rwys 17R/35L	North 127.05	South 128.45
132.35	133.3	East 128.25	West 126.1



CHANGES: None.

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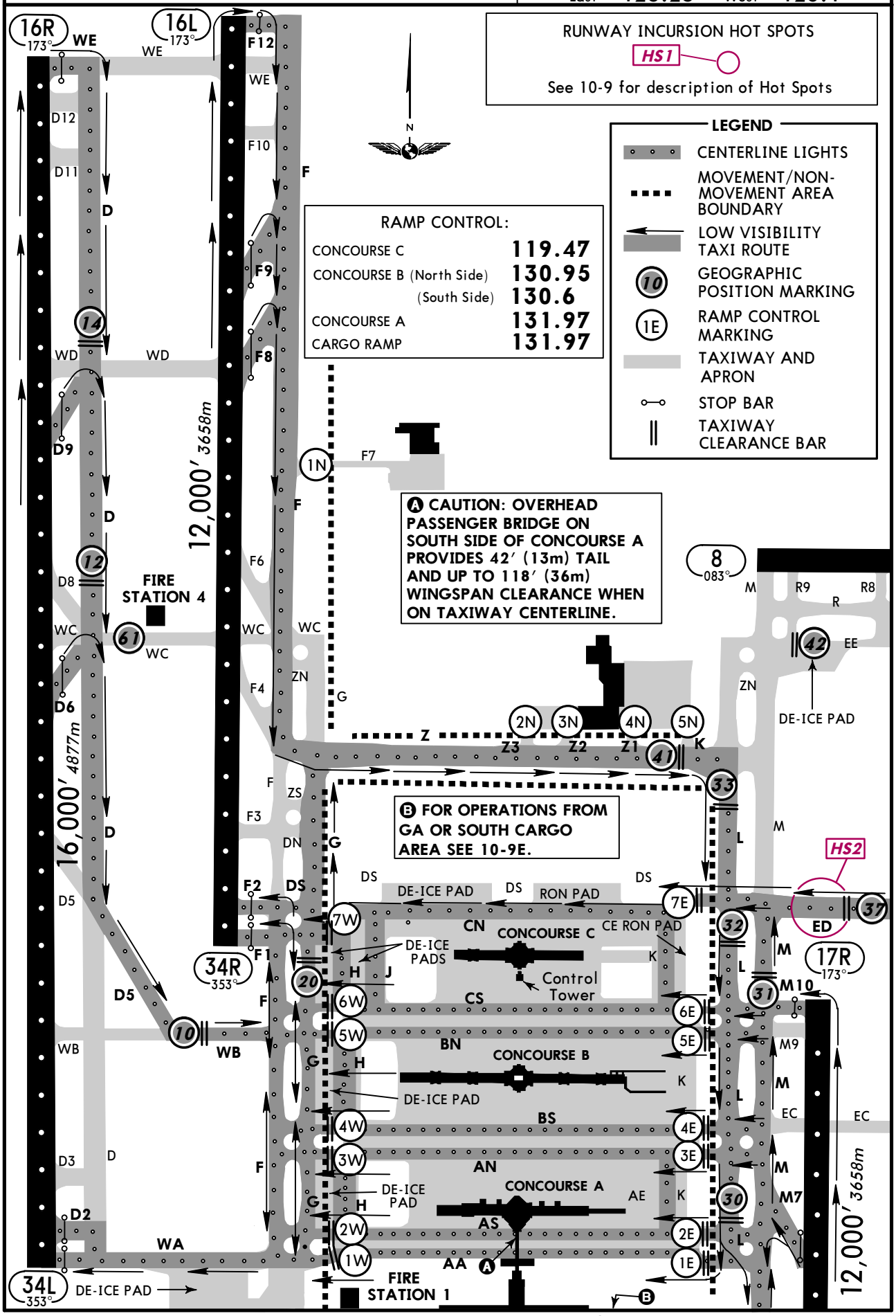
DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 34L & 34R

LESS THAN RVR 1200

D-ATIS Departure	ACARS:	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)	D-ATIS TWIP, PDC	118.75	West 127.5

Tower	DENVER Departure (R)
Rwys 16R/34L, 16L/34R 135.3	North 127.05 South 128.45 East 128.25 West 126.1



CHANGES: Geographic position markings 41 and 42 added.

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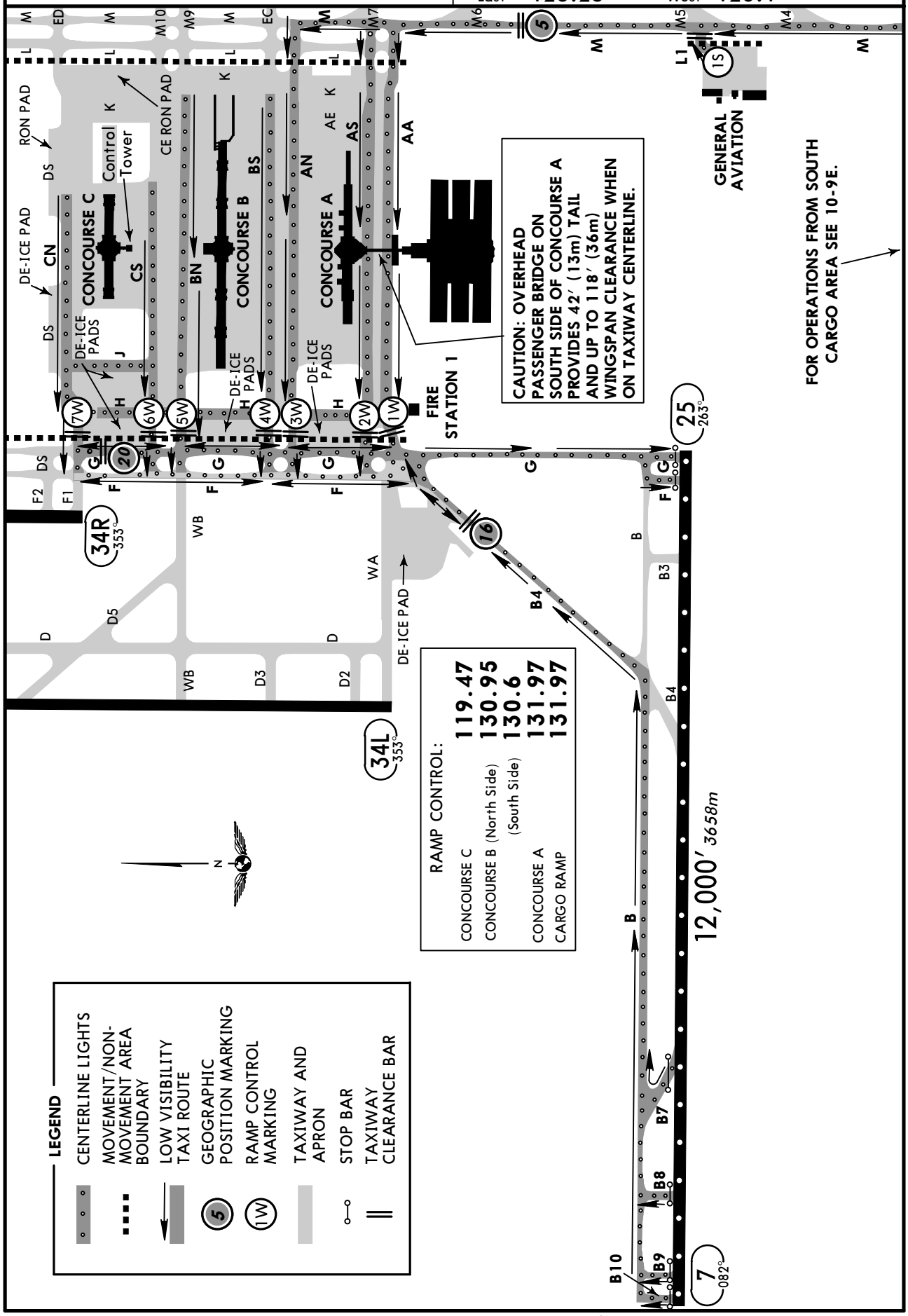
DENVER, COLO
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 25

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	West 127.5

Tower	DENVER Departure (R)	
Rwys 7/25 128.75	North 127.05 East 128.25	South 128.45 West 126.1



CHANGES: None.

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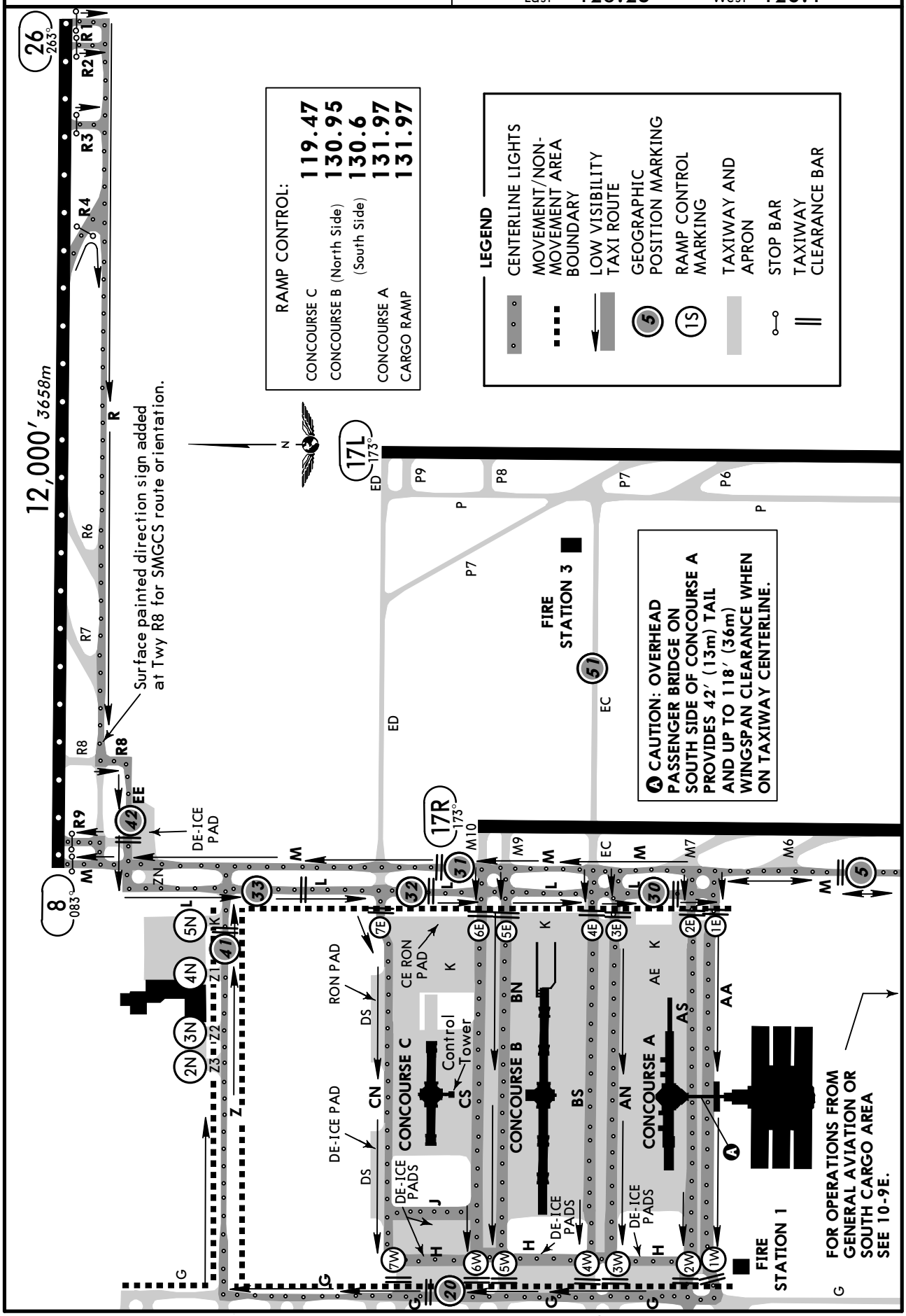
DENVER, COLO
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 8

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS:	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)	D-ATIS PDC TWIP	118.75	West 127.5

Tower	DENVER Departure (R)	
Rwys 8/26 132.35	North 127.05 East 128.25	South 128.45 West 126.1



CHANGES: Geographic position markings 41 and 42 added.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

BRIEFING STRIP™

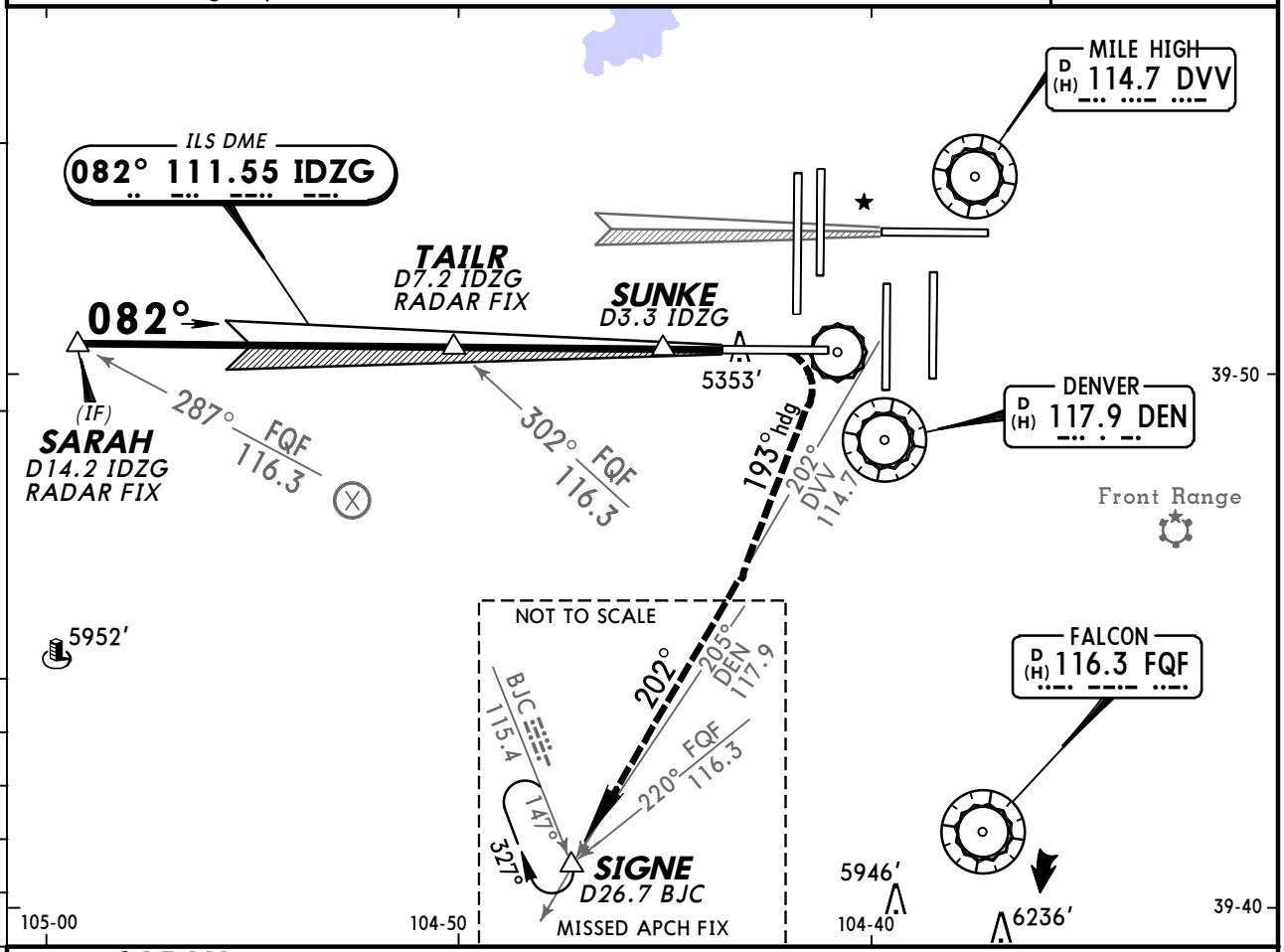
LOC IDZG	Final Apch Crs	GS TAILR	ILS DA(H)	Apt Elev 5434′
111.55	082°	7000′ (1648′)	5552′ (200′)	TDZE 5352′

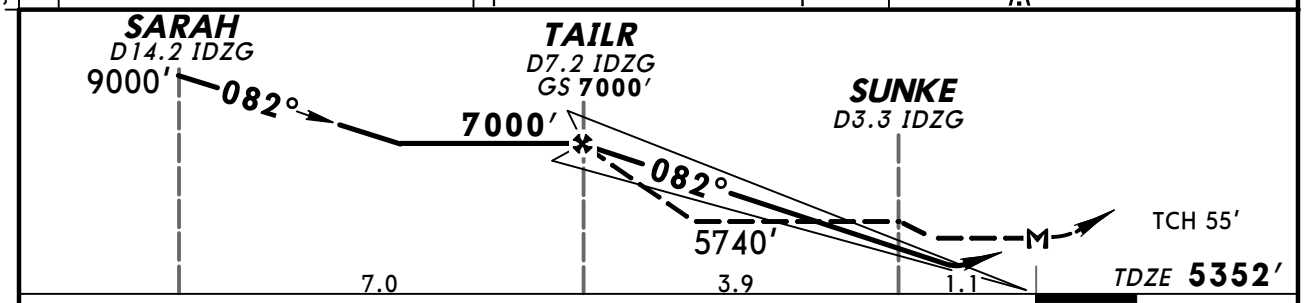
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 11000′ on heading 193° and outbound on DVV VOR R-202 to SIGNE INT/D26.7 BJC and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 8.
3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
TAILR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR PAPI | 5900′ | 11000′ RT on 193° hdg and DVV 114.7 R-202

TERPS STRAIGHT-IN LANDING RWY 7

	ILS DA(H) 5552′ (200′) FULL	ILS TDZ or CL out	ILS RAIL or ALS out	LOC (GS out) MDA(H) 5640′ (288′) With SUNKE RAIL out	LOC MDA(H) 5640′ (288′) With SUNKE ALS out	LOC MDA(H) 5740′ (388′) Without SUNKE RAIL out	LOC MDA(H) 5740′ (388′) Without SUNKE ALS out
A	RVR 18 or 3/8	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C						RVR 45 or 7/8	RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8
D									

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

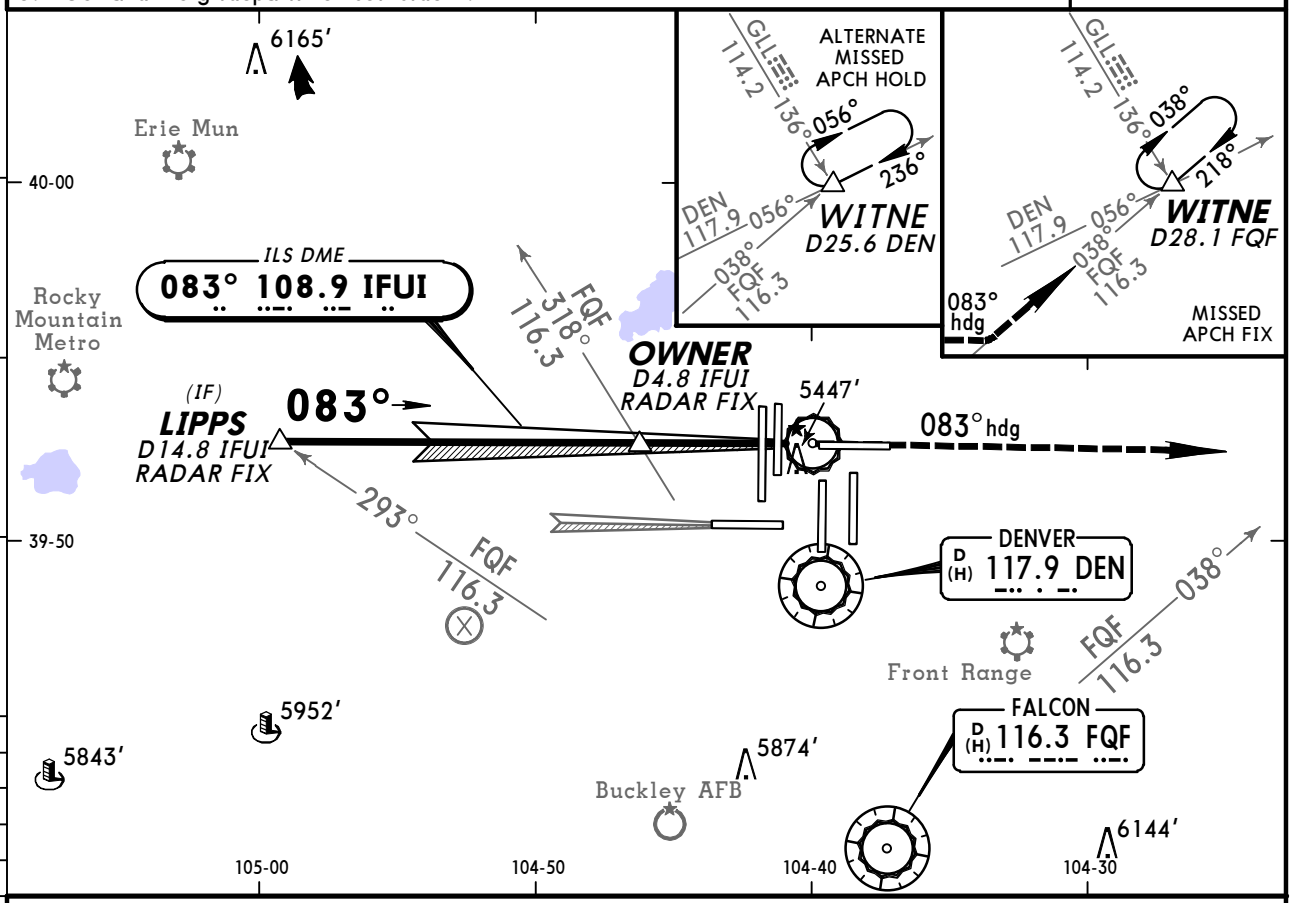
LOC IFUI	Final Apch Crs	GS OWNER	ILS DA(H)	Apt Elev 5434′
108.9	083°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

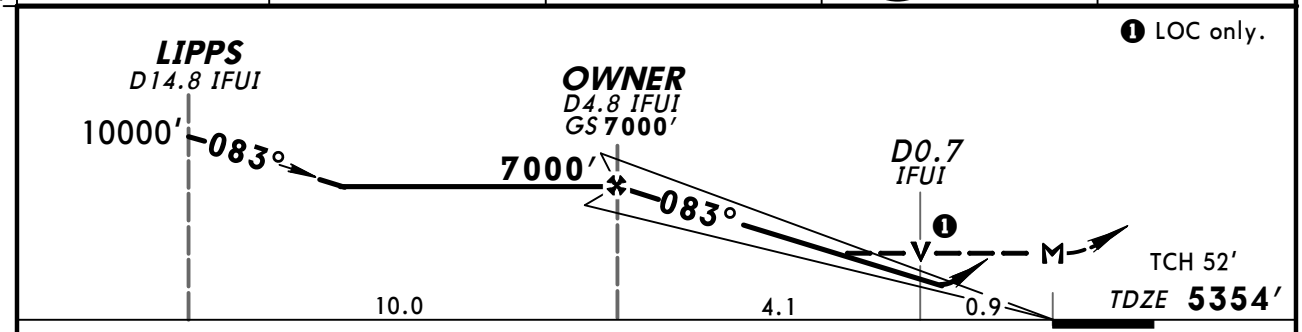
MISSED APCH: Climb to 10000′ on heading 083° and outbound on FQF VOR R-038 to WITNE INT/D28.1 FQF and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 7.
3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
OWNER to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

10000′ on 083° hdg and FQF 116.3 R-038

TERPS

STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 5554′ (200′) FULL	ILS DA(H) 5554′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 5700′ (346′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 30 or ⅝		
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC ILTT	Final Apch Crs	GS LEETS	ILS DA(H)	Apt Elev 5434′
111.1	173°	7000′ (1643′)	5557′ (200′)	TDZE 5357′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 12000′ on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.

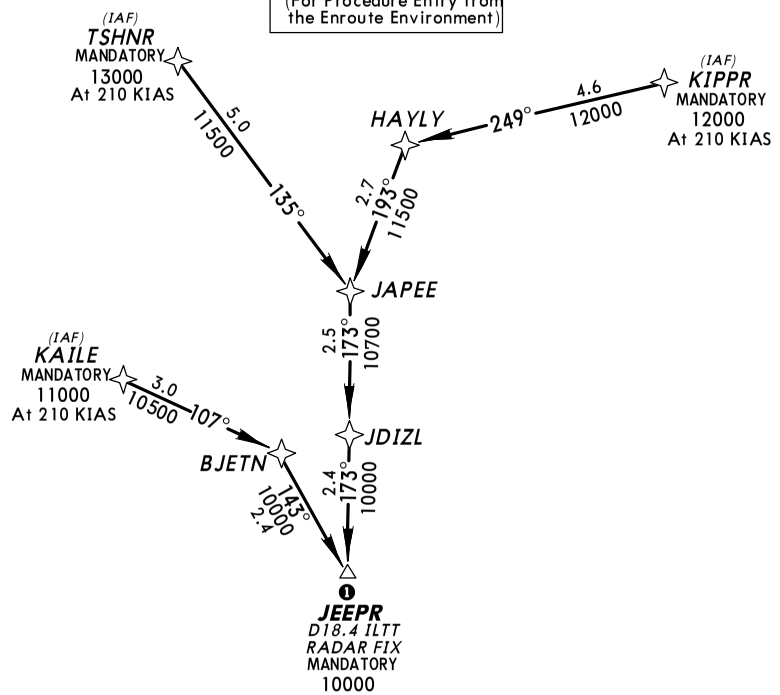
9200′
MSA DEN VOR

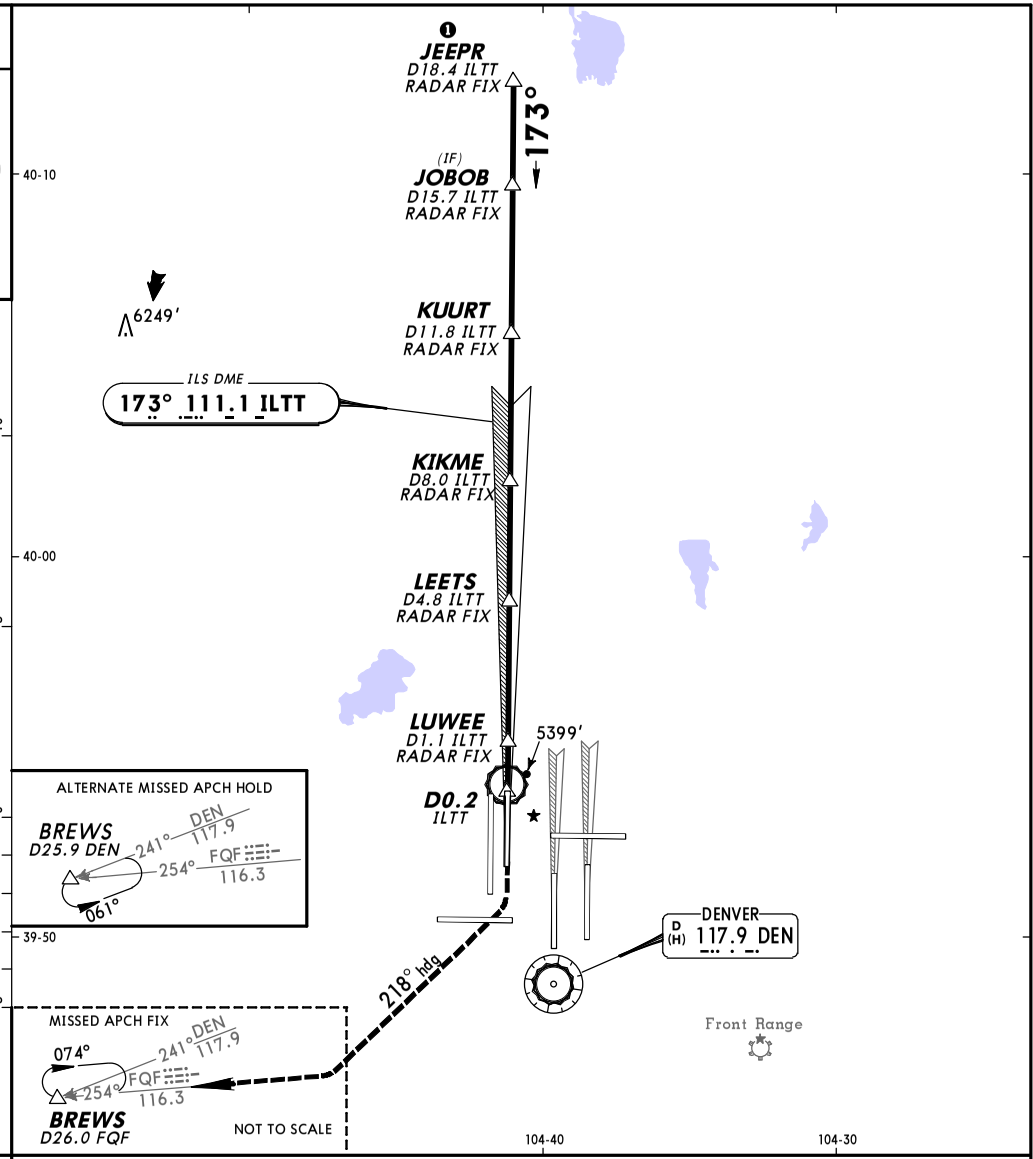
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME required. 2. Simultaneous approach authorized with Rwys 17L/17R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO JEEPR

NOT TO SCALE

GPS or Radar required. (For Procedure Entry from the Enroute Environment)





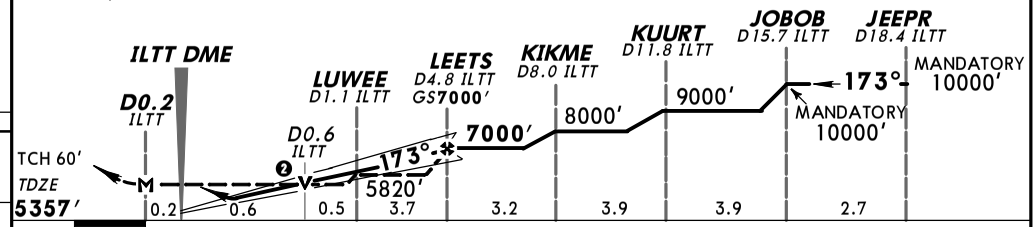
TERPS AMEND 3A 24 JUL 2014

TERPS STRAIGHT-IN LANDING RWY **16L**

	ILS DA(H) 5557′ (200′)			❷ LOC (GS out) MDA(H) 5660′ (303′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C						RVR 45 or 7/8
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 ILTT or LEETS to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

5900′	12000′ RT on 218° hdg and	FQF 116.3 R-254	BREWS

CHANGES: JEEPR mandatory altitude added, JOBOB mandatory altitude added, THRE changed to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC IDQQ	Final Apch Crs	GS JETSN	ILS DA(H)	Apt Elev 5434′
111.9	173°	7000′ (1674′)	5526′ (200′)	TDZE 5326′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 12000′ on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.

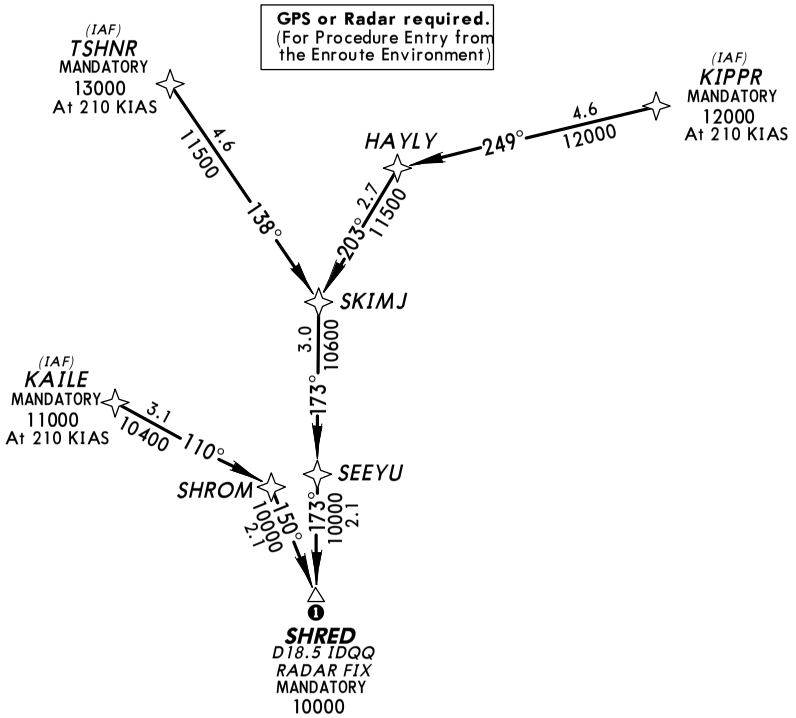
9200′
MSA DEN VOR

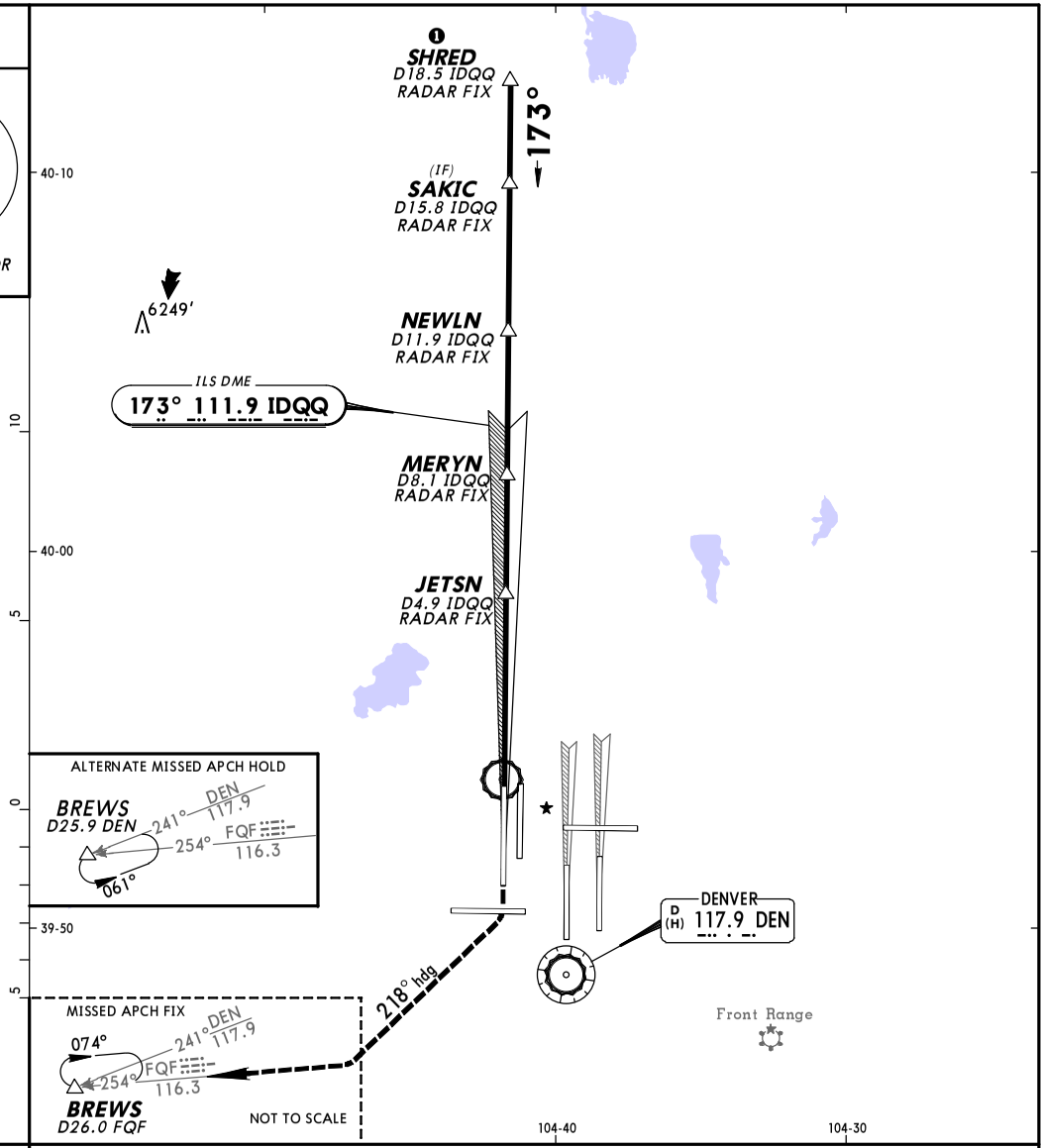
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME required. 2. Simultaneous approach authorized with Rwys 17L/17R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO SHRED

NOT TO SCALE

GPS or Radar required. (For Procedure Entry from the Enroute Environment)





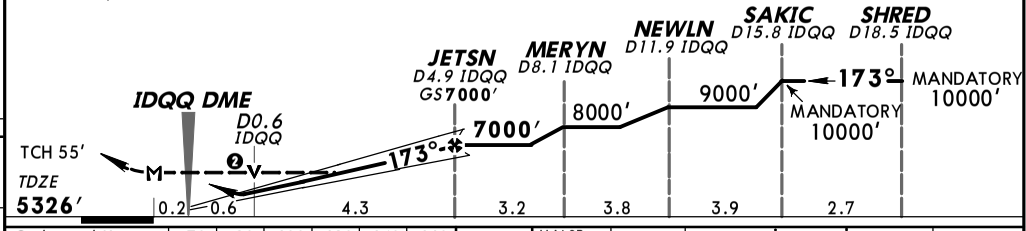
TERPS AMEND 1A 24 JUL 2014

TERPS STRAIGHT-IN LANDING RWY **16R**

	ILS DA(H) 5526′ (200′)			LOC (GS out) MDA(H) 5640′ (314′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C						RVR 45 or 7/8
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
JETSN to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

5900′	12000′ RT on 218° hdg and	FQF 116.3 R-254	BREWS

CHANGES: SHRED mandatory altitude added, SAKIC mandatory altitude added, THRE changed to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

LOC IBXP	Final Apch Crs	GS IRINE	ILS DA(H)	Apt Elev 5434′
110.15	173°	7000′ (1661′)	5539′ (200′)	TDZE 5339′

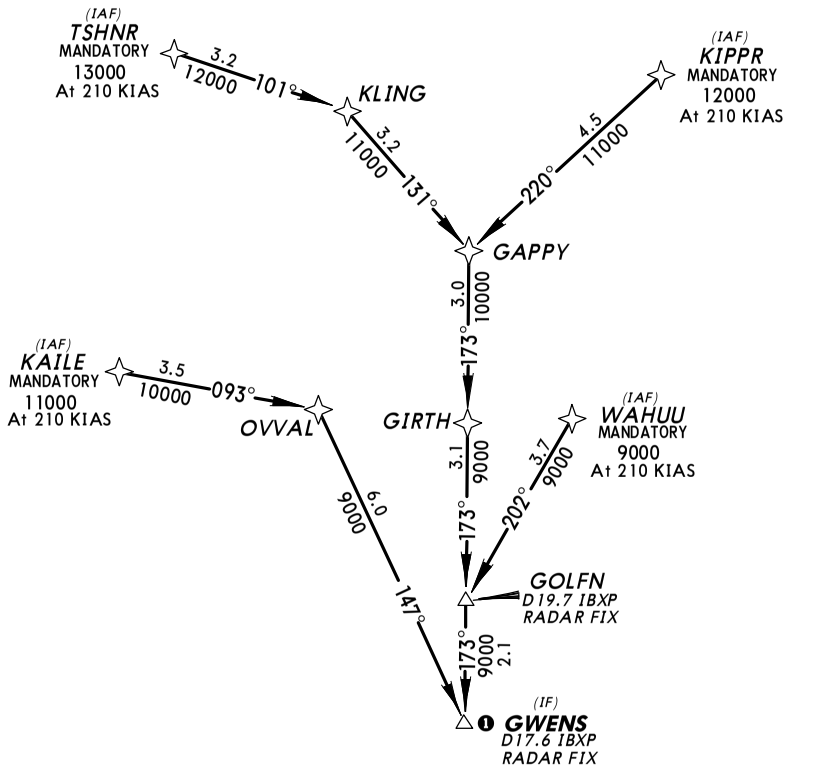
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ on heading 120° and outbound on FQF VOR R-078 to LIMEX INT/D31.9 FQF and hold, or as directed by ATC.

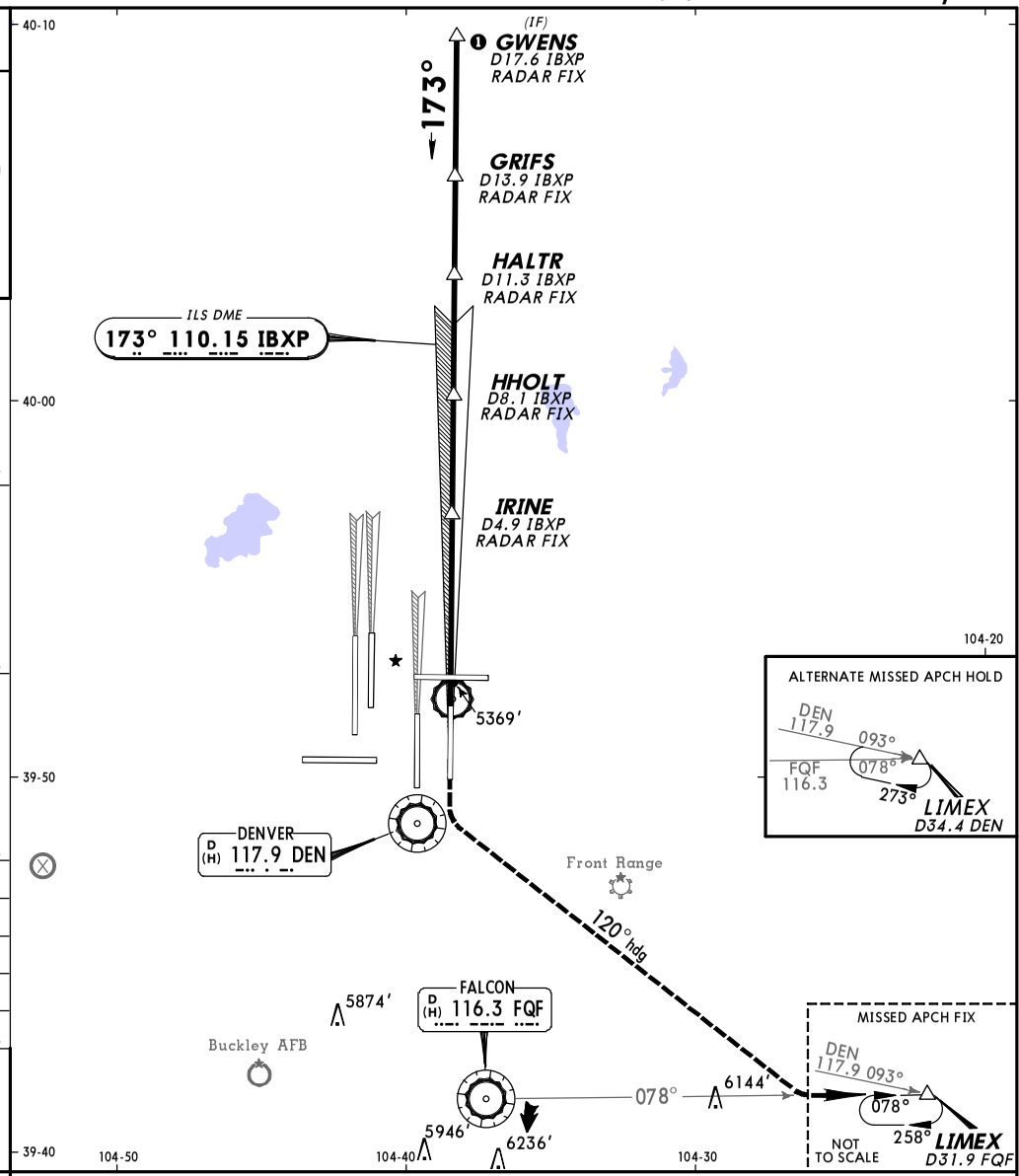
9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy 17R and Rwys 16L/16R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO GWENS

NOT TO SCALE





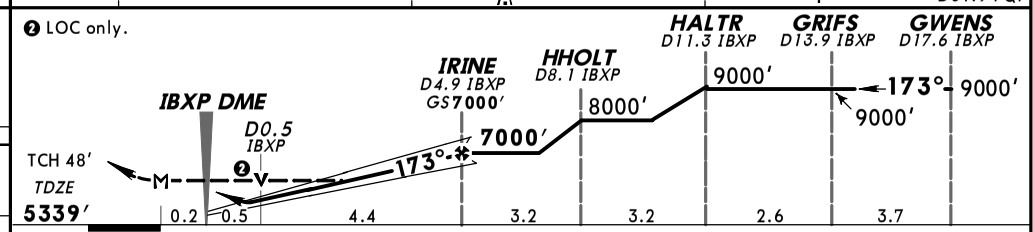
TERPS

STRAIGHT-IN LANDING RWY **17L**

	ILS DA(H) 5539′ (200′) FULL	ILS RAIL or ALS out	❷ LOC (GS out) MDA(H) 5620′ (281′) RAIL out	LOC RAIL out	LOC ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C					RVR 45 or 7/8
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA. ❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
IRINE to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI
5900′
10000′ on LT
120° hdg and
FQF 116.3 R-078

TERPS AMEND 4A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IACX	Final Apch Crs	GS JOULE	ILS DA(H)	Apt Elev 5434'
108.5	173°	7000' (1608')	5592' (200')	TDZE 5392'

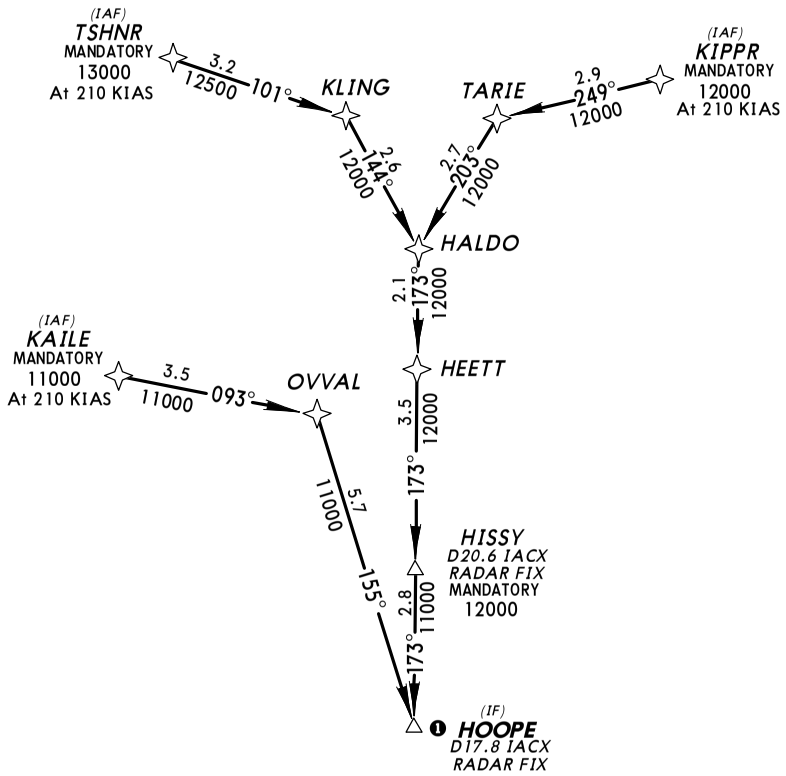
MISSED APCH: Climb to 10000' on heading 173° and outbound on FQF VOR R-197 to HOHUM INT/D22.5 FQF and hold, or as directed by ATC.

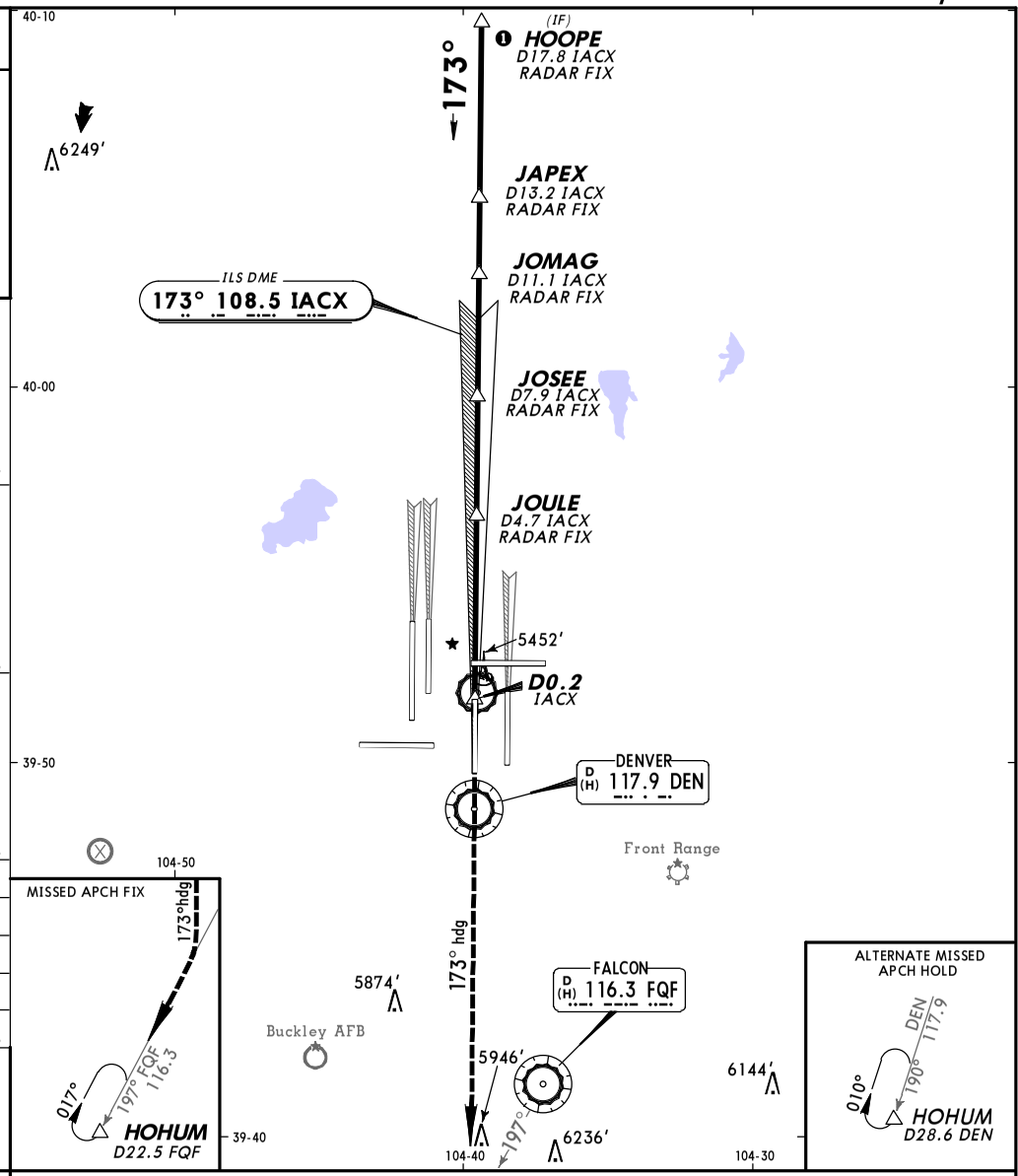
9200'
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17L. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO HOOPE

NOT TO SCALE





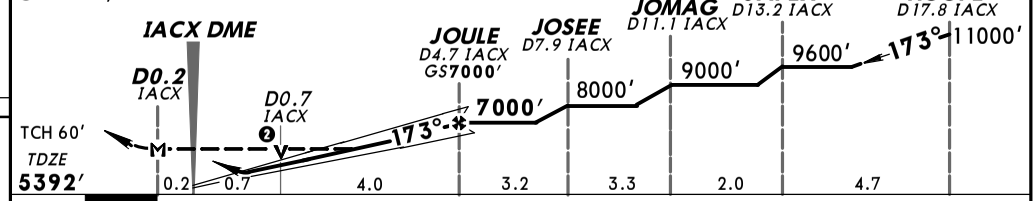
TERPS

STRAIGHT-IN LANDING RWY **17R**

	ILS DA(H) 5592'(200')			❷ LOC (GS out) MDA(H) 5720'(328')		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 30 or 5/8		
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IACX or JOULE to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
PAPI

10000' on 173° hdg and FQF 116.3 R-197 HOHUM

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

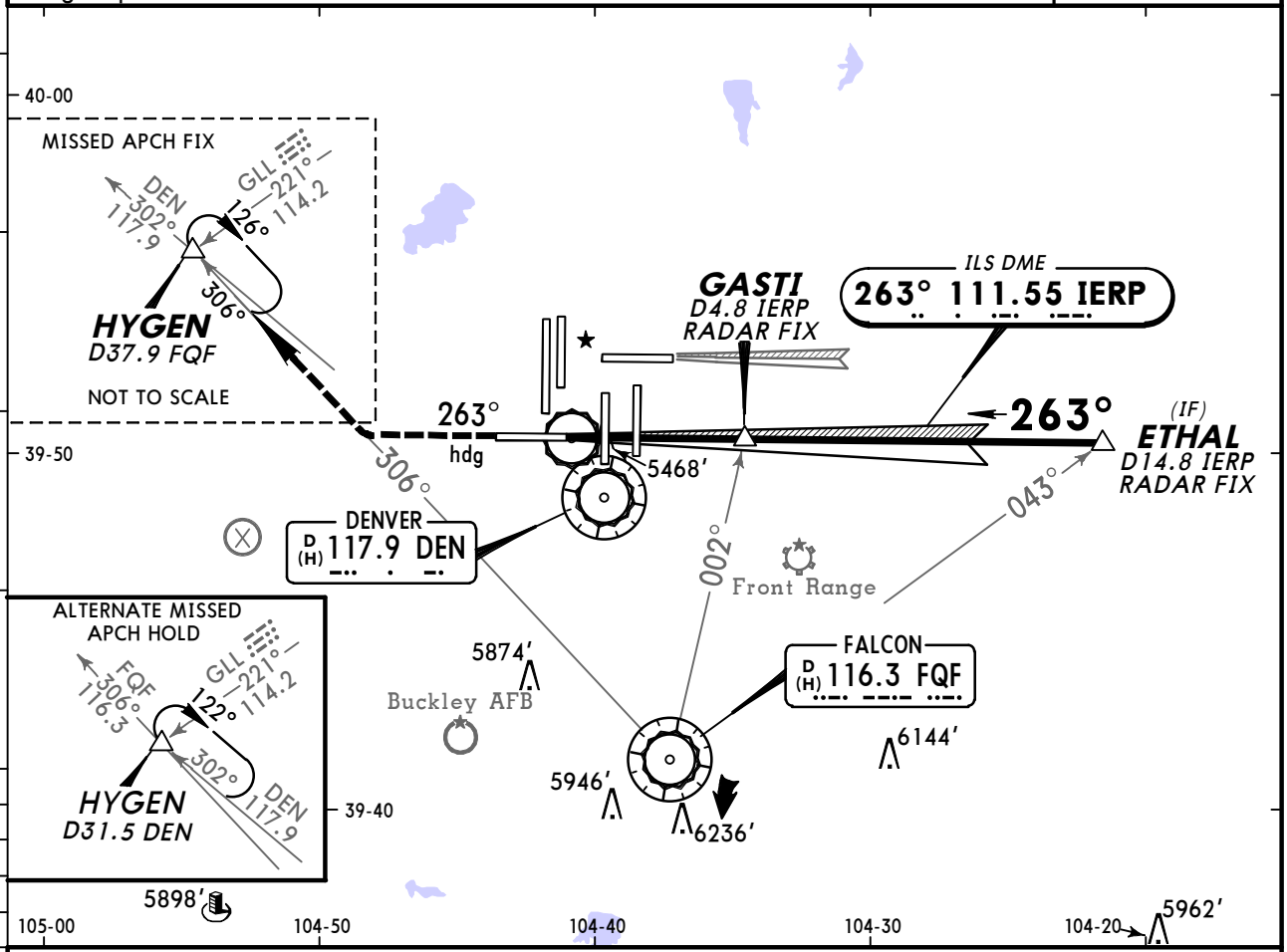
LOC IERP	Final Apch Crs	GS GASTI	ILS DA(H)	Apt Elev 5434′
111.55	263°	7000′ (1645′)	5555′ (200′)	TDZE 5355′

MISSED APCH: Climb to 10000′ on heading 263° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

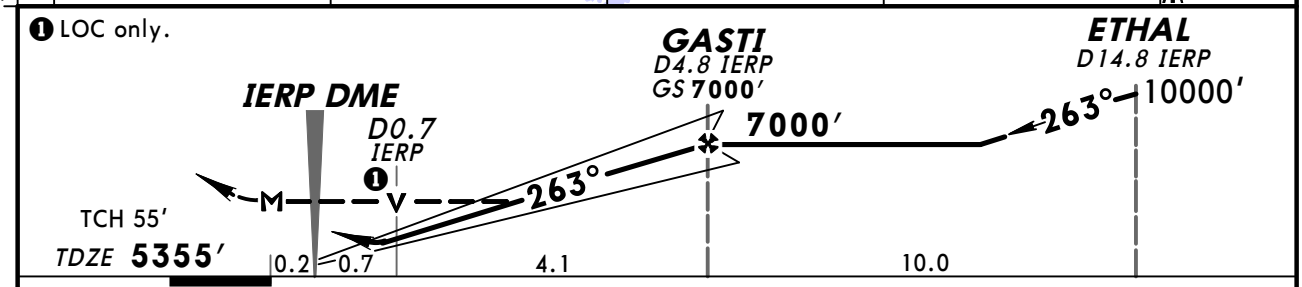
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR



❶ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
GASTI to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

10000′ on 263° hdg and FQF 116.3 R-306 HYGEN

TERPS

STRAIGHT-IN LANDING RWY **25**

	ILS DA(H) 5555′ (200′) FULL	ILS DA(H) 5555′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 5720′ (365′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 35 or ⅝		
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

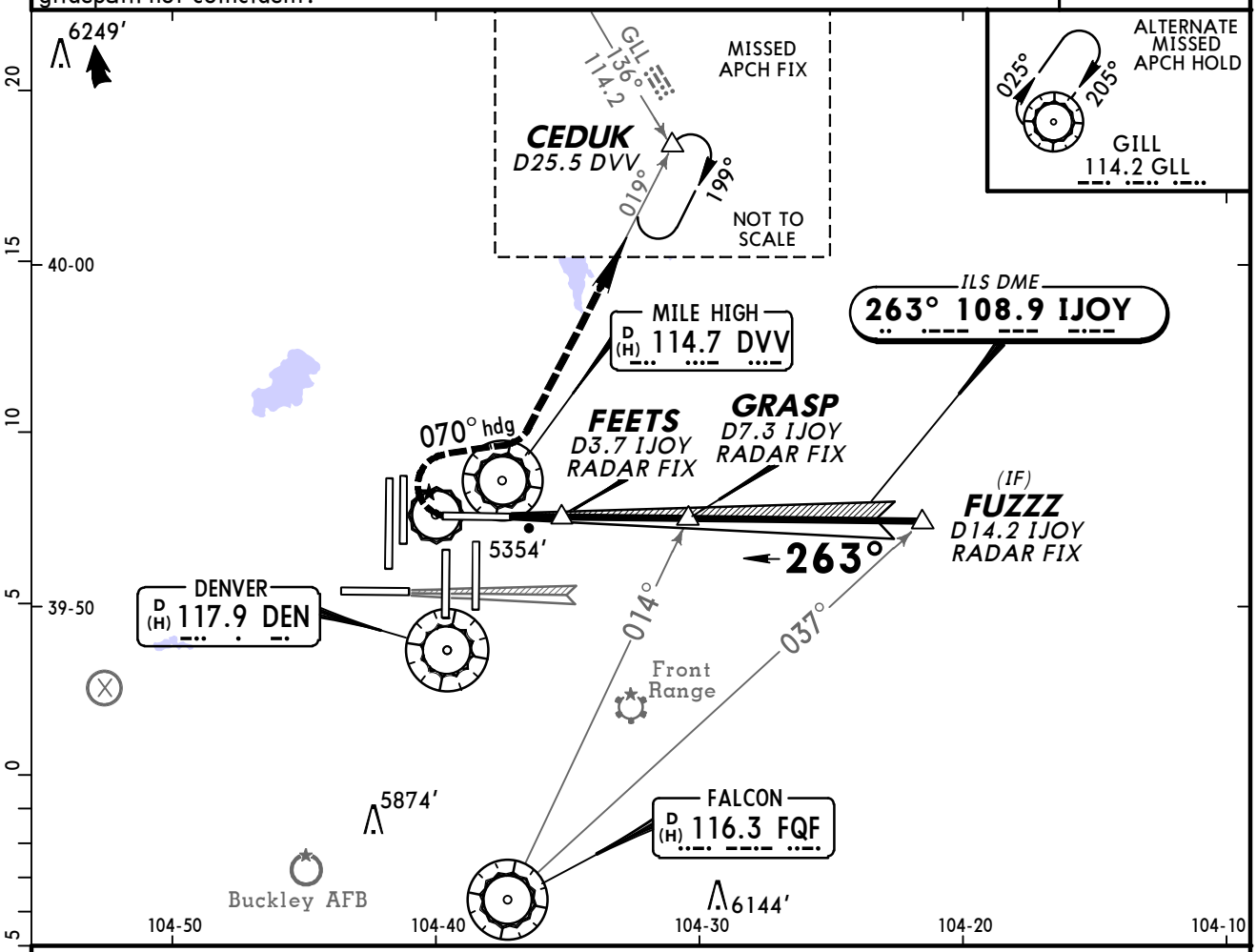
LOC IJOY	Final Apch Crs	GS GRASP	ILS DA(H)	Apt Elev 5434′
108.9	263°	7000′ (1691′)	5509′ (200′)	TDZE 5309′

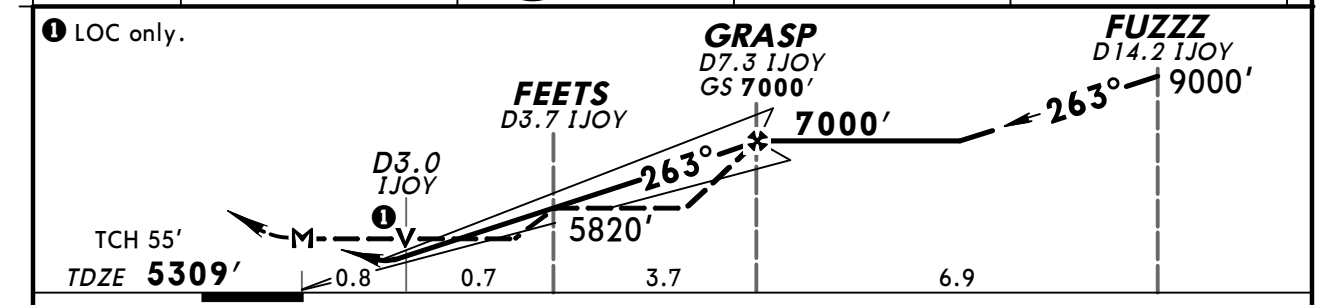
MISSED APCH: Climb to 5900′, then climbing RIGHT turn to 9000′ on heading 070° and outbound on DVV VOR R-019 to CEDUK INT/D25.5 DVV and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
GRASP to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

5900′

9000′ RT on 070° hdg and DVV 114.7 R-019

TERPS STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 5509′ (200′) FULL	ILS TDZ or CL out	ILS RAIL or ALS out	LOC (GS out) MDA(H) 5620′ (311′) With FEETS	RAIL out	ALS out	LOC (GS out) MDA(H) 5820′ (511′) Without FEETS	RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C				RVR 26 or 1/2		RVR 45 or 7/8	RVR 55 or 1	1 1/4	1 3/8
D									

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 5434'
IDXU 111.9	353°	WINTR 7000' (1673')	5527' (200')	TDZE 5327'

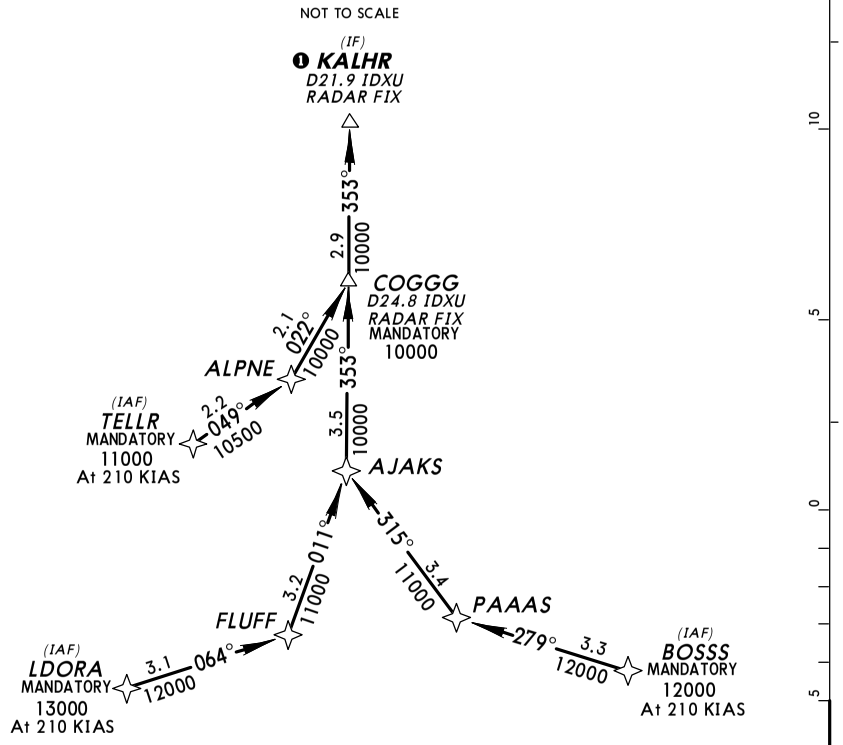
MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

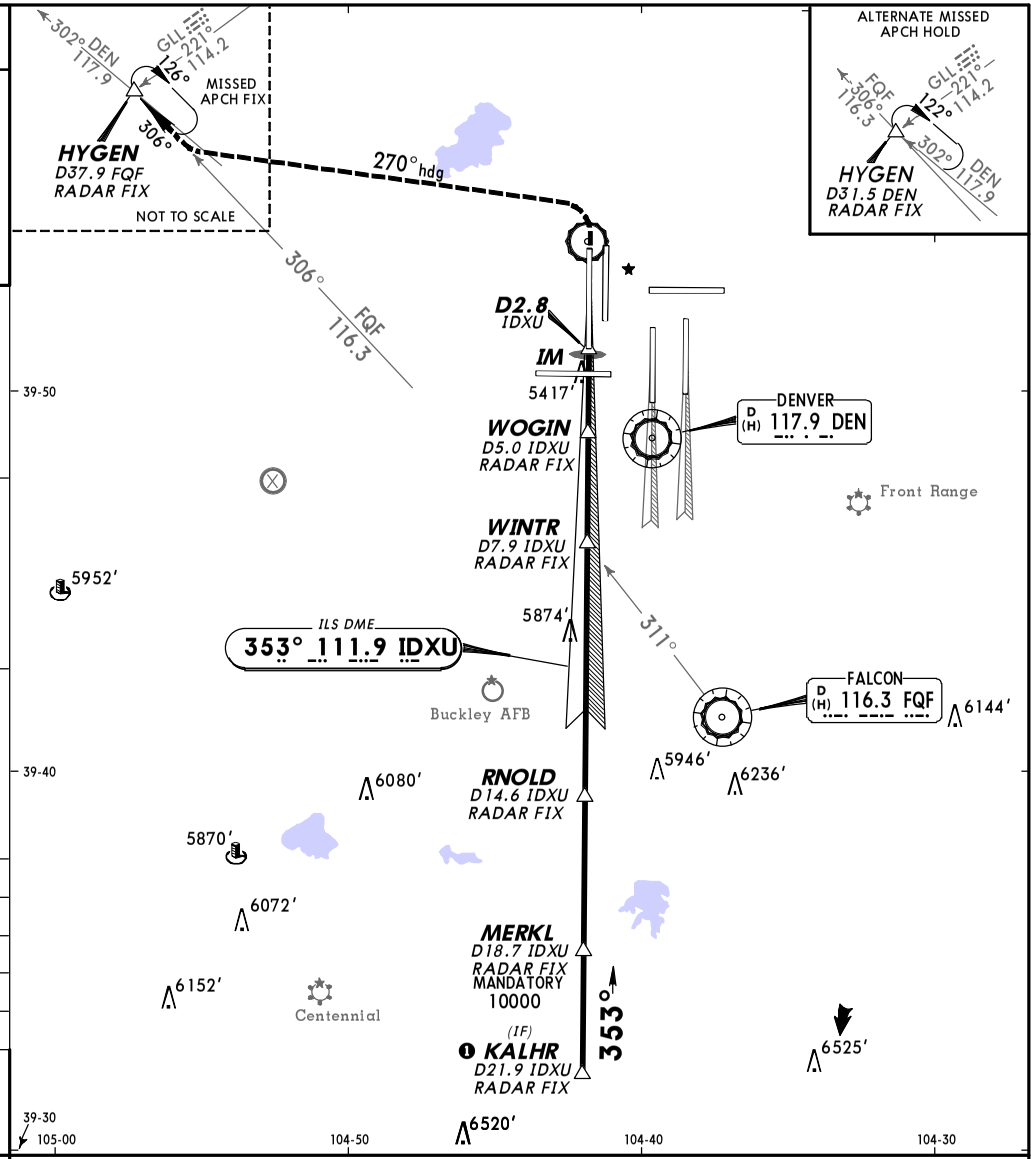
9200'
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar, DME or GPS required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE



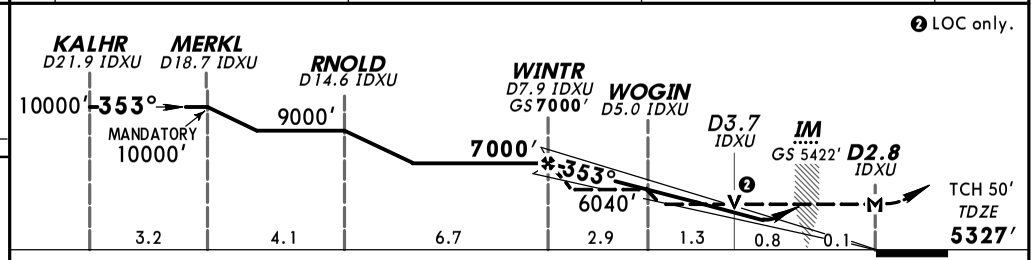


TERPS

STRAIGHT-IN LANDING RWY **34L**

	ILS DA(H) 5527'(200')			LOC (GS out) MDA(H) 5680'(353')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.8 IDXU or WINTR to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
PAPI

5800' | 10000' on LT | 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
IDXU 111.9	353°	WINTR 7000′ (1673′)	NA	Refer to Minimums	RA 108′ DA(H) 5427′(100′)	5434′ TDZE 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

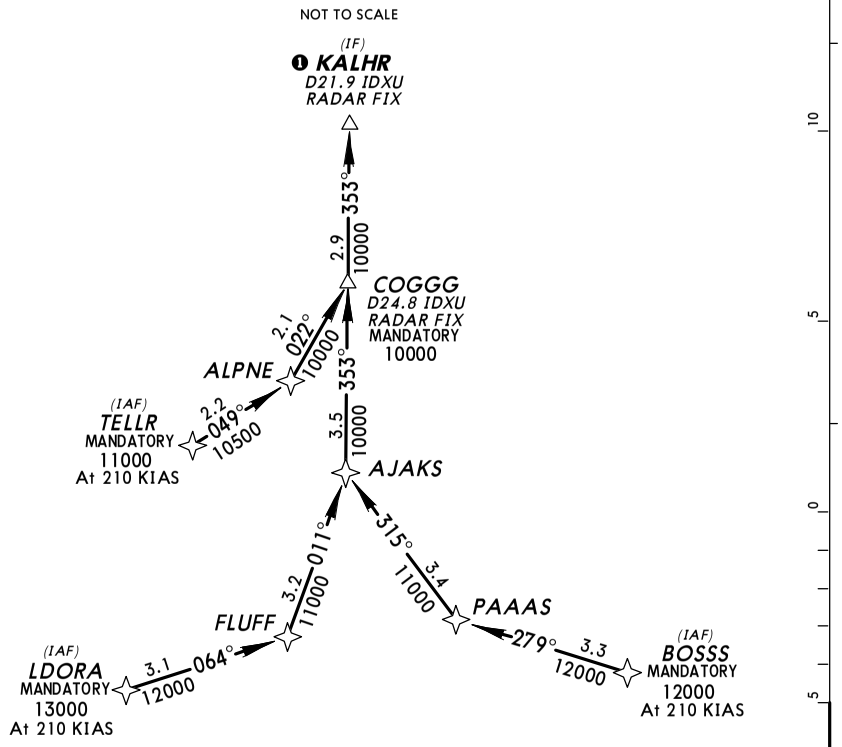
9200′
MSA DEN VOR

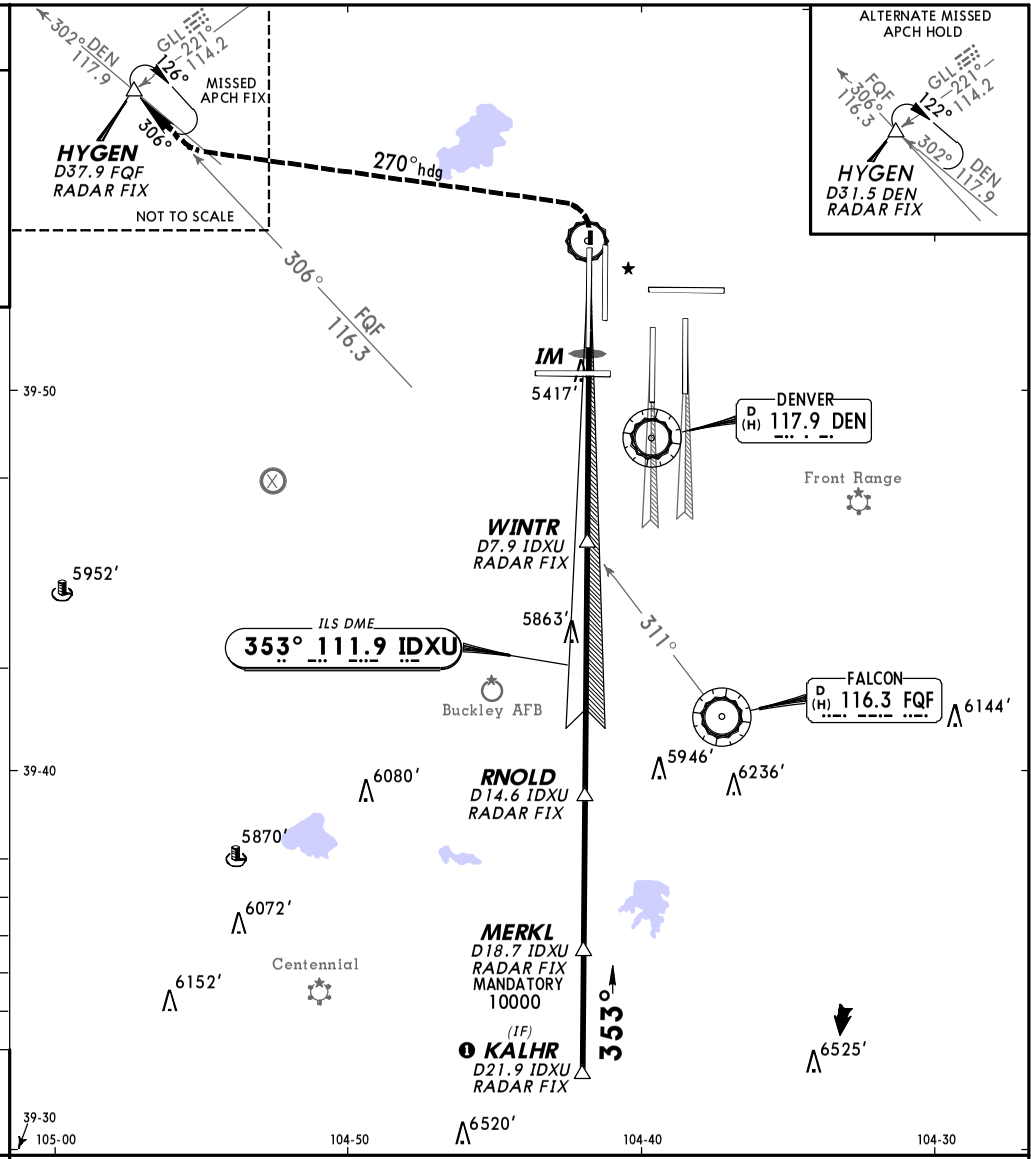
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar, DME or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE

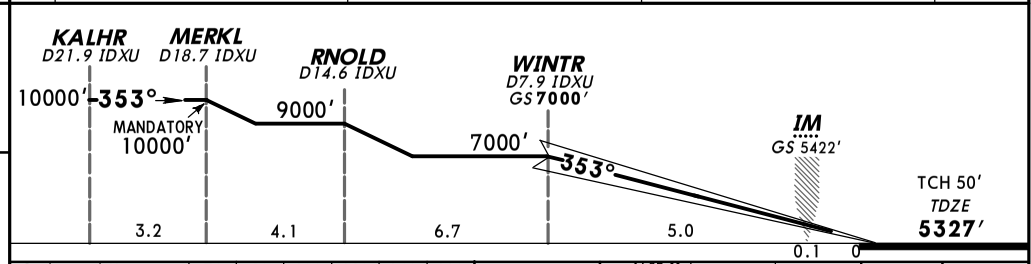




TERPS STRAIGHT-IN LANDING RWY **34L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108′ DA(H) 5427′(100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5800′ | 10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 5434′
IDXU 111.9	353°	WINTR 7000′ (1673′)	RA 148′ DA(H) 5477′ (150′)	TDZE 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

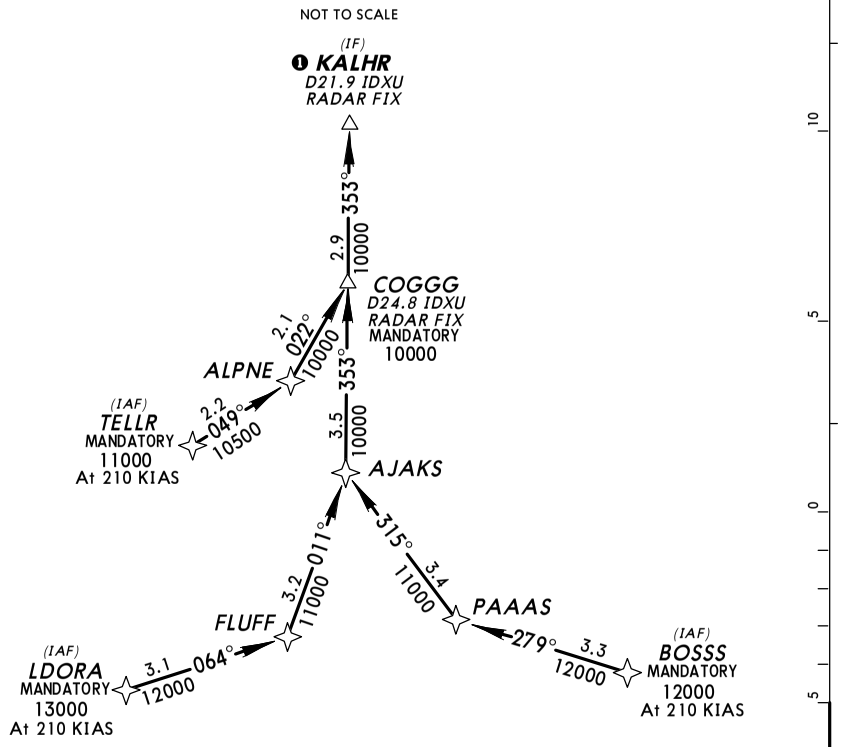
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

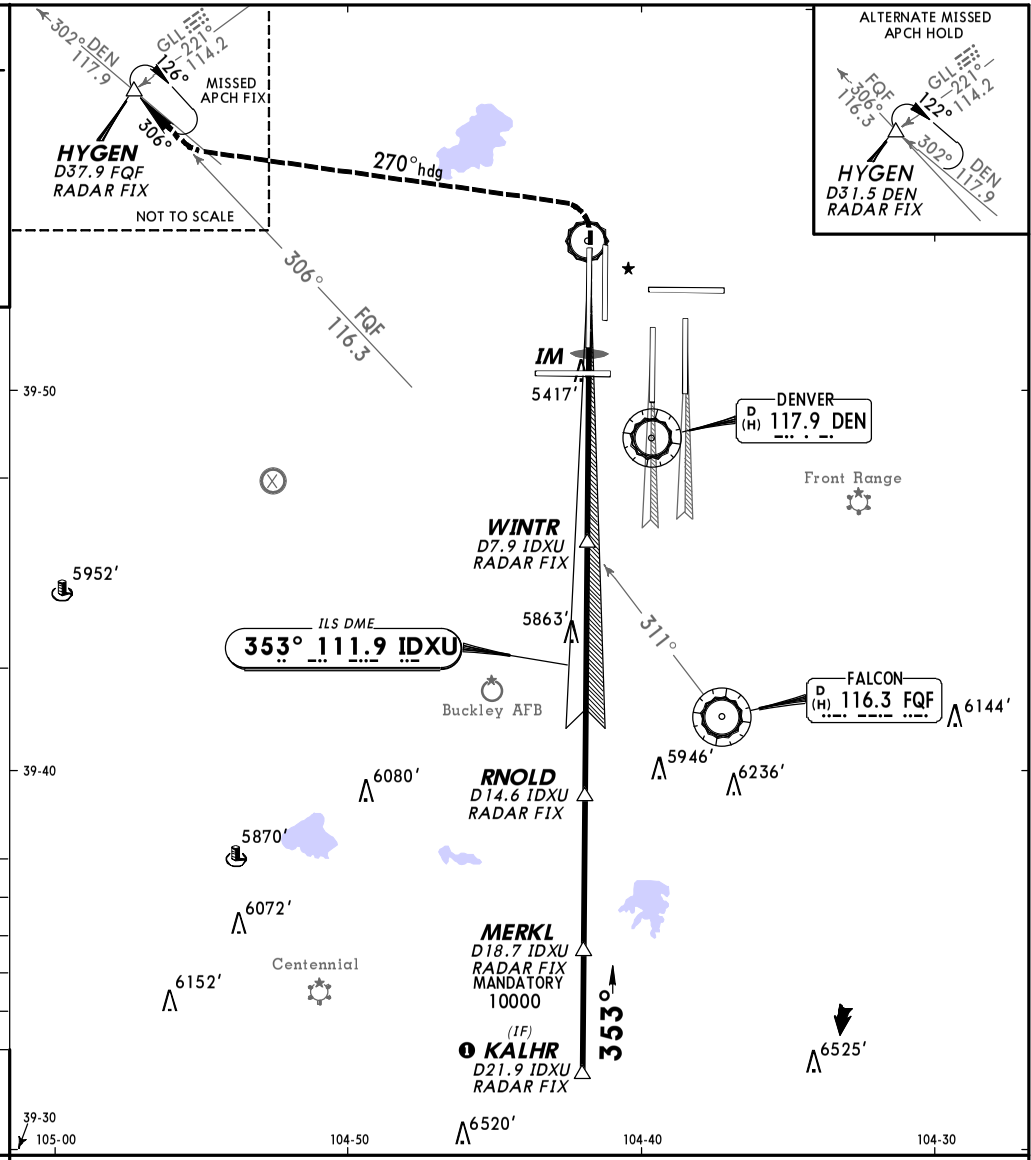
1. Special Aircrew & Acft Certification Required. 2. Radar, DME or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE





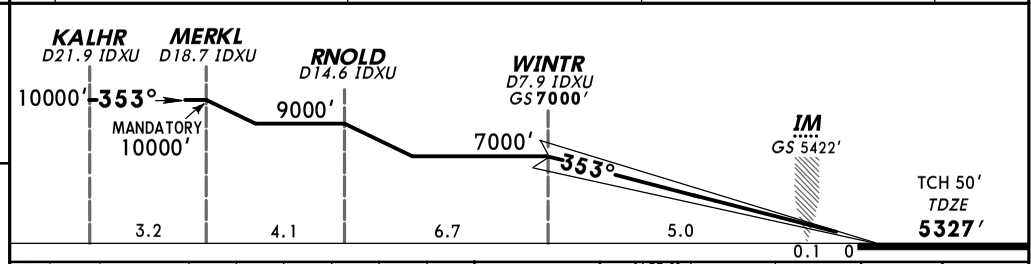
TERPS

STRAIGHT-IN LANDING RWY **34L**

1 SA CAT I ILS
RA 148′
DA(H) **5477′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS CORDE	ILS DA(H)	Apt Elev 5434'
111.1	353°	7000' (1646')	5554' (200')	TDZE 5354'

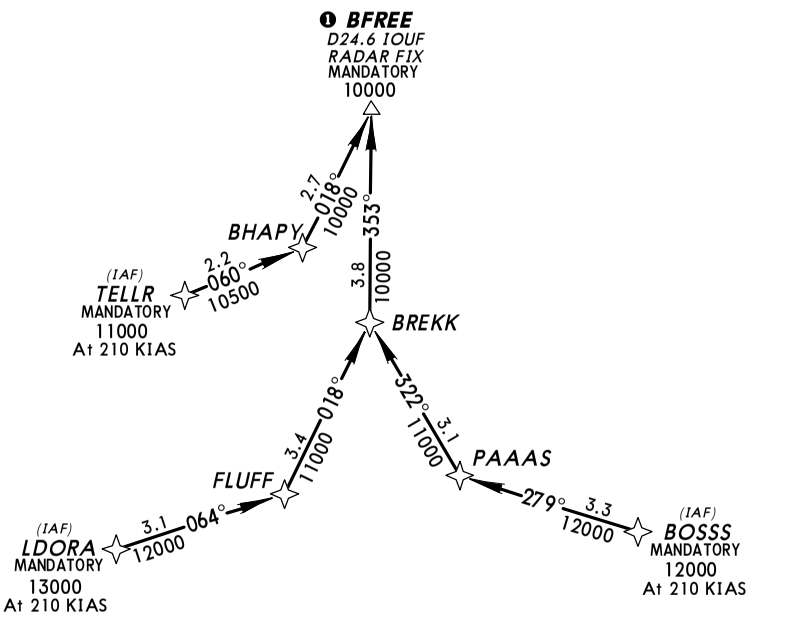
MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

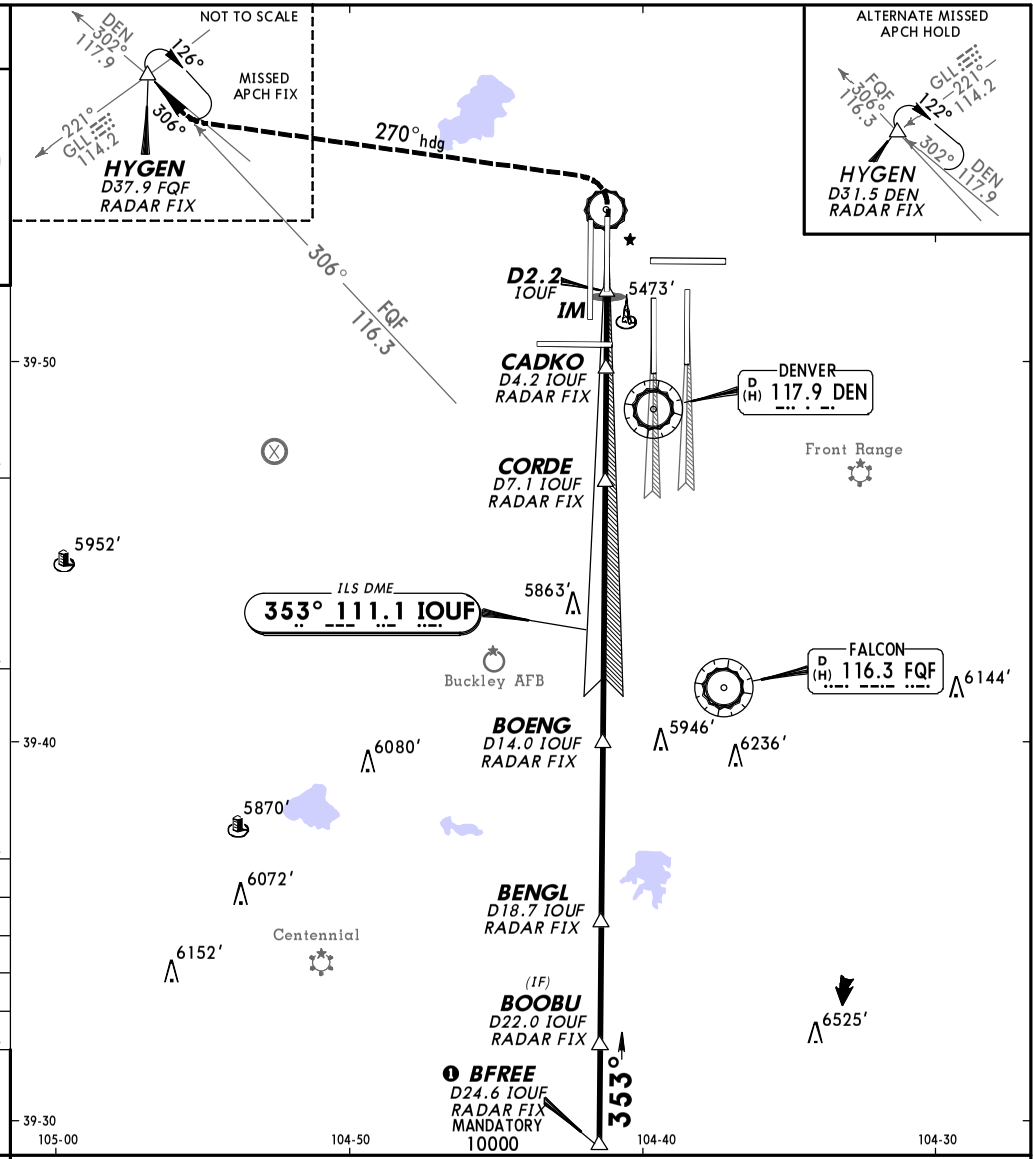
9200'
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 35L/35R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE

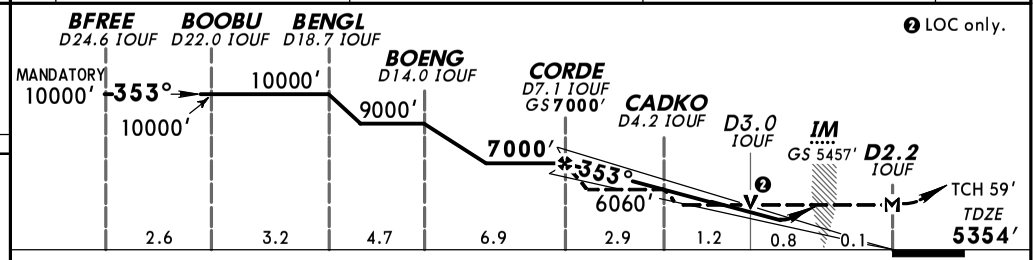




TERPS STRAIGHT-IN LANDING RWY **34R**

	ILS DA(H) 5554' (200')			❷ LOC (GS out) MDA(H) 5700' (346')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IOUF or CORDE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II PAPI

5800' 10000' on LT 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
IOUF 111.1	353°	CORDE 7000′ (1646′)	NA	Refer to Minimums	RA 155′ DA(H) 5454′ (100′)	5434′ TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

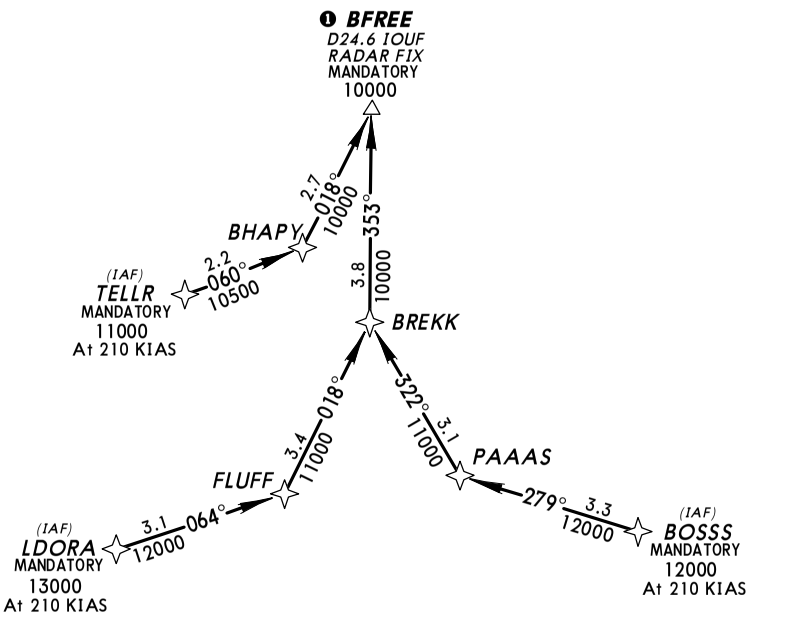
9200′
MSA DEN VOR

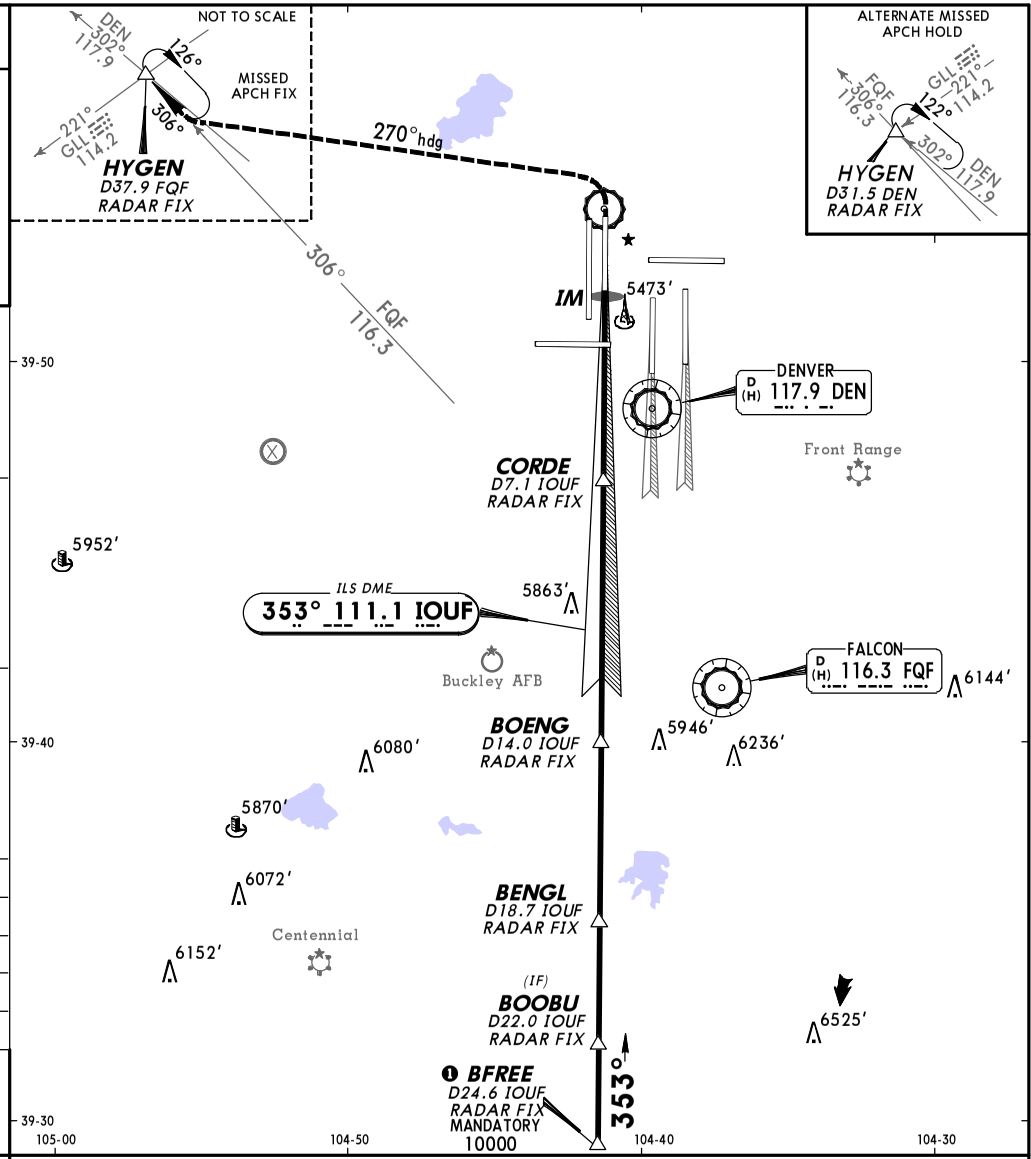
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE

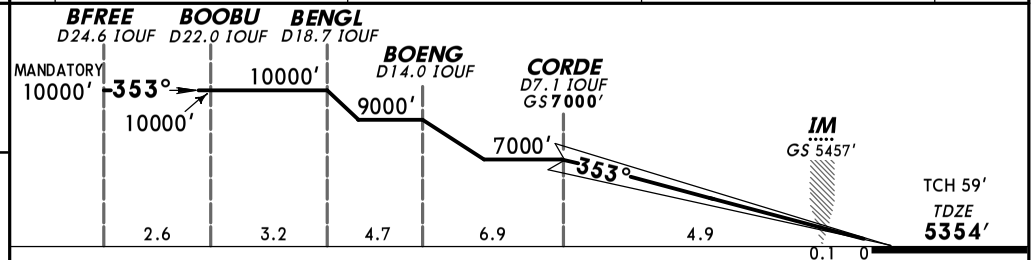




TERPS STRAIGHT-IN LANDING RWY **34R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 155′ DA(H) 5454′ (100′)
NA	RVR 3	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
5800′
10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 5434′
IOUF 111.1	353°	CORDE 7000′ (1646′)	RA 175′ DA(H) 5504′(150′)	TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

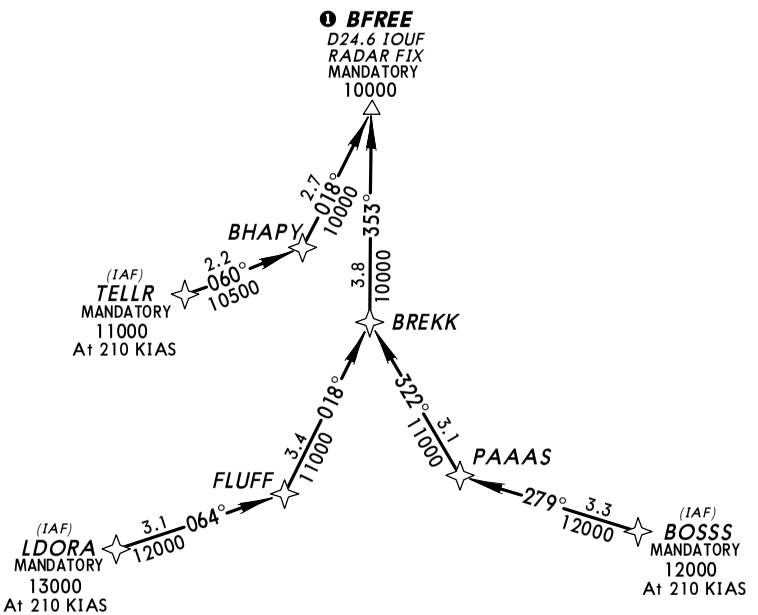
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

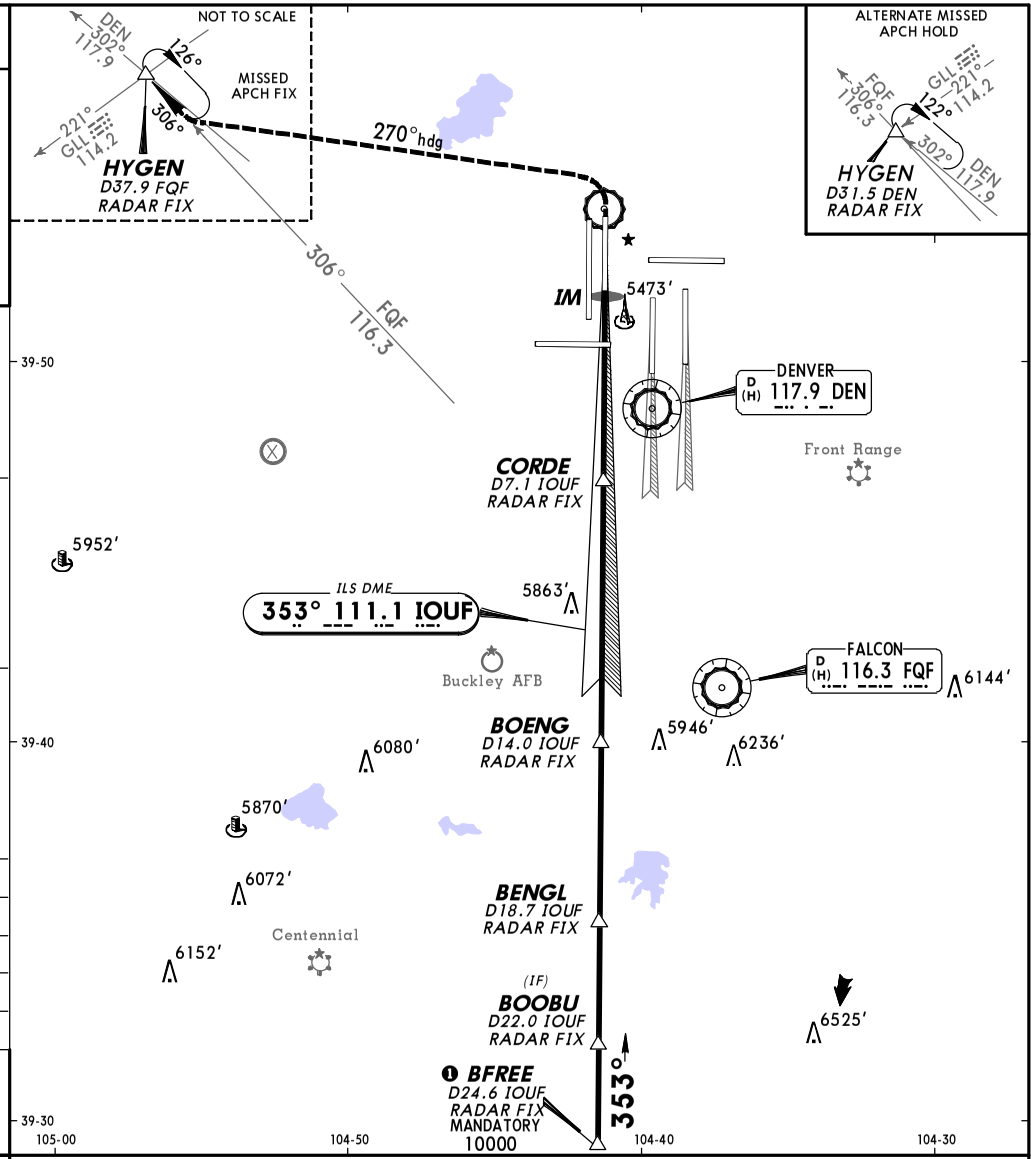
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 35L/35R. 3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE





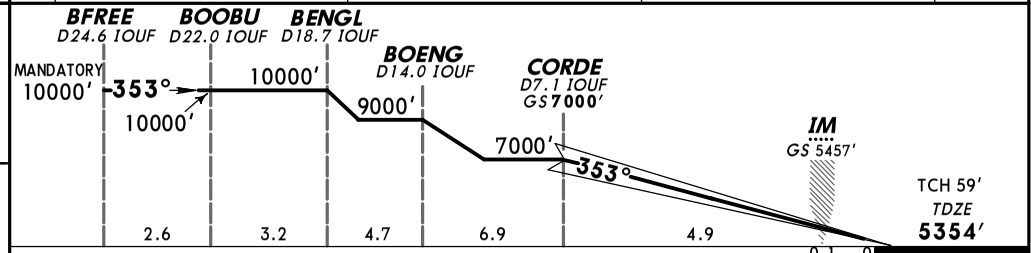
TERPS

STRAIGHT-IN LANDING RWY **34R**

1 SA CAT I ILS
RA 175′
DA(H) **5504′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
5800′
10000′ on LT
270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS DYMON	ILS DA(H)	Apt Elev 5434′ TDZE 5434′
108.5	353°	7000′ (1566′)	5634′ (200′)	

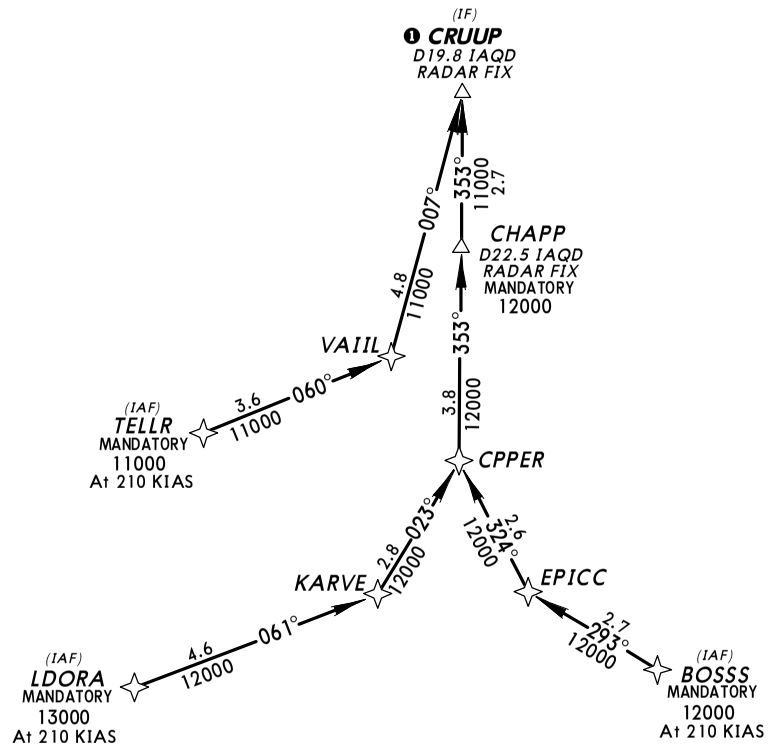
MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

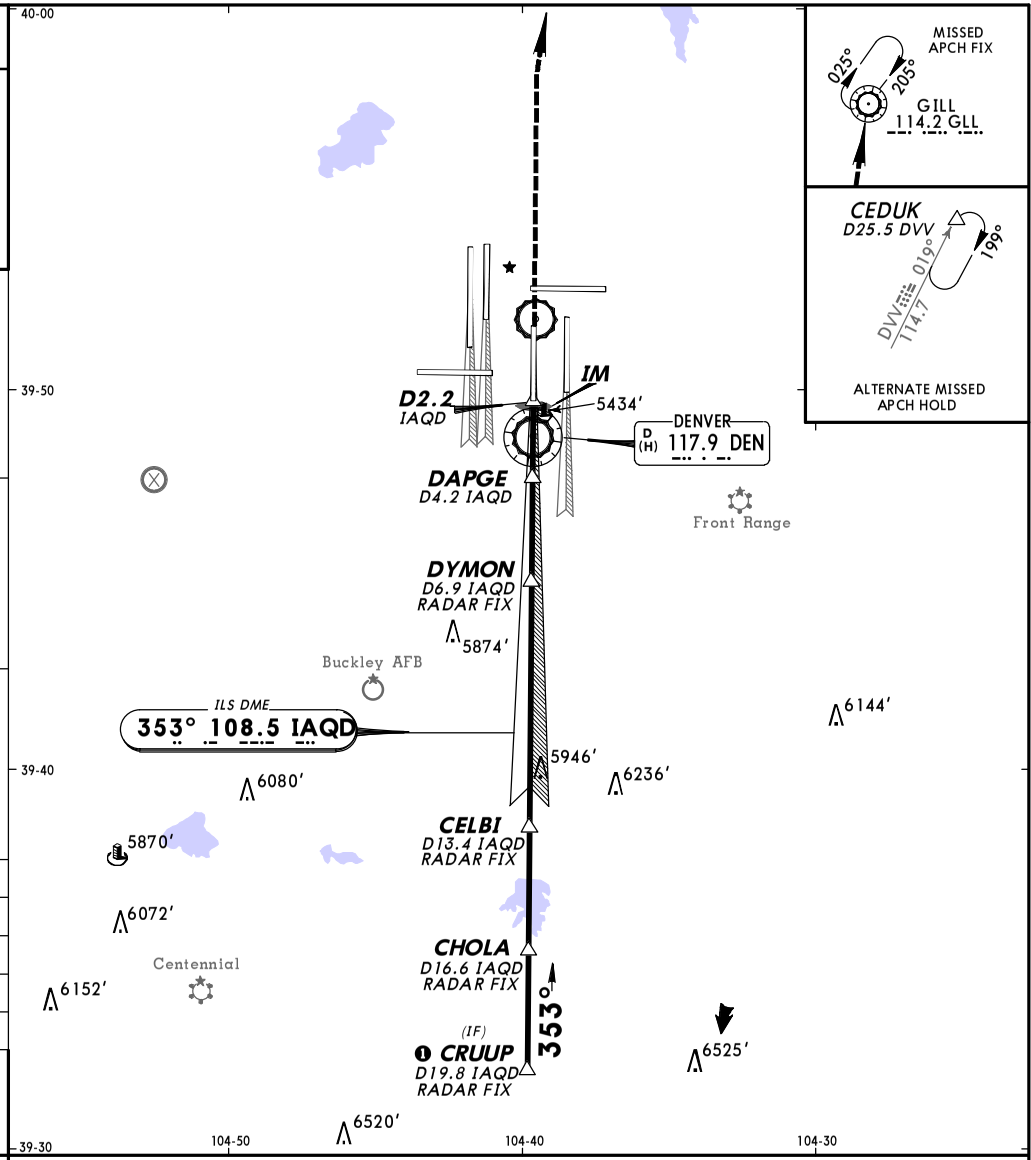
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE



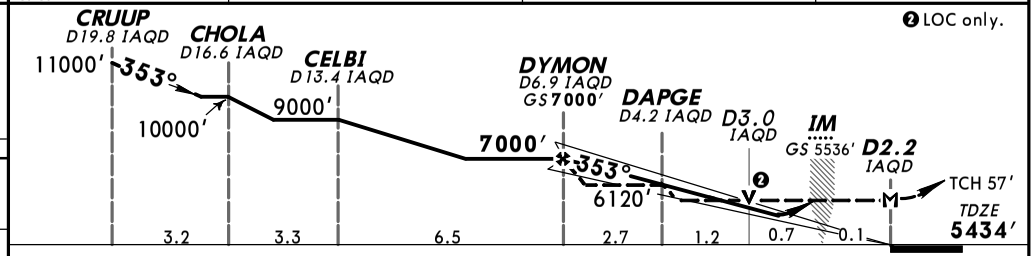


TERPS

STRAIGHT-IN LANDING RWY **35L**

	ILS DA(H) 5634′(200′)			❷ LOC (GS out) MDA(H) 5760′(326′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 26 or 1/2	RVR 50 or 1
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.2 IAQD or DYMON to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II
PAPI
10000′
RT
GLL
114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	133.3	121.85

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IAQD 108.5	353°	DYMON 7000′ (1566′)	NA	Refer to Minimums		RA 115′ DA(H) 5534′(100′)	5434′ TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

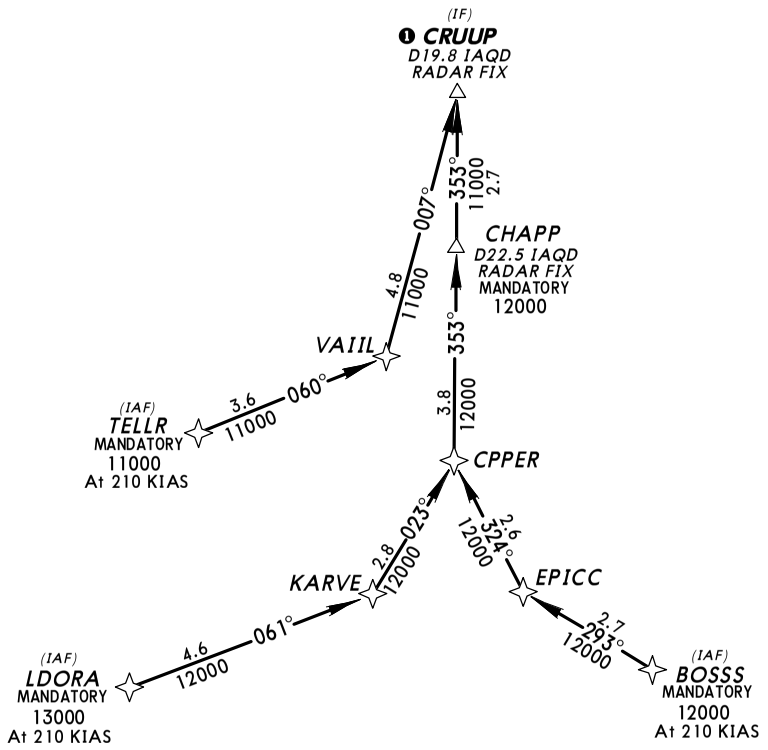
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

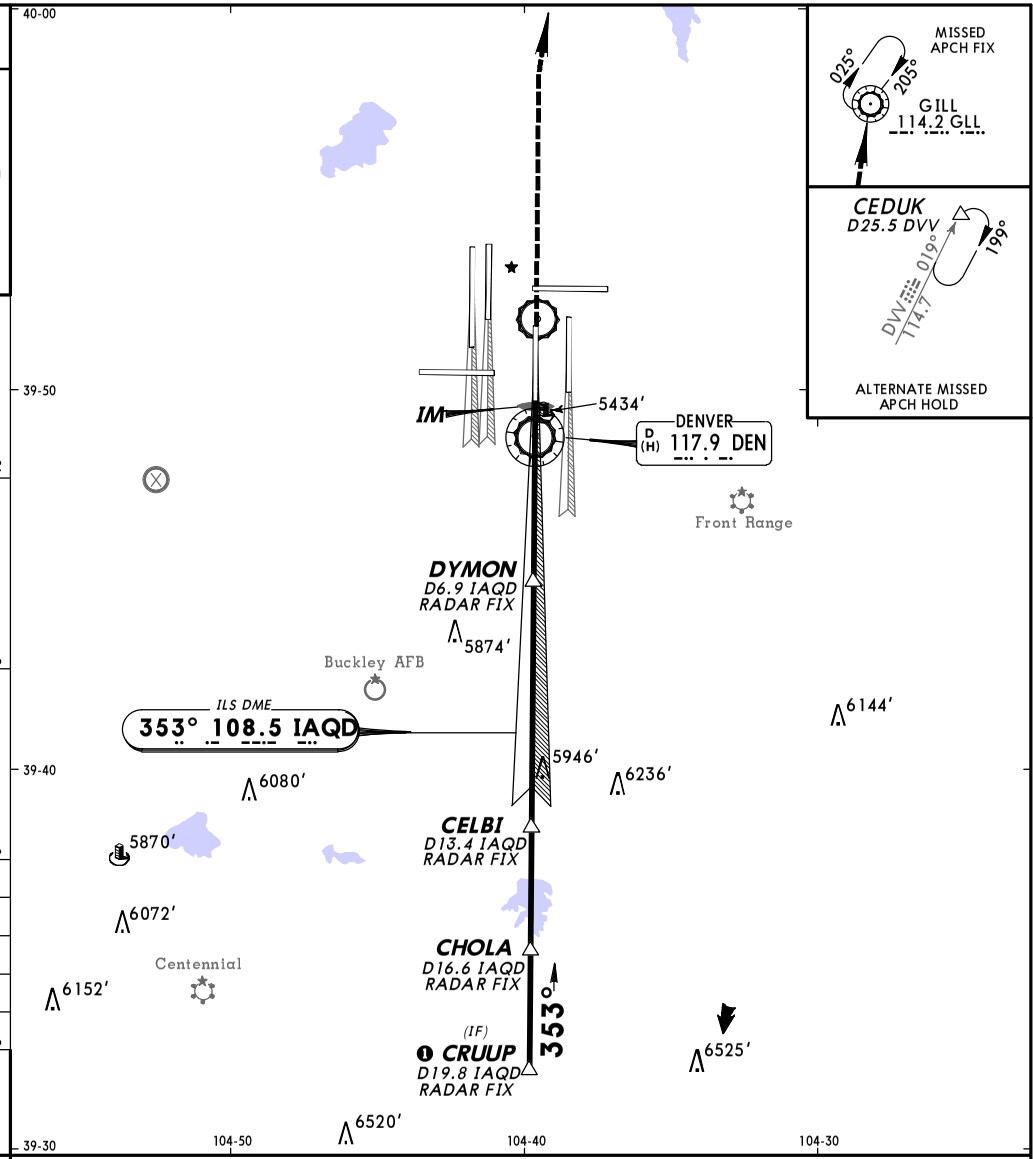
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE



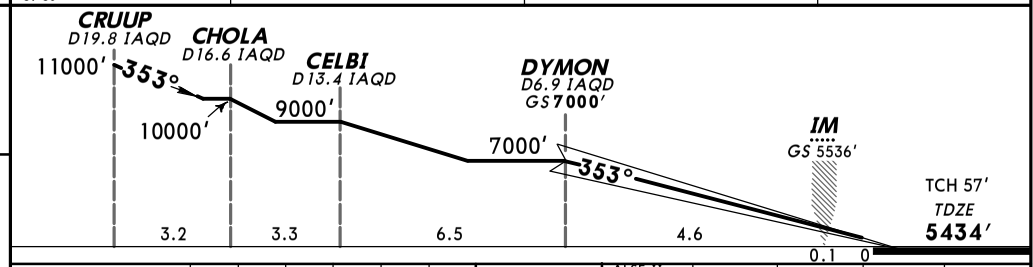


TERPS

STRAIGHT-IN LANDING RWY **35L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 115′ DA(H) 5534′(100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 10000′ | RT | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP TM

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	133.3	121.85

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 5434′
IAQD 108.5	353°	DYMON 7000′ (1566′)	RA 165′ DA(H) 5584′(150′)	TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

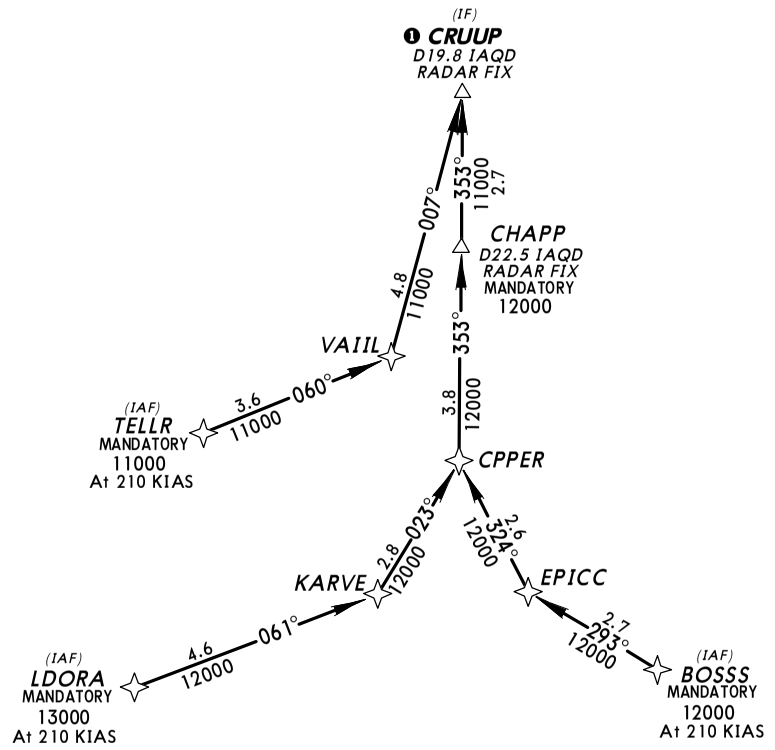
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

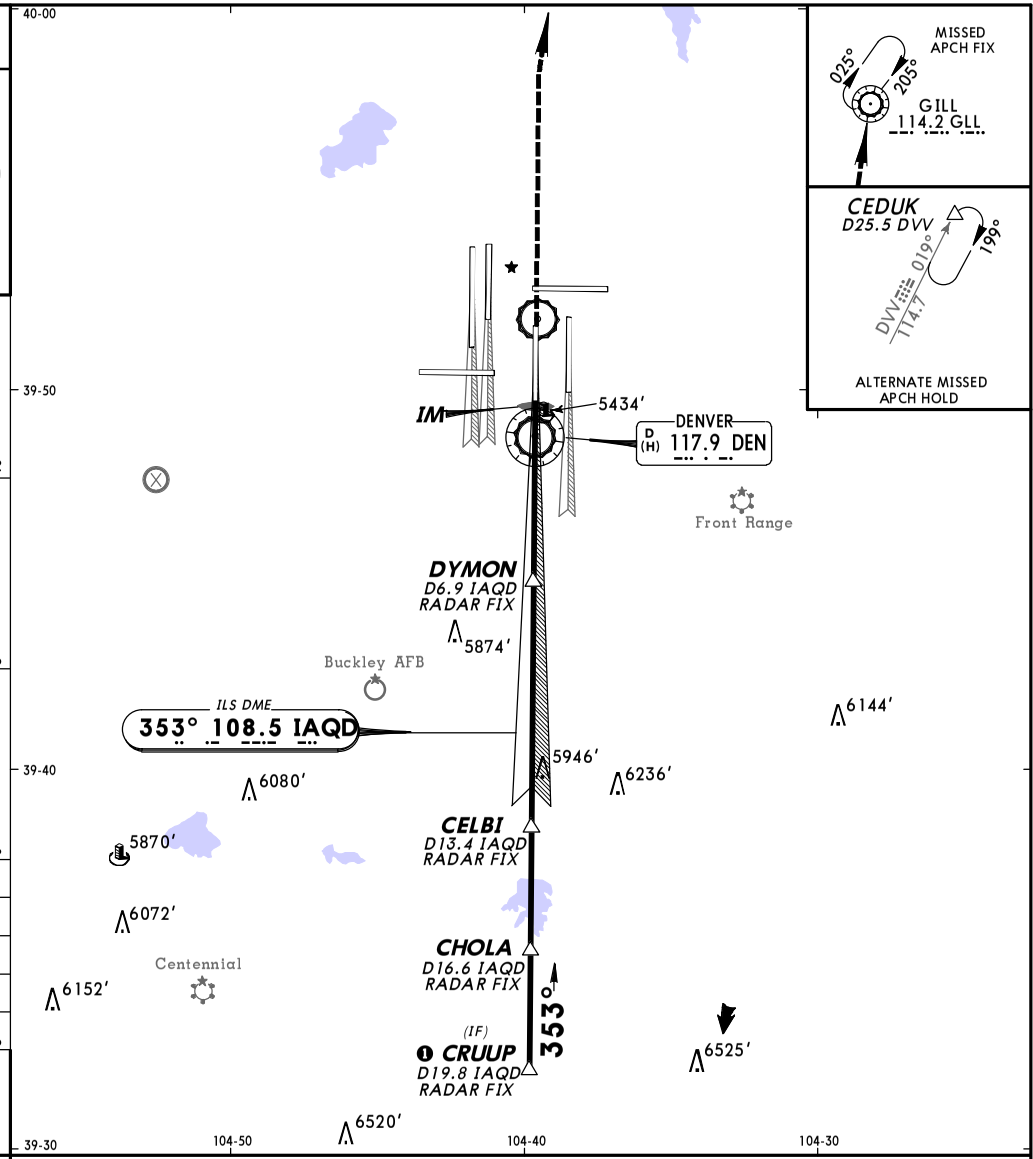
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE





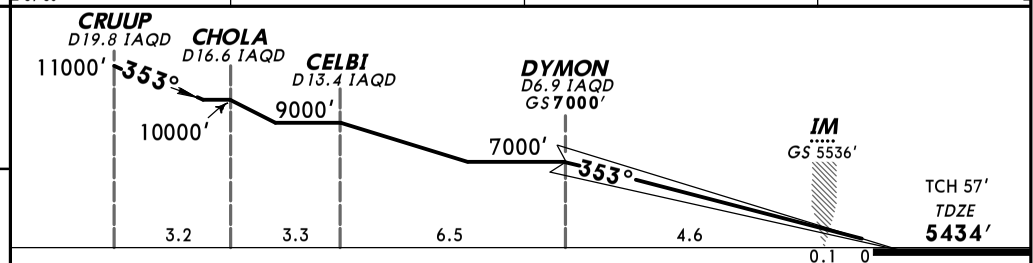
TERPS

STRAIGHT-IN LANDING RWY **35L**

1 SA CAT I ILS
RA 165′
DA(H) **5584′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 10000′ | RT | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS FRONZ	ILS DA(H)	Apt Elev 5434′
110.15	353°	7000′ (1630′)	5570′ (200′)	TDZE 5370′

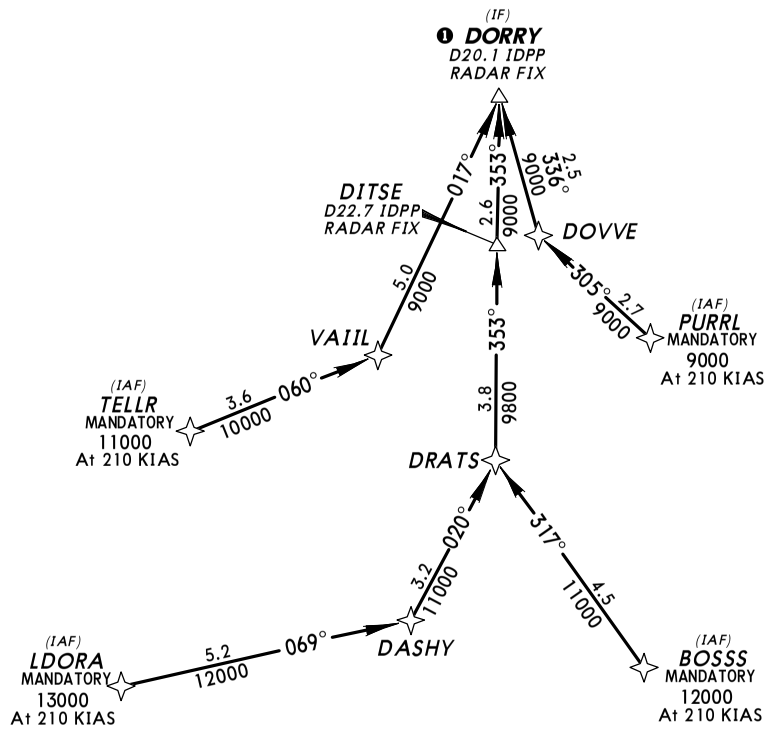
MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

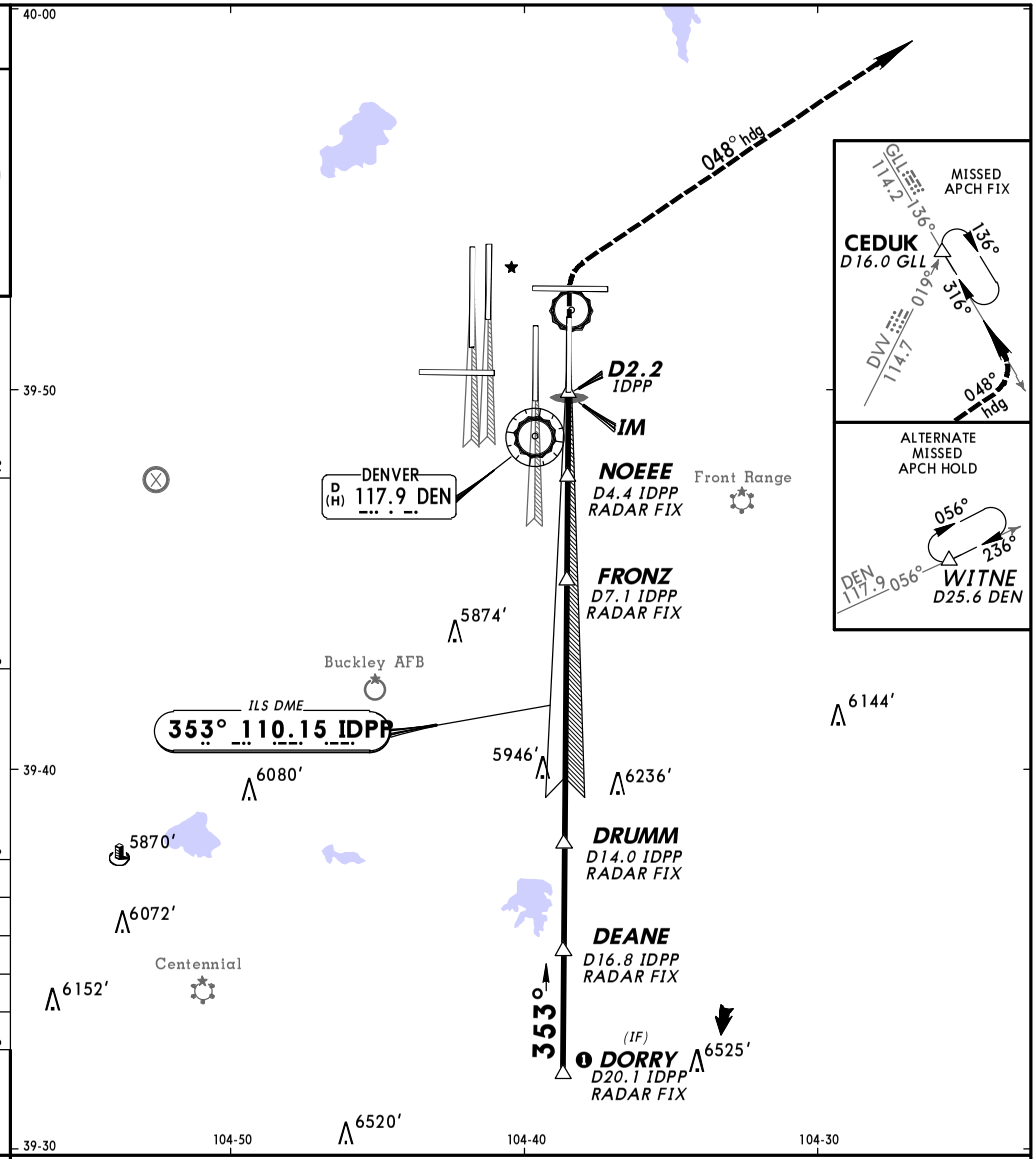
9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE

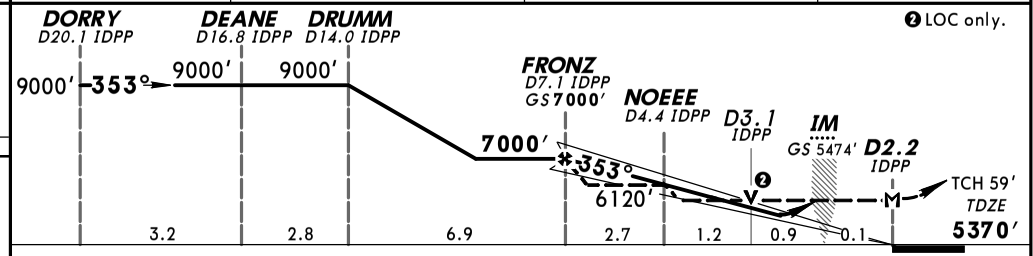




TERPS STRAIGHT-IN LANDING RWY **35R**

	ILS DA(H) 5570′ (200′)			❷ LOC (GS out) MDA(H) 5740′ (370′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 35 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.2 IDPP or FRONZ to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-II PAPI | 5800′ | 10000′ on RT | 048° hdg and GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
110.15	353°	FRONZ 7000′ (1630′)	NA	Refer to Minimums	RA 111′ DA(H) 5470′(100′)	5434′ TDZE 5370′

MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

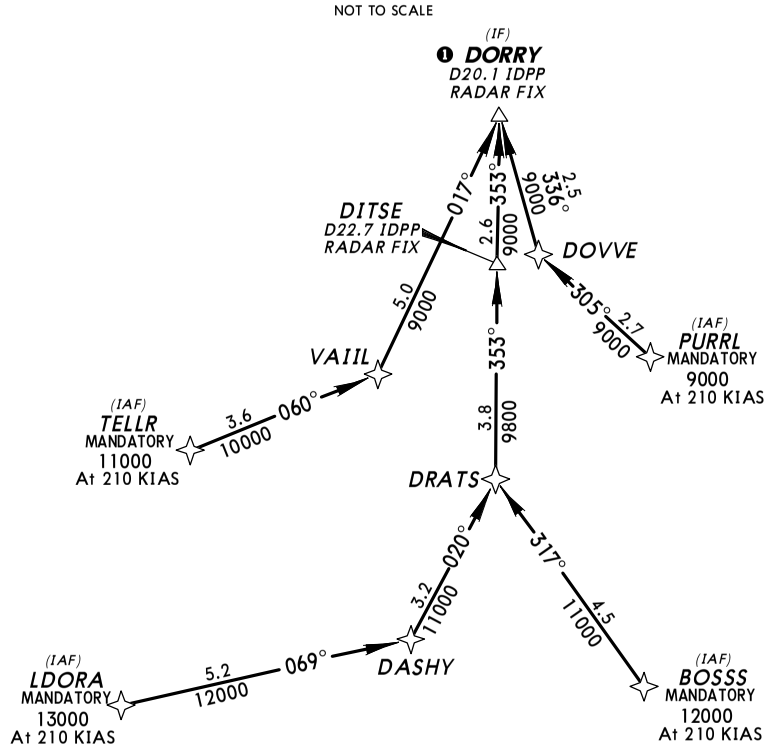
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

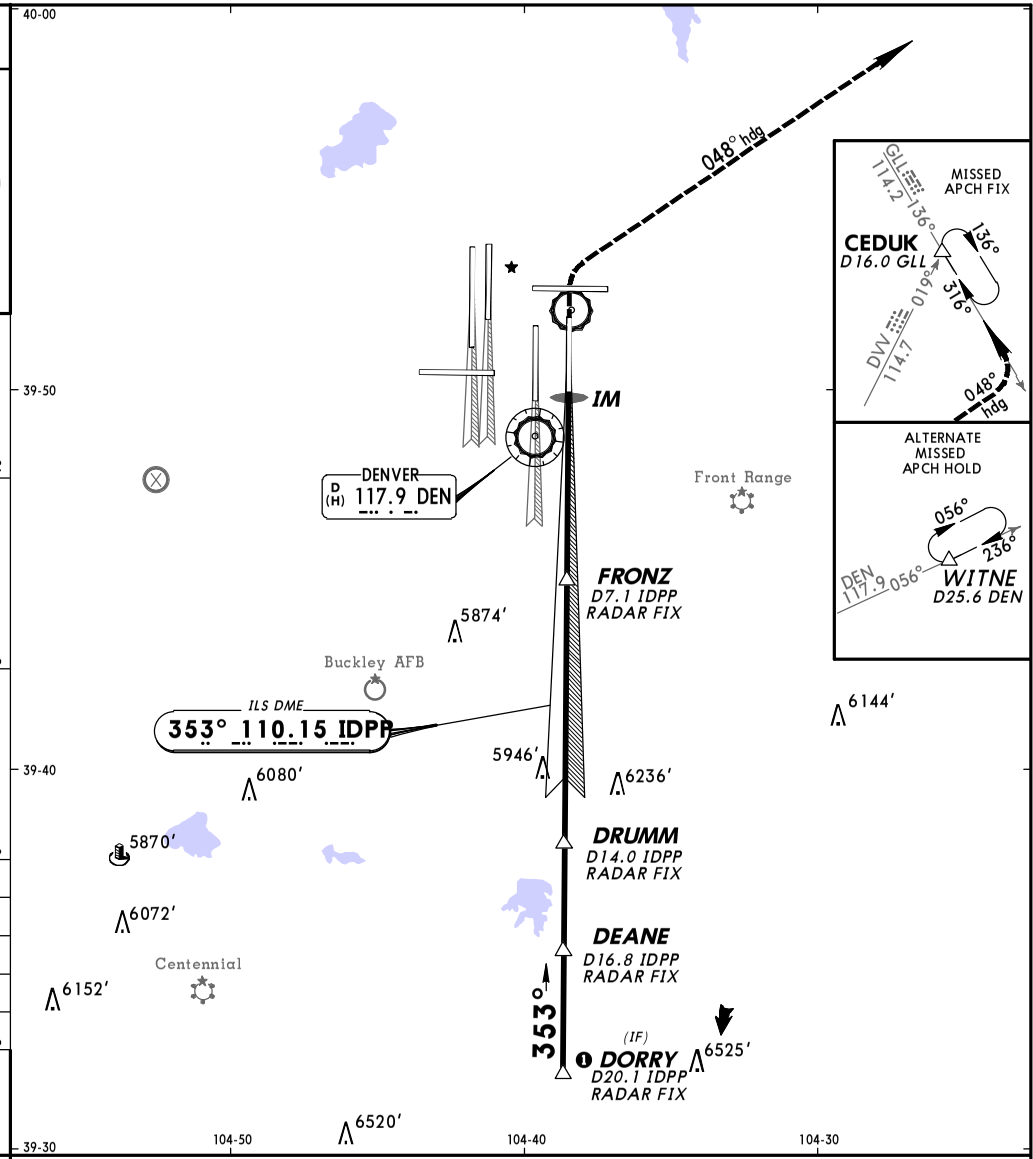
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE

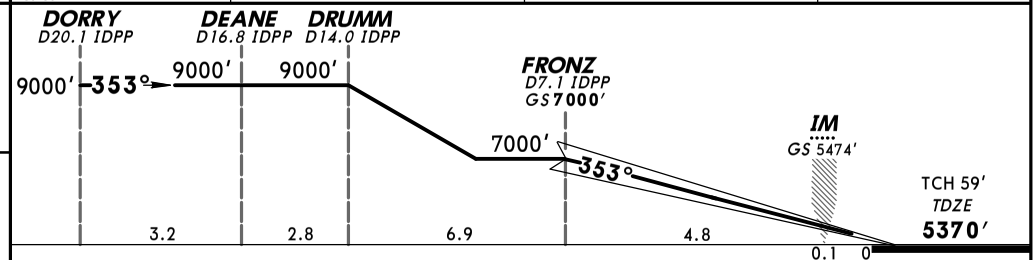




TERPS STRAIGHT-IN LANDING RWY **35R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 111′ DA(H) 5470′(100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5800′ | 10000′ on RT | 048° hdg and | GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 5434′
110.15	353°	FRONZ 7000′ (1630′)	RA 161′ DA(H) 5520′(150′)	TDZE 5370′

MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

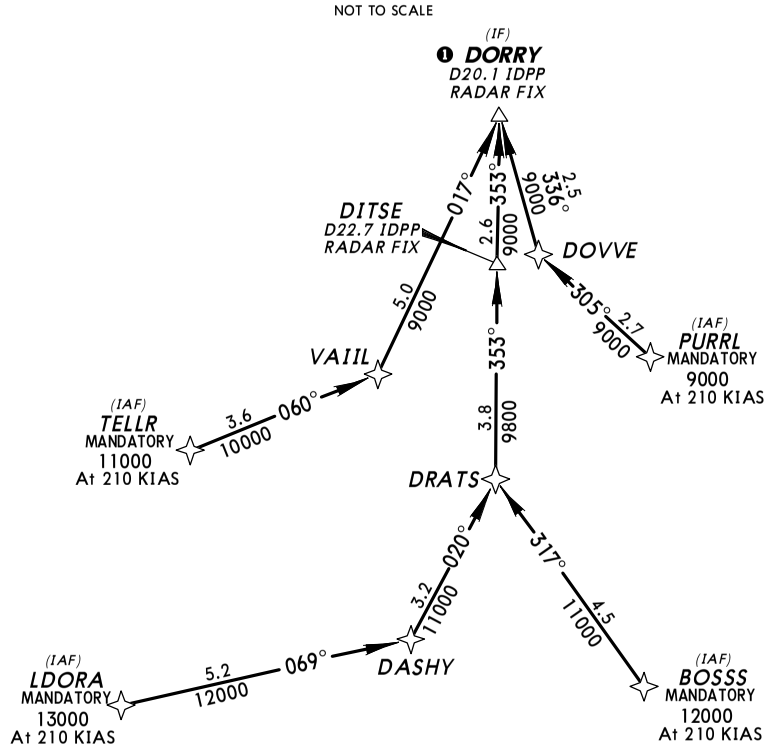
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

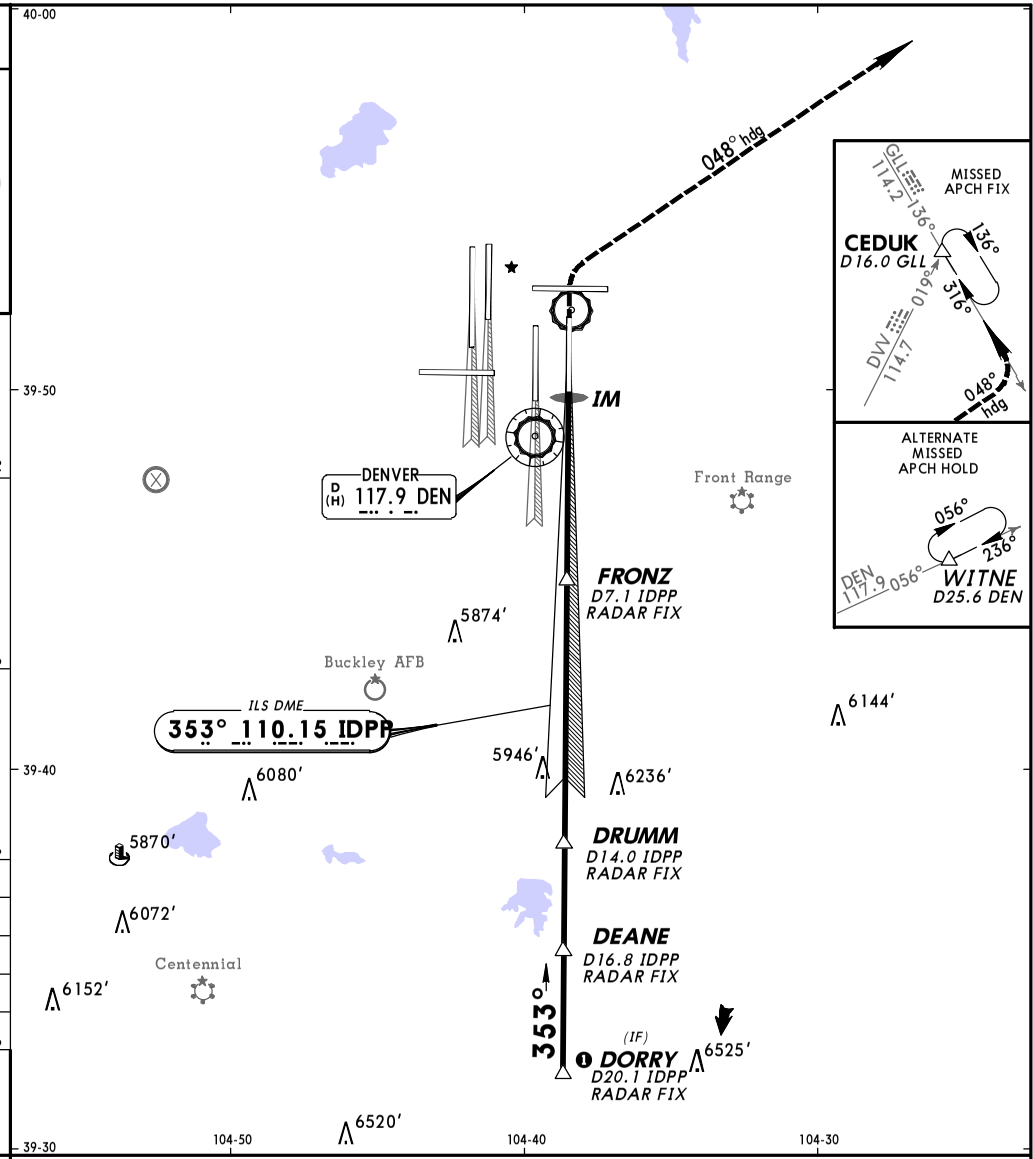
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE





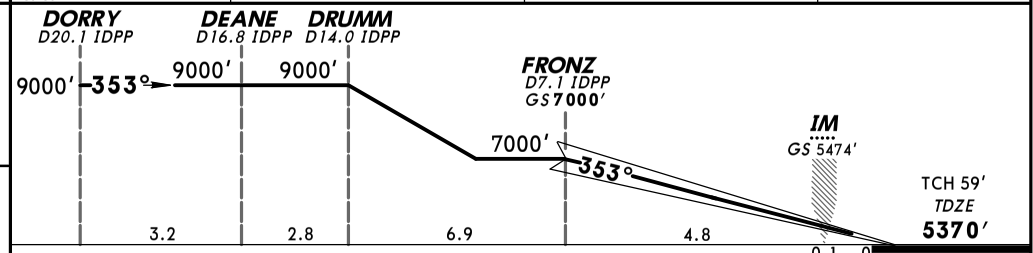
TERPS

STRAIGHT-IN LANDING RWY **35R**

1 SA CAT I ILS
RA 161′
DA(H) **5520′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5800′ | 10000′ RT on | 048° hdg and | GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

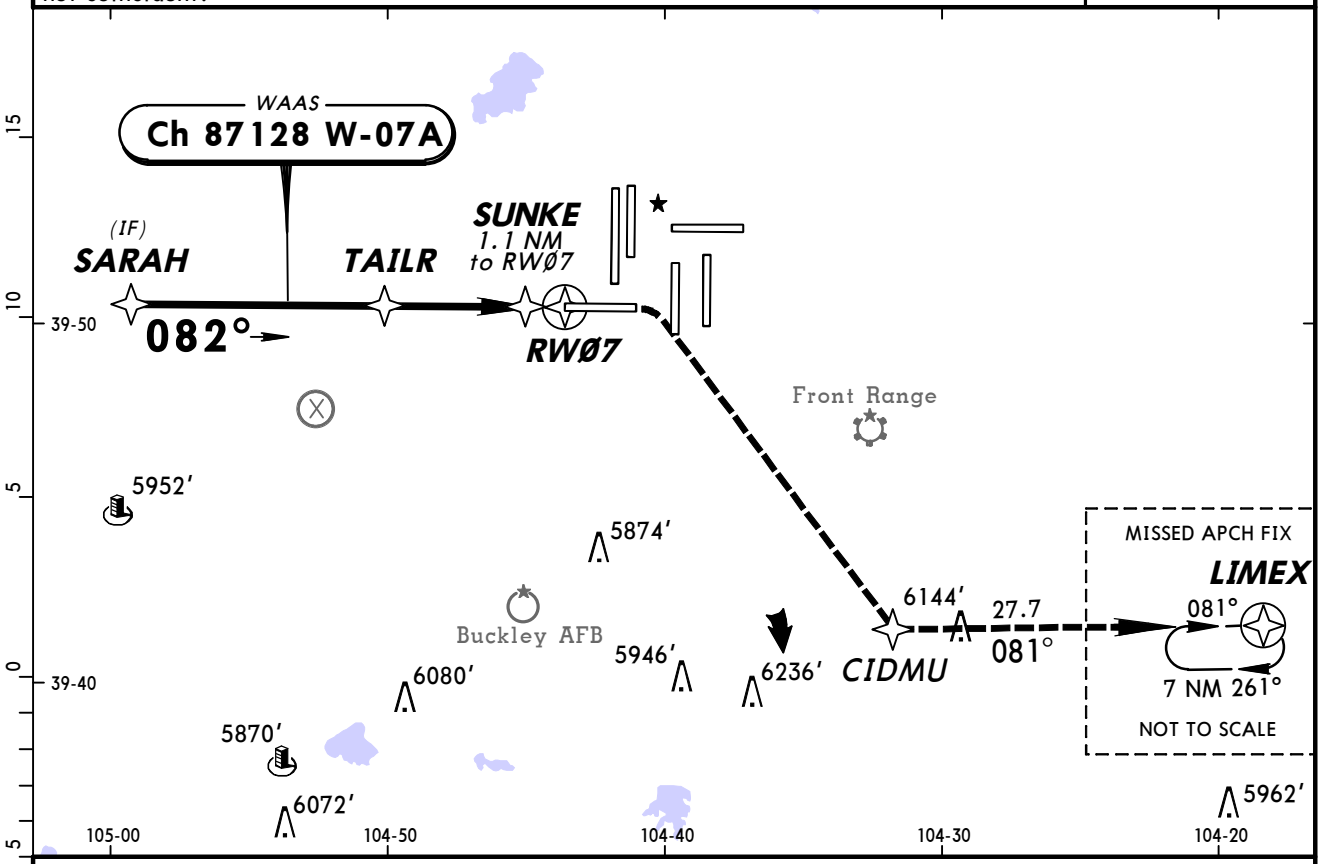
WAAS	Final Apch Crs	Minimum Alt TAILR	LPV DA(H)	Apt Elev 5434′
Ch 87128 W-07A	082°	7000′ (1648′)	5552′ (200′)	TDZE 5352′

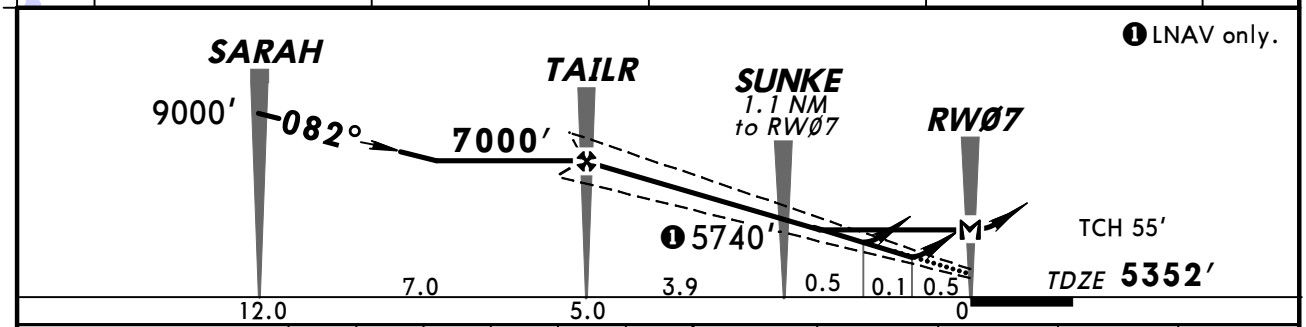
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct CIDMU and on track 081° to LIMEX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 8. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,900′
MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

MALSR PAPI | 5900′ | 10000′ RT | CIDMU

TERPS STRAIGHT-IN LANDING RWY 7

	LPV DA(H) 5552′ (200′)		LNAV/VNAV DA(H) 5602′ (250′)		❶ LNAV MDA(H) 5680′ (328′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 26 or ½		RVR 50 or 1
D							

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

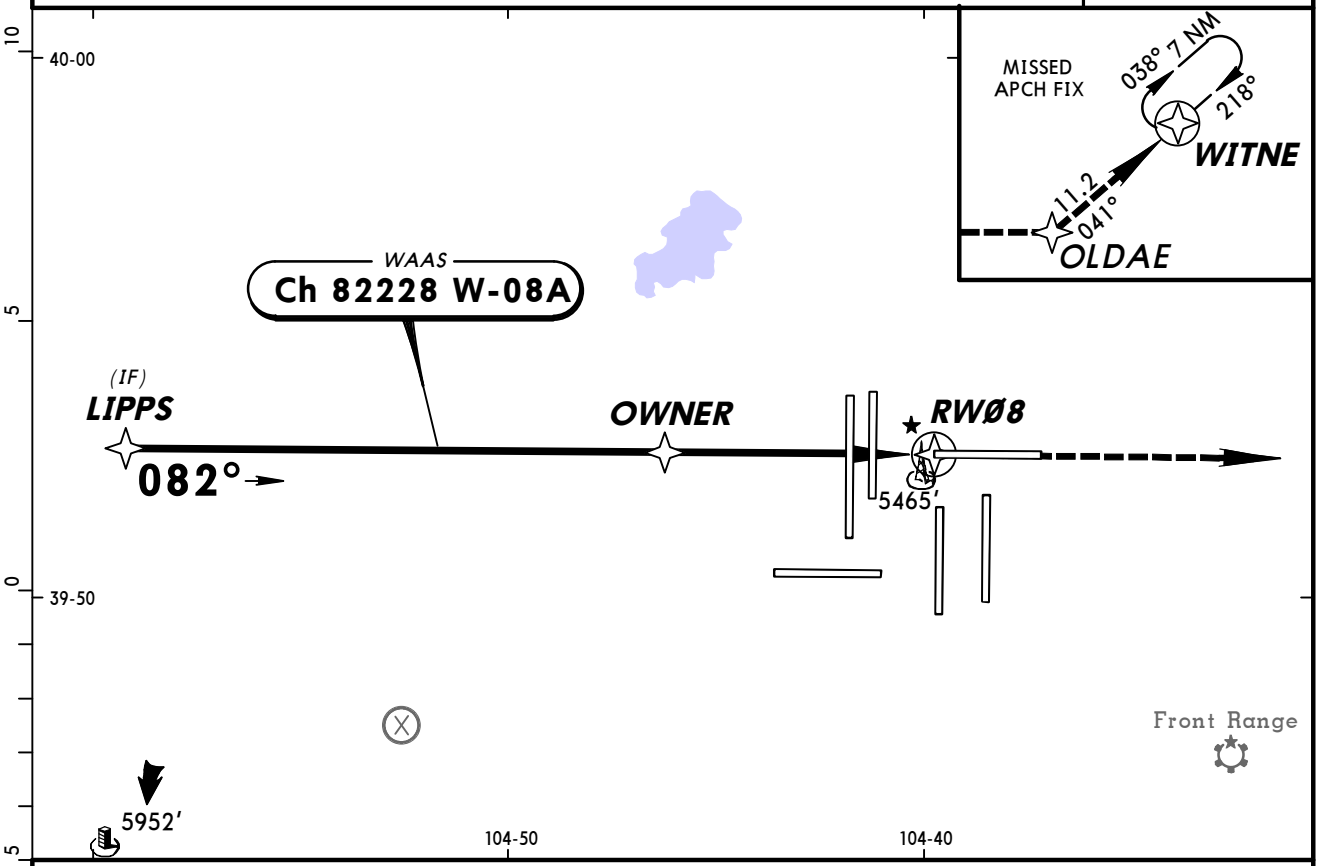
WAAS	Final Apch Crs	Minimum Alt OWNER	LPV DA(H)	Apt Elev 5434′
Ch 82228 W-08A	082°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

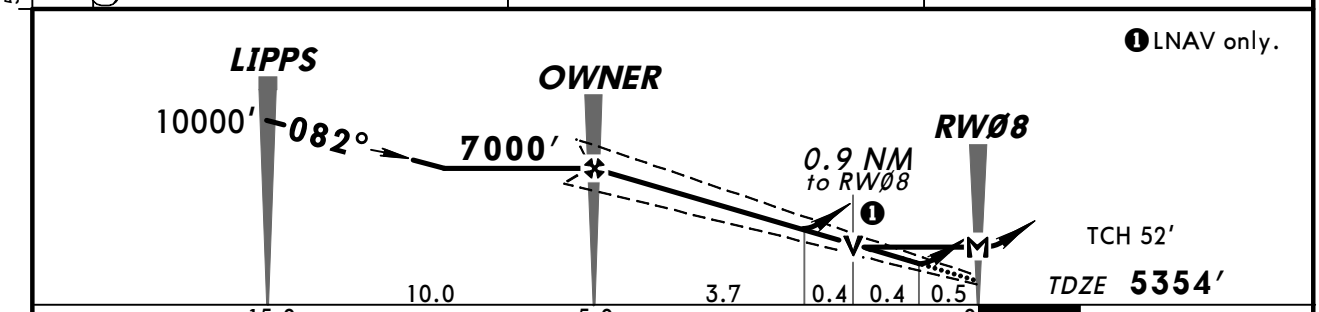
MISSED APCH: Climb to 10000′ direct OLDAE and on track 041° to WITNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 7. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 47°C (117°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9700′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR
PAPI
10000′
OLDAE

TERPS STRAIGHT-IN LANDING RWY 8

	LPV DA(H) 5554′ (200′)		LNAV/VNAV DA(H) 5833′ (479′)		❶ LNAV MDA(H) 5720′ (366′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 35 or ⅝		
D							

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

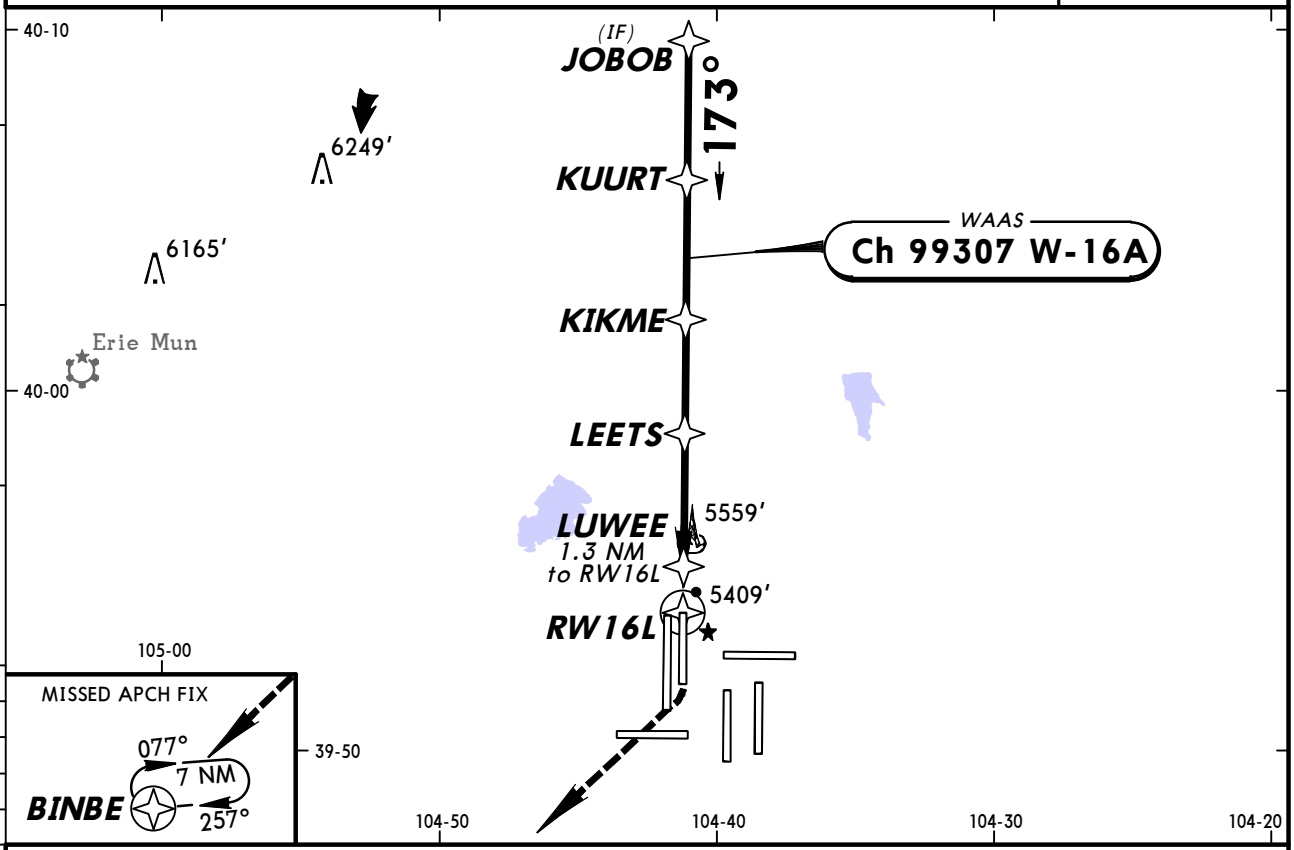
WAAS	Final Apch Crs	Minimum Alt LEETS	LPV DA(H)	Apt Elev 5434′
Ch 99307 W-16A	173°	7000′ (1643′)	5557′ (200′)	TDZE 5357′

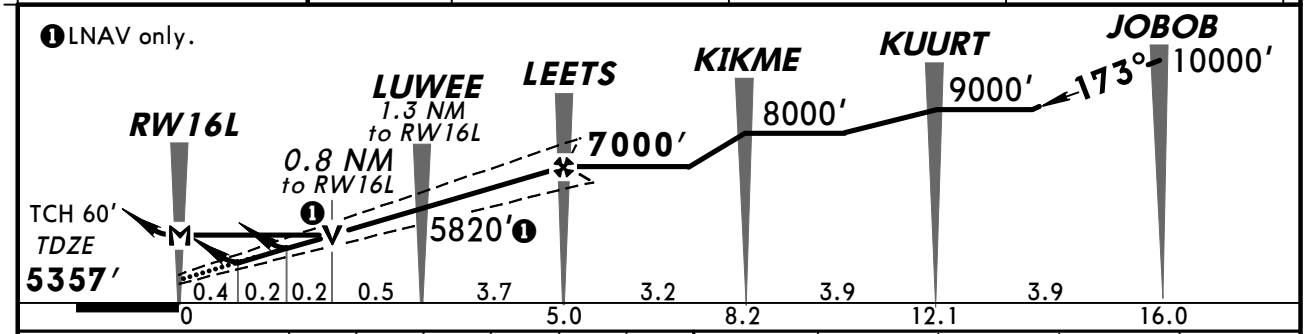
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 17L/17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,200′
MSA RW16L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16L						

MALSR
PAPI

5900′ ↑ | 10000′ ↱ RT | D→ | BINBE

TERPS STRAIGHT-IN LANDING RWY **16L**

TERPS AMEND 1A 11 DEC 2014

	LPV DA(H) 5557′ (200′) RAIL out	LPV DA(H) 5557′ (200′) ALS out	LNAV/VNAV DA(H) 5607′ (250′) RAIL out	LNAV/VNAV DA(H) 5607′ (250′) ALS out	❶ LNAV MDA(H) 5660′ (303′) RAIL out	❶ LNAV MDA(H) 5660′ (303′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C							RVR 45 or 7/8
D							

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

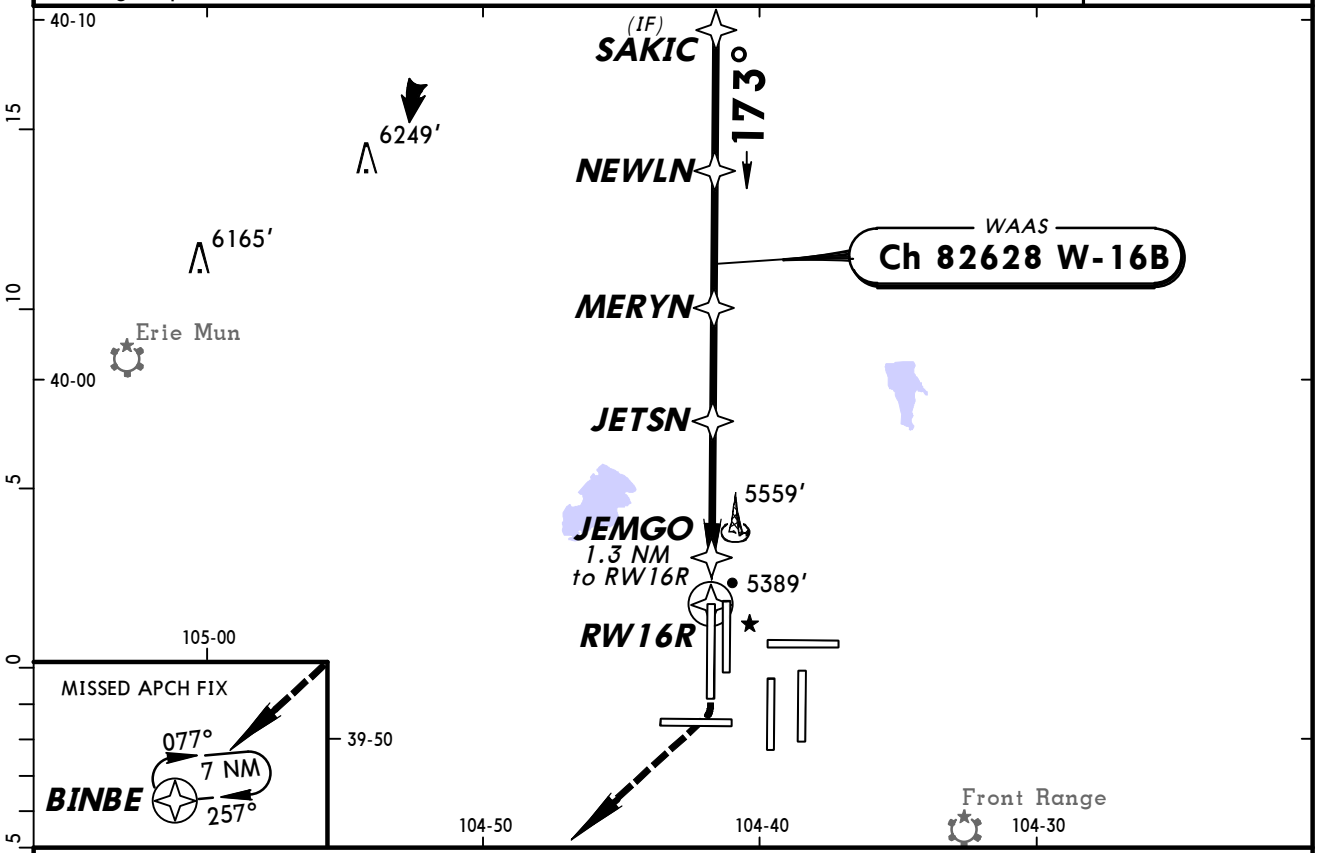
WAAS	Final Apch Crs	Minimum Alt JETSN	LPV DA(H)	Apt Elev 5434′
Ch 82628 W-16B	173°	7000′ (1674′)	5526′ (200′)	TDZE 5326′

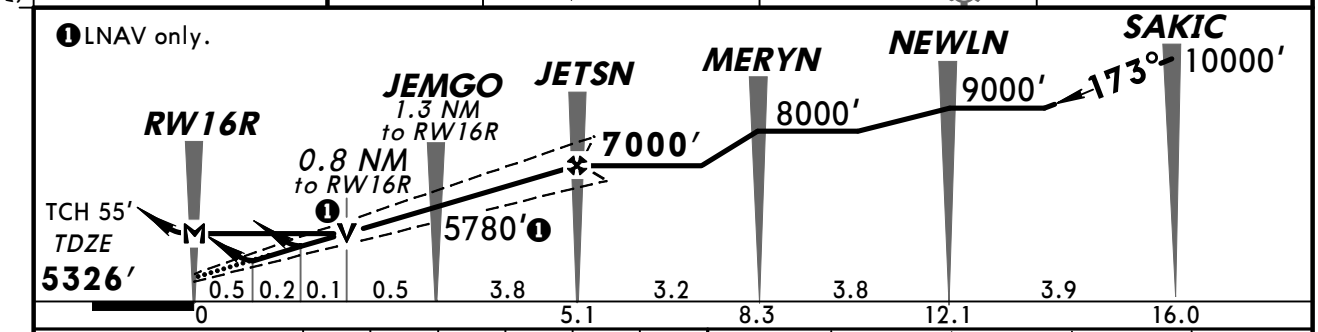
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 17L/17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,200′
MSA RW16R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16R						

MALSR
PAPI

5900′

10000′ RT

BINBE

TERPS

STRAIGHT-IN LANDING RWY **16R**

	LPV DA(H) 5526′ (200′) RAIL out	LPV DA(H) 5526′ (200′) ALS out	LNAV/VNAV DA(H) 5589′ (263′) RAIL out	LNAV/VNAV DA(H) 5589′ (263′) ALS out	❶ LNAV MDA(H) 5640′ (314′) RAIL out	❶ LNAV MDA(H) 5640′ (314′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C								RVR 45 or 7/8
D								

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1B 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

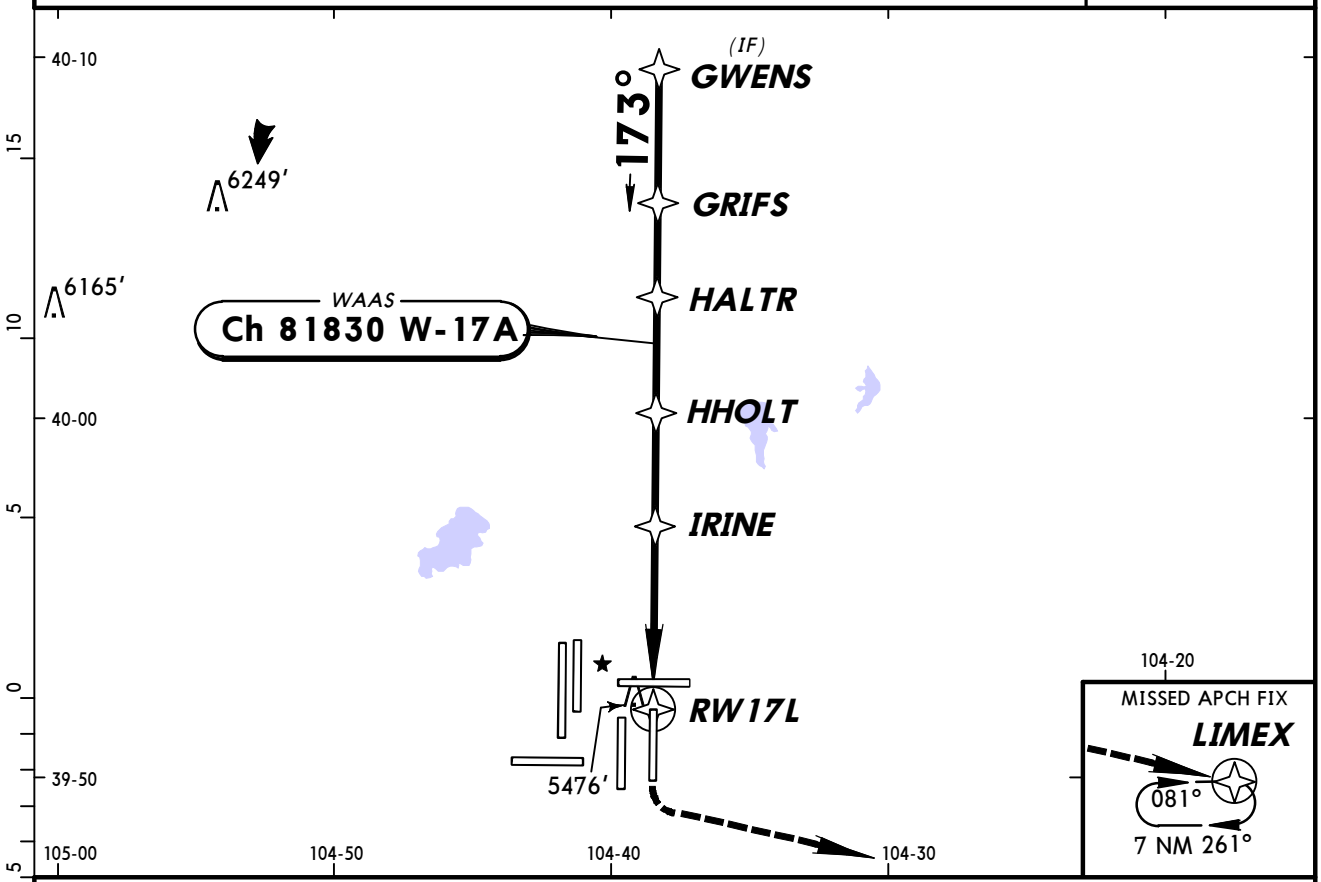
WAAS	Final Apch Crs	Minimum Alt IRINE	LPV DA(H)	Apt Elev 5434′
Ch 81830 W-17A	173°	7000′ (1661′)	5539′ (200′)	TDZE 5339′

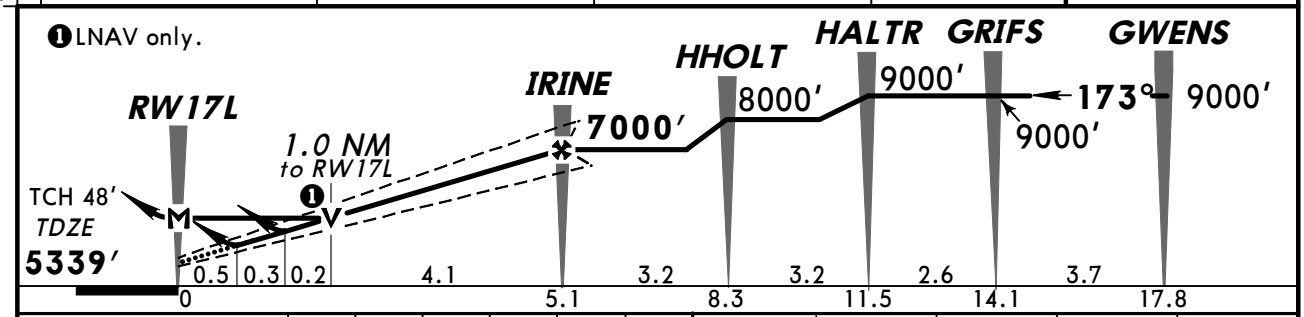
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct LIMEX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (119°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.

9200′
MSA RW17L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17L						

MALSR
PAPI

5900′

10000′
LT

LIMEX

TERPS STRAIGHT-IN LANDING RWY 17L

	LPV DA(H) 5539′ (200′)		LNAV/VNAV DA(H) 5648′ (309′)			❶ LNAV MDA(H) 5700′ (361′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B									
C							RVR 35 or ⅝		
D									

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP™

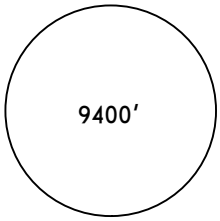
D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	133.3	121.85

WAAS	Final Apch Crs	Minimum Alt JOULE	LPV DA(H)	Apt Elev / TDZE
Ch 93529 W-17B	173°	7000′ (1608′)	5592′ (200′)	Apt Elev 5434′ / TDZE 5392′

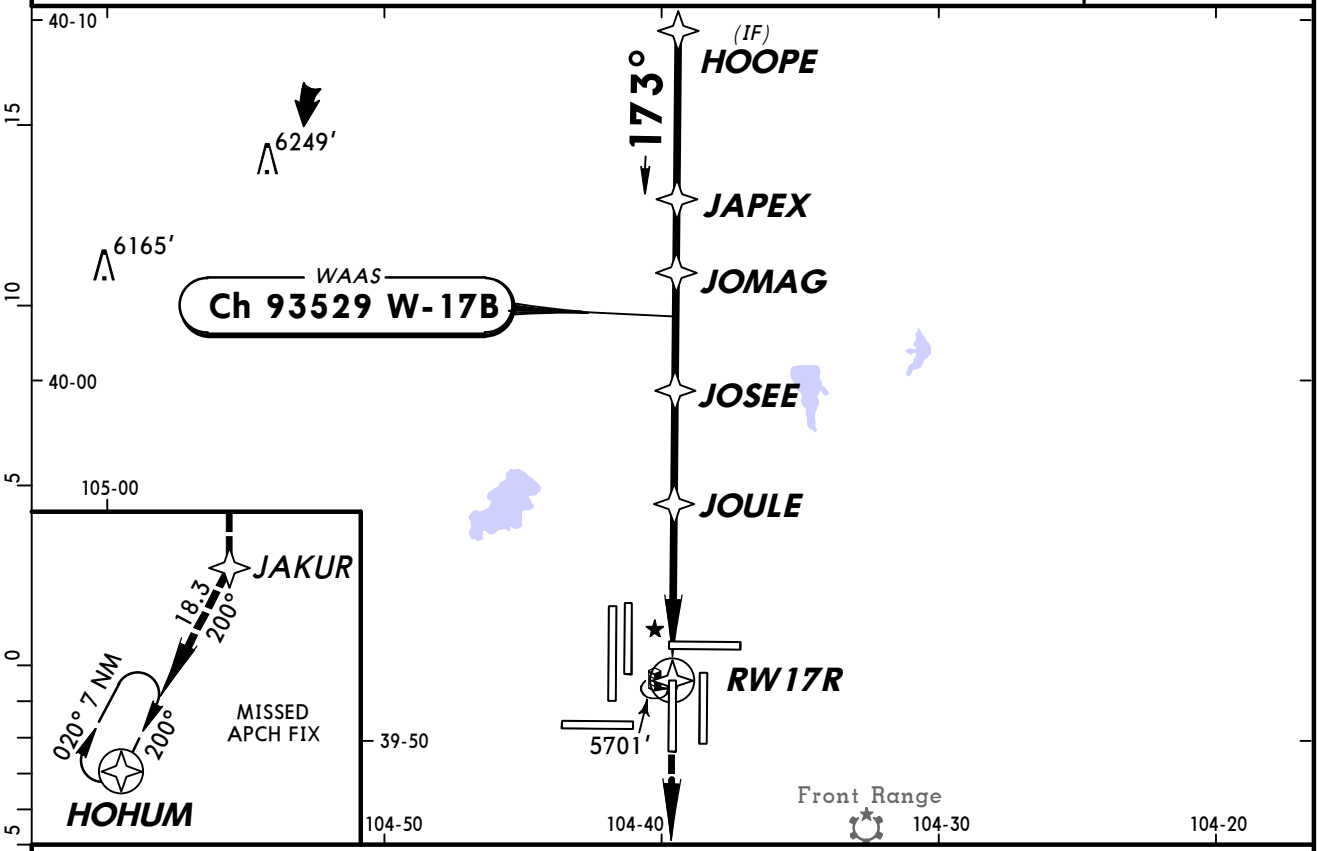
MISSED APCH: Climb to 10000′ direct JAKUR and on track 200° to HOHUM and hold.

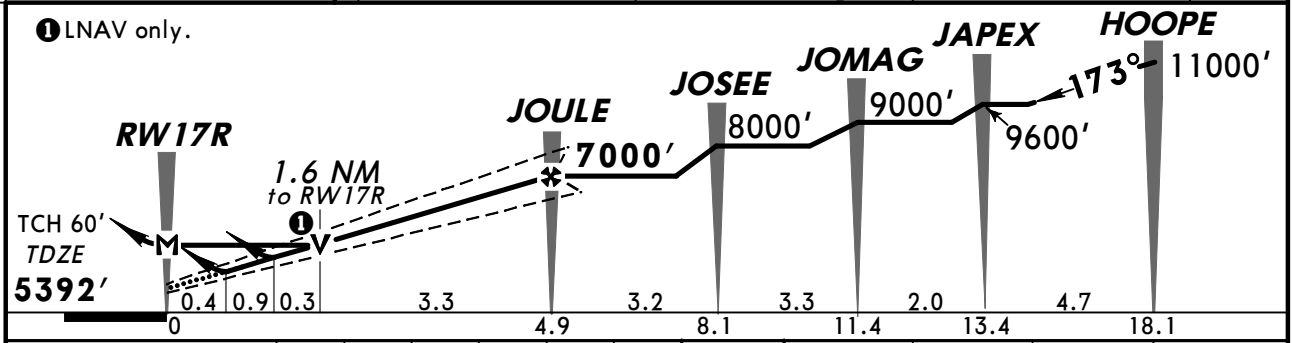
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17L. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.



MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

MALSR
PAPI
10000′
JAKUR

TERPS STRAIGHT-IN LANDING RWY **17R**

	LPV DA(H) 5592′ (200′)		LNAV/VNAV DA(H) 5857′ (465′)		❶ LNAV MDA(H) 5940′ (548′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					1¼	1⅜	1⅝
D							

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

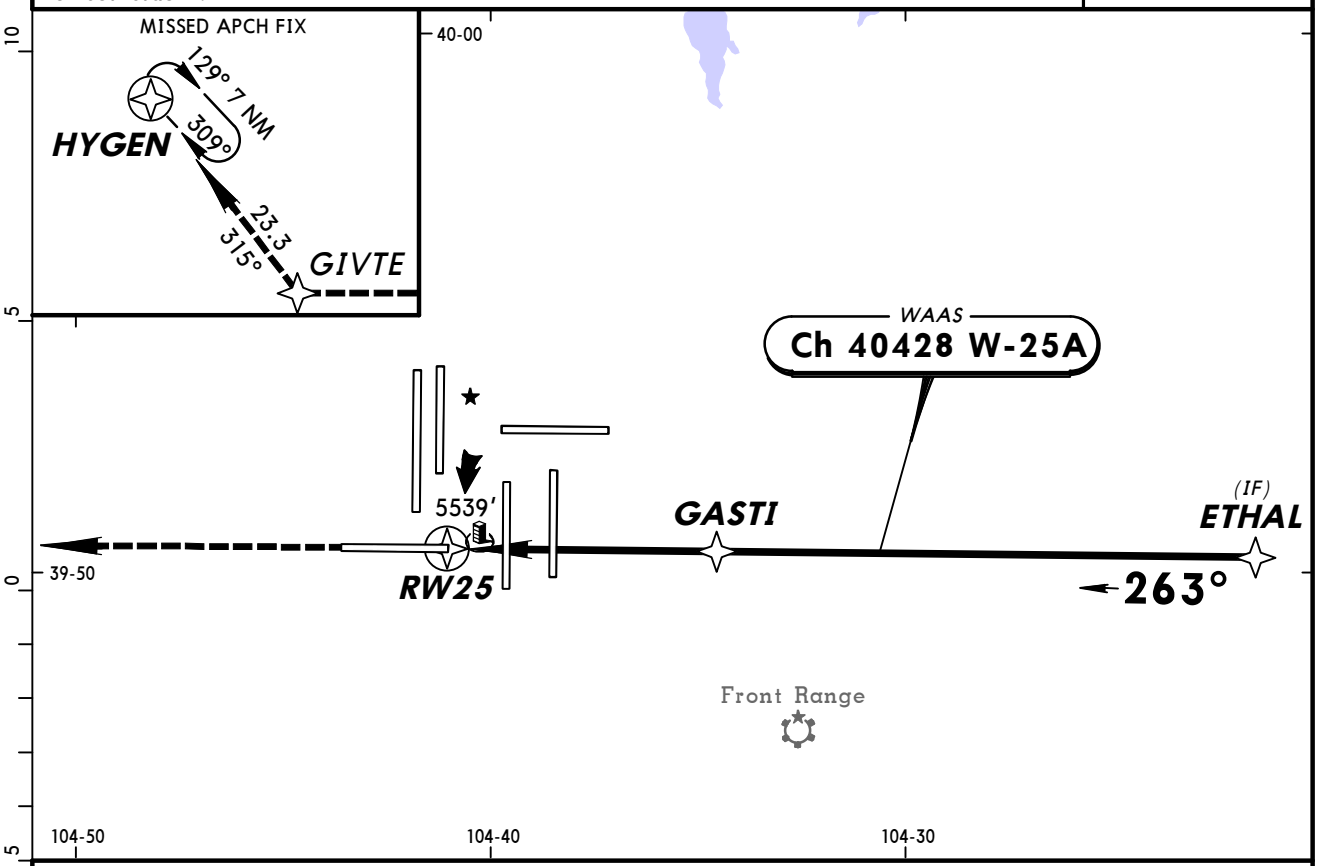
WAAS	Final Apch Crs	Minimum Alt GASTI	LPV DA(H)	Apt Elev 5434′
Ch 40428 W-25A	263°	7000′ (1645′)	5555′ (200′)	TDZE 5355′

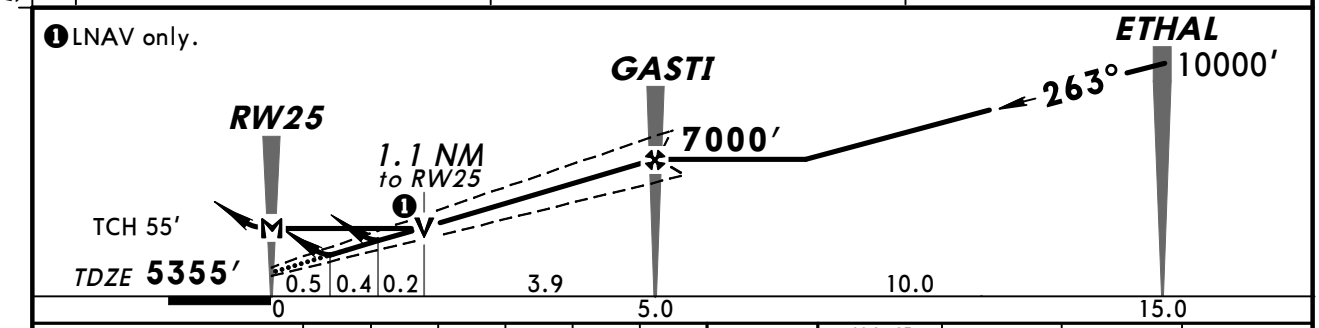
MISSED APCH: Climb to 10000′ direct GIVTE and on track 315° to HYGEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9800′
MSA RW25





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

MALSR
PAPI
10000′
GIVTE

TERPS STRAIGHT-IN LANDING RWY 25

	LPV DA(H) 5555′ (200′)		LNAV/VNAV DA(H) 5700′ (345′)			❶ LNAV MDA(H) 5800′ (445′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 30 or 5/8	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C							RVR 45 or 7/8	RVR 55 or 1	1 3/8
D									

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

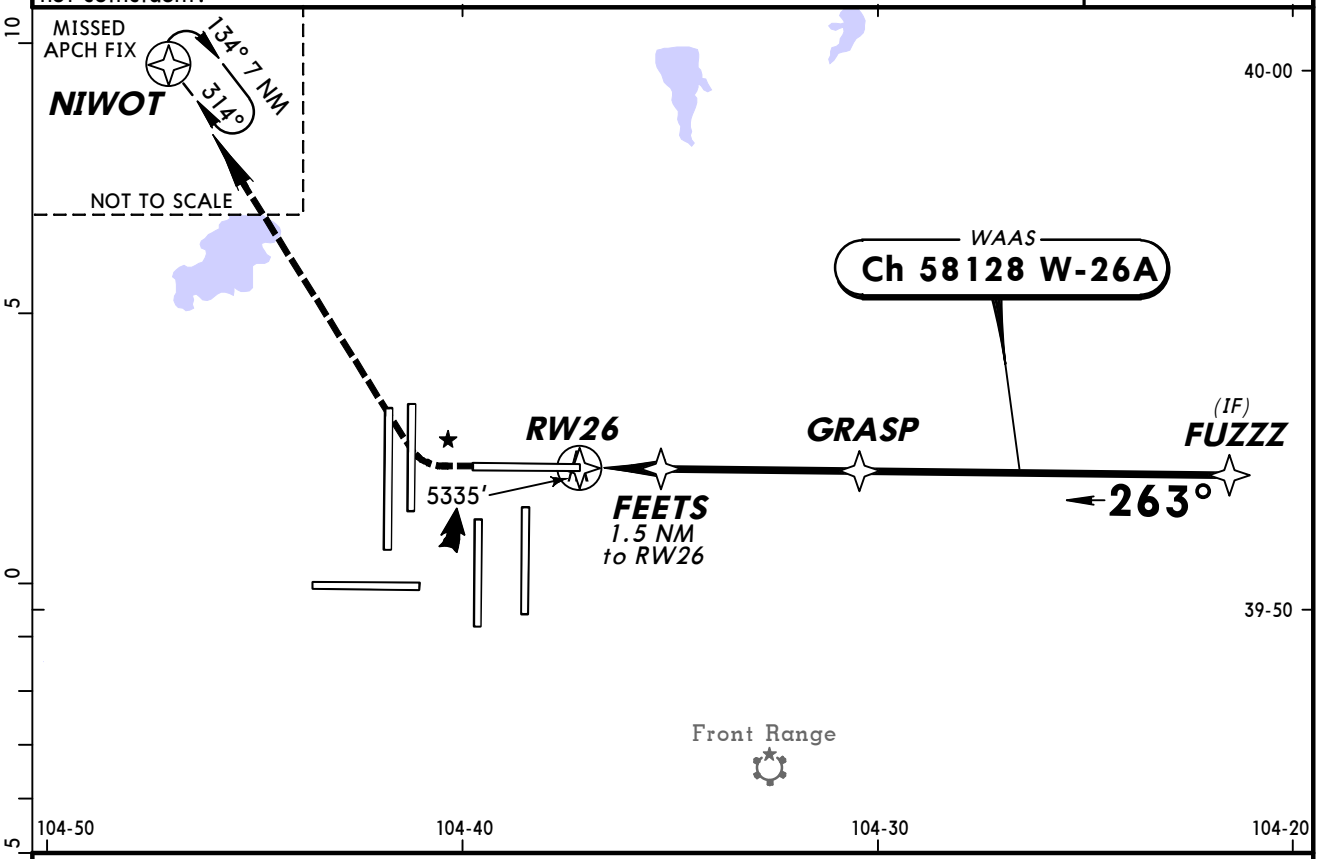
WAAS	Final Apch Crs	Minimum Alt GRASP	LPV DA(H)	Apt Elev 5434'
Ch 58128 W-26A	263°	7000' (1691')	5509' (200')	TDZE 5309'

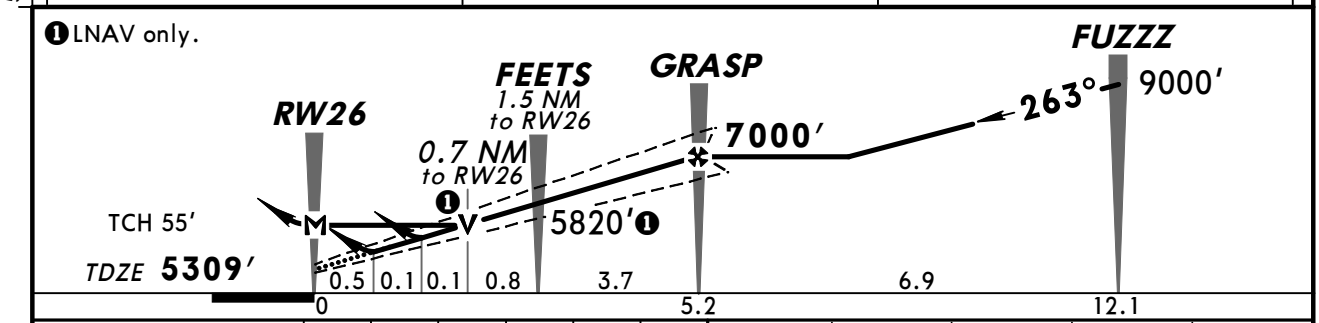
MISSED APCH: Climb to 6000' then climbing RIGHT turn to 11000' direct NIWOT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-14°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

8100'
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

MALSR
PAPI
6000'
11000' RT
NIWOT

TERPS STRAIGHT-IN LANDING RWY **26**

	LPV DA(H) 5509' (200') RAIL out	LPV DA(H) 5509' (200') ALS out	LNAV/VNAV DA(H) 5559' (250') RAIL out	LNAV/VNAV DA(H) 5559' (250') ALS out	❶ LNAV MDA(H) 5600' (291') RAIL out	❶ LNAV MDA(H) 5600' (291') ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C							RVR 45 or 7/8
D							

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

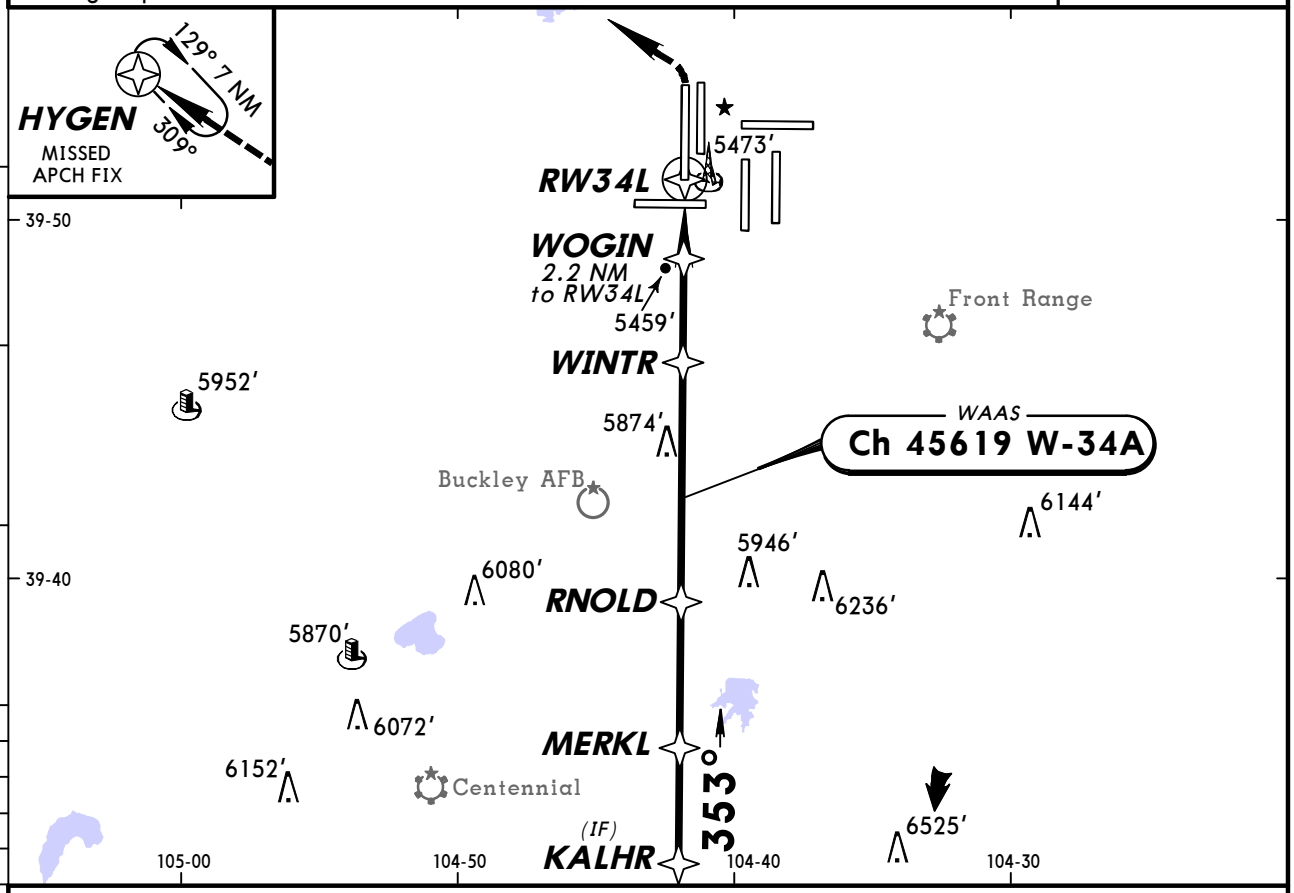
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434'
Ch 45619 W-34A	353°	WINTR 7000' (1673')	5527' (200')	TDZE 5327'

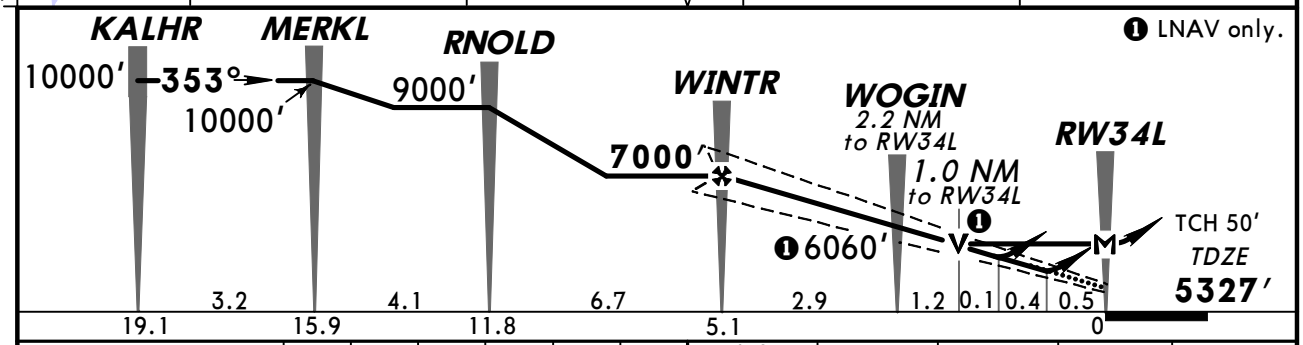
MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct HYGEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,200'
MSA RW34L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

ALSF-II
PAPI

5900' | 10000' LT | HYGEN

TERPS

STRAIGHT-IN LANDING RWY 34L

	LPV DA(H) 5527' (200')		LNAV/VNAV DA(H) 5660' (333')		1 LNAV MDA(H) 5720' (393')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 30 or ⅝	RVR 55 or 1	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 35 or ⅝	RVR 60 or 1⅛
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN

5 DEC 14 (12-10)

DENVER, COLO
RNAV (GPS) Y Rwy 34R

BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434′
Ch 90318 W-34B	353°	CORDE 7000′ (1646′)	5554′ (200′)	TDZE 5354′

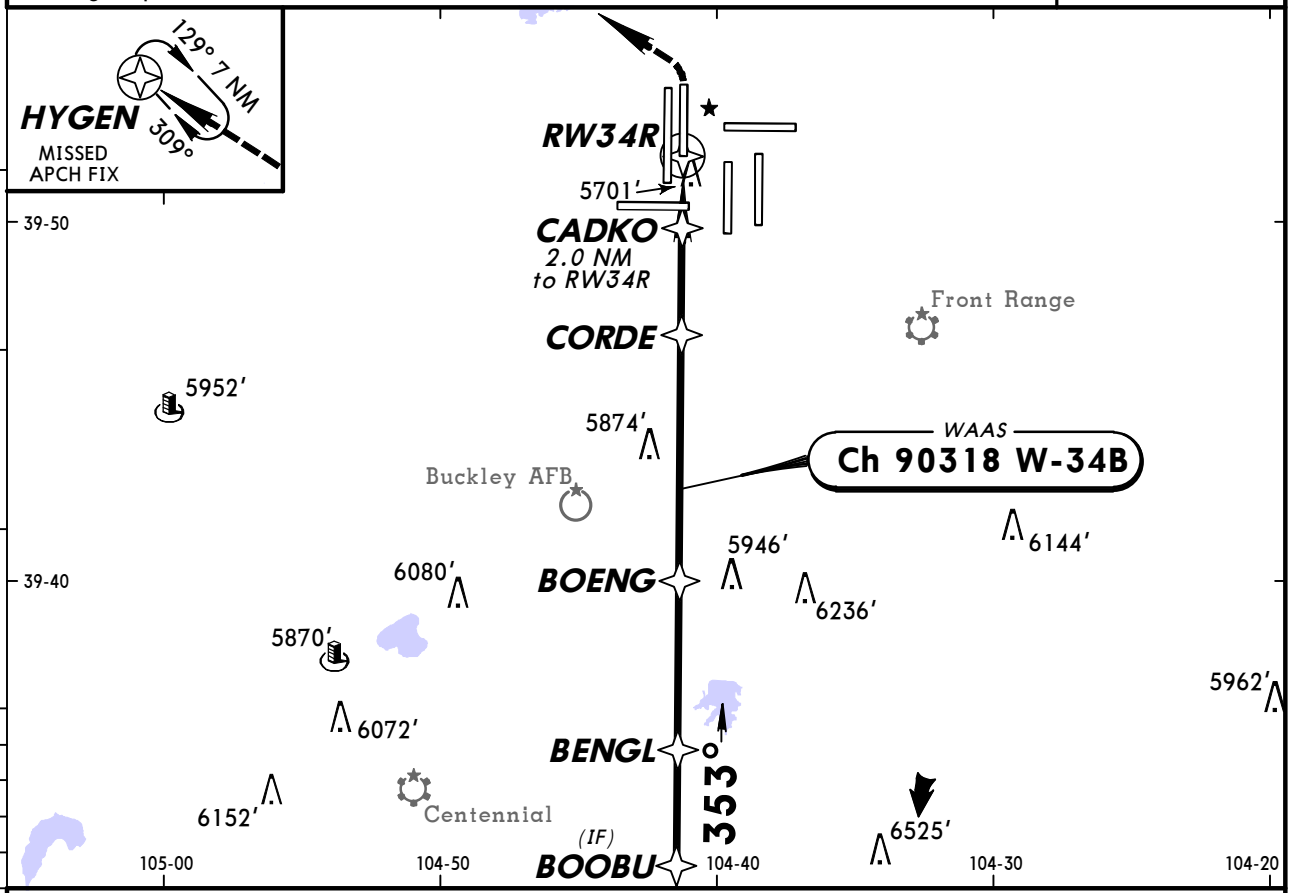
MISSED APCH: Climb to 6000′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

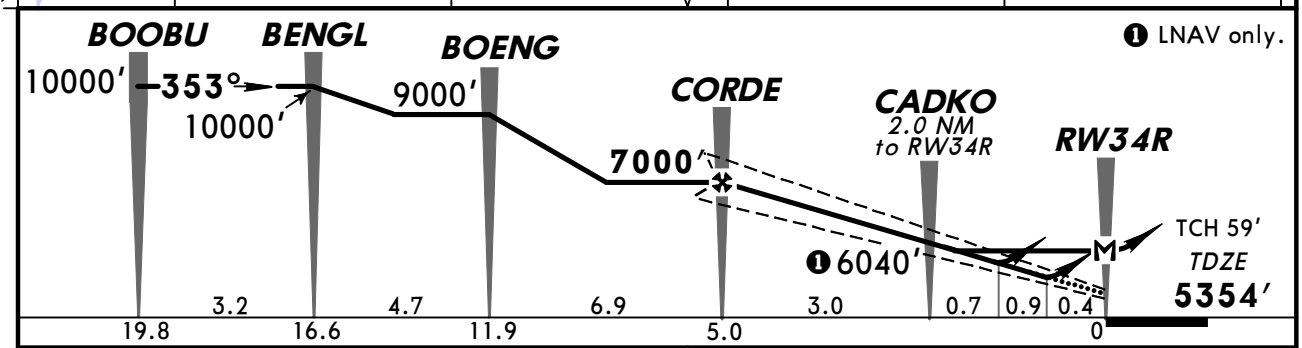
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (114°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,200′

MSA RW34R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34R						

ALSF-II PAPI 6000′ 10000′ LT HYGEN

TERPS STRAIGHT-IN LANDING RWY **34R**

TERPS AMEND 2A 11 DEC 2014

	LPV DA(H) 5554′ (200′)		LNAV/VNAV DA(H) 5838′ (484′)		1 LNAV MDA(H) 5940′ (586′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 55 or 1
B						
C					1¼	1¾
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R) North	South	DENVER Tower	Ground
125.6	119.3	120.35	133.3	121.85

BRIEFING STRIP™

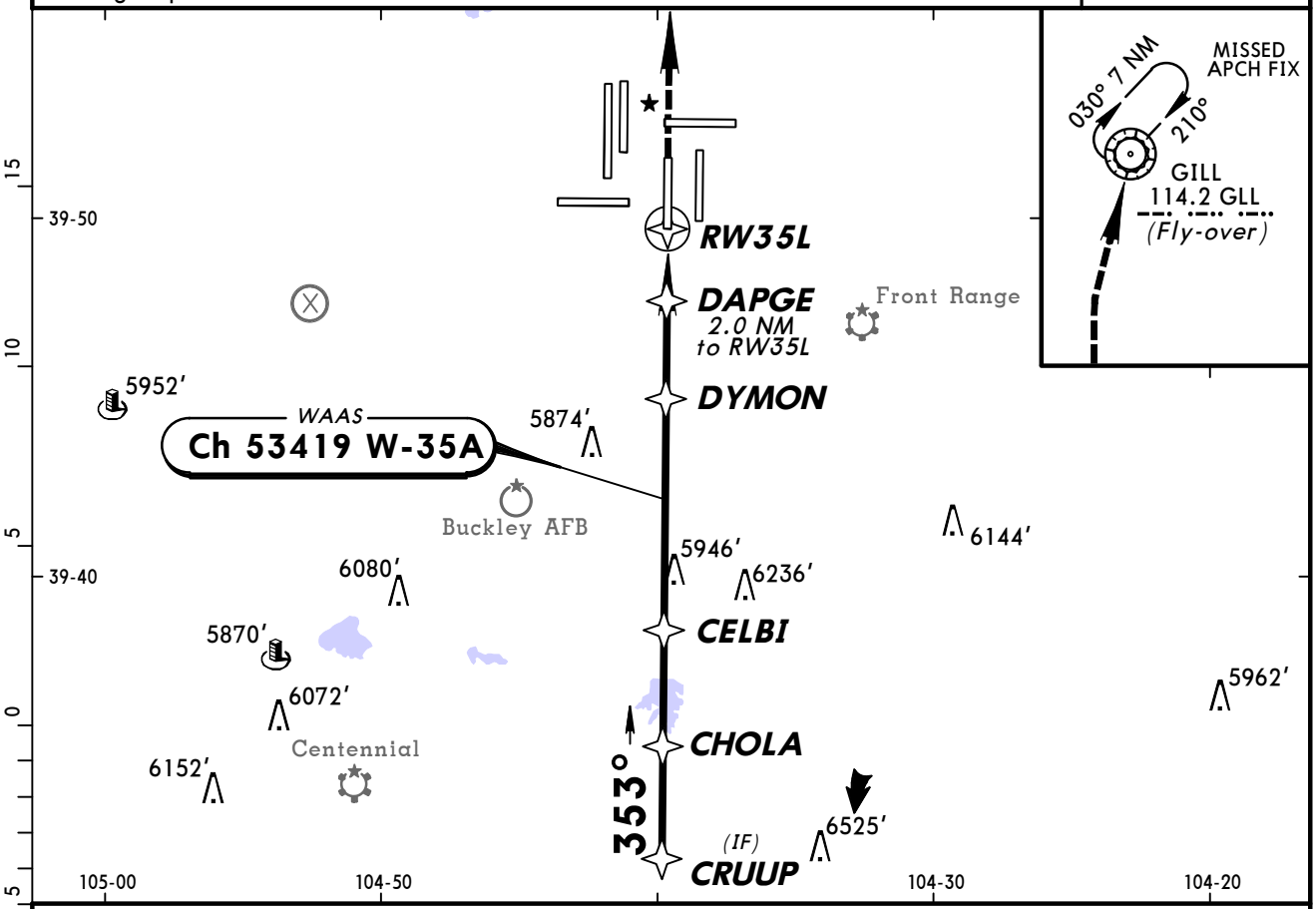
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434'
Ch 53419 W-35A	353°	DYMON 7000' (1566')	5634' (200')	TDZE 5434'

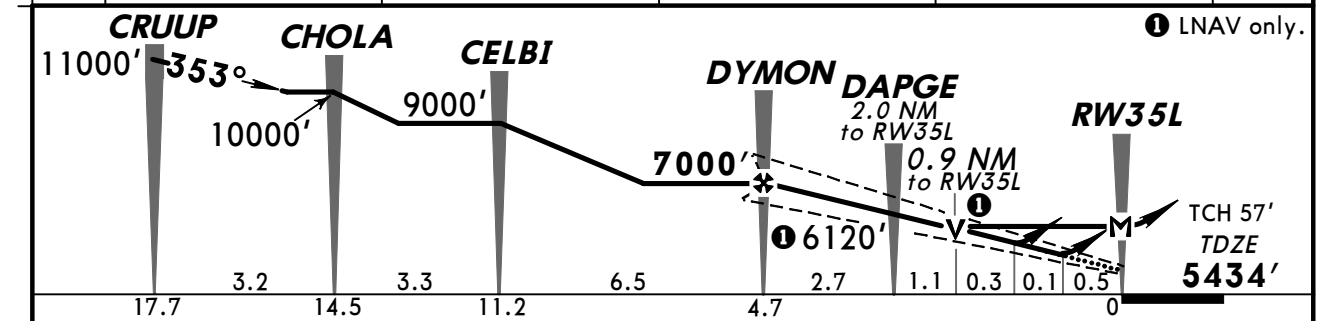
MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (115°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9200'
MSA RW35L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35L						

ALSF-II PAPI | 10000' | RT | GLL 114.2

TERPS STRAIGHT-IN LANDING RWY **35L**

TERPS AMEND 2A 11 DEC 2014

	LPV DA(H) 5634' (200')		LNAV/VNAV DA(H) 5684' (250')		1 LNAV MDA(H) 5780' (346')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 30 or 5/8	
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

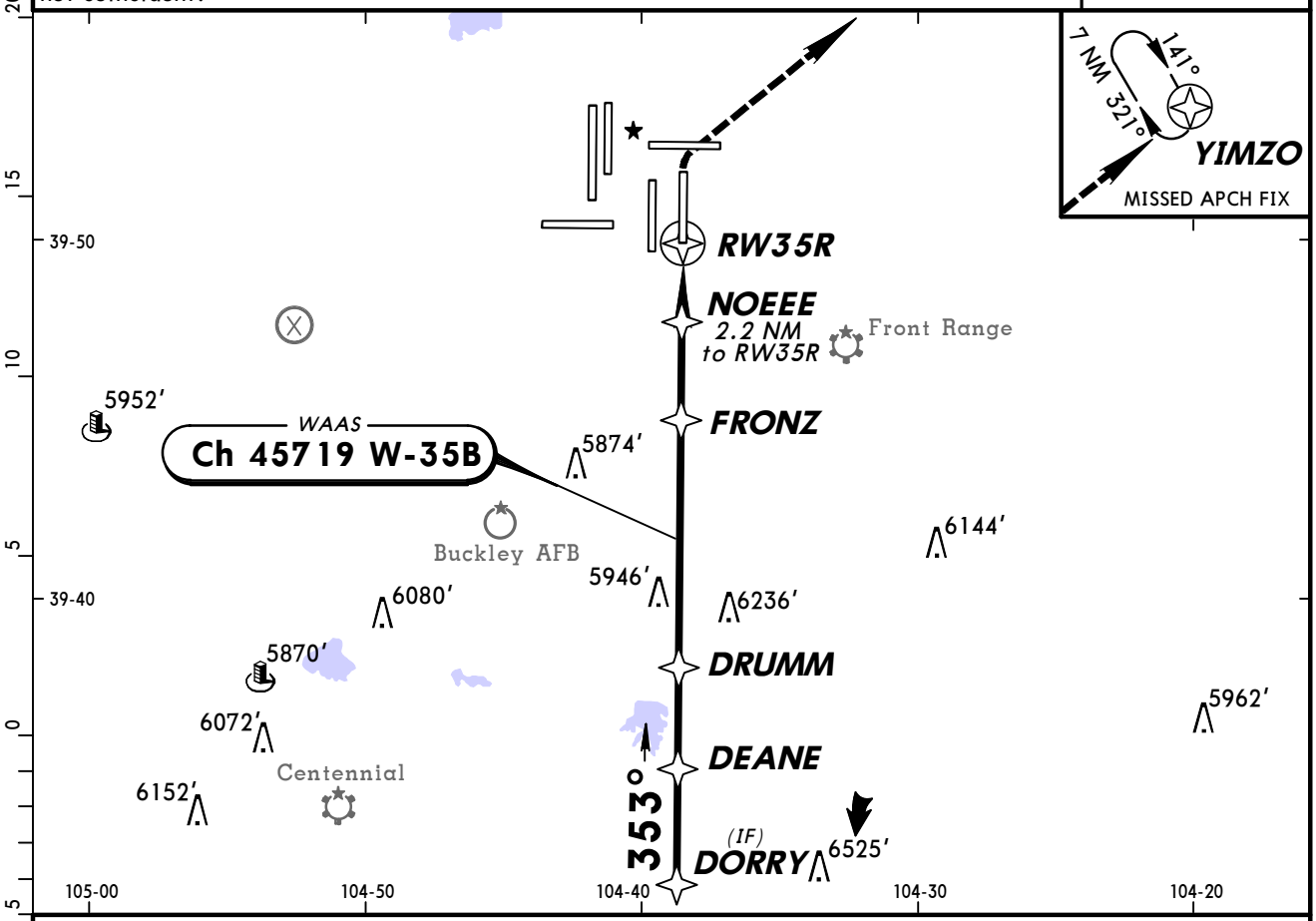
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434'
Ch 45719 W-35B	353°	FRONZ 7000' (1630')	5570' (200')	TDZE 5370'

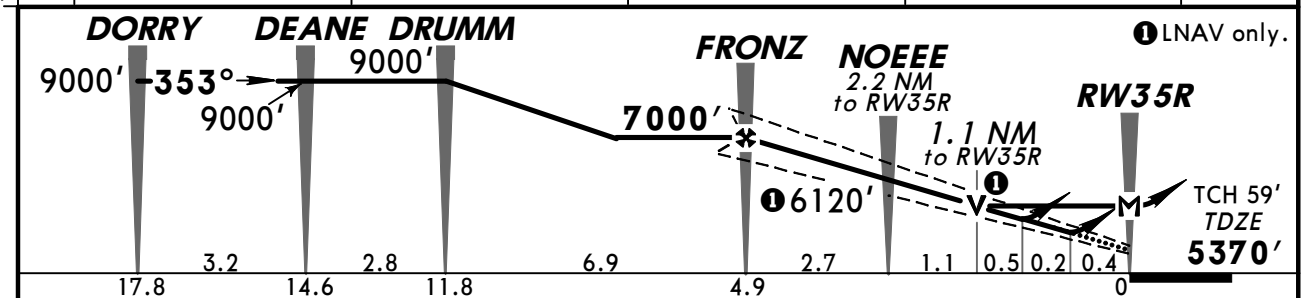
MISSED APCH: Climb to 5900' then climbing RIGHT turn to 8000' direct YIMZO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.

9200'
MSA RW35R





Gnd speed-Kts	70	90	100	120	140	160	ALSF-II / PAPI	5900'	8000' RT	D	YIMZO
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW35R											

TERPS STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 5570' (200')		LNAV/VNAV DA(H) 5620' (250')		1 LNAV MDA(H) 5800' (430')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B						
C						1¼
D					RVR 40 or ¾	

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2A 11 DEC 2014

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

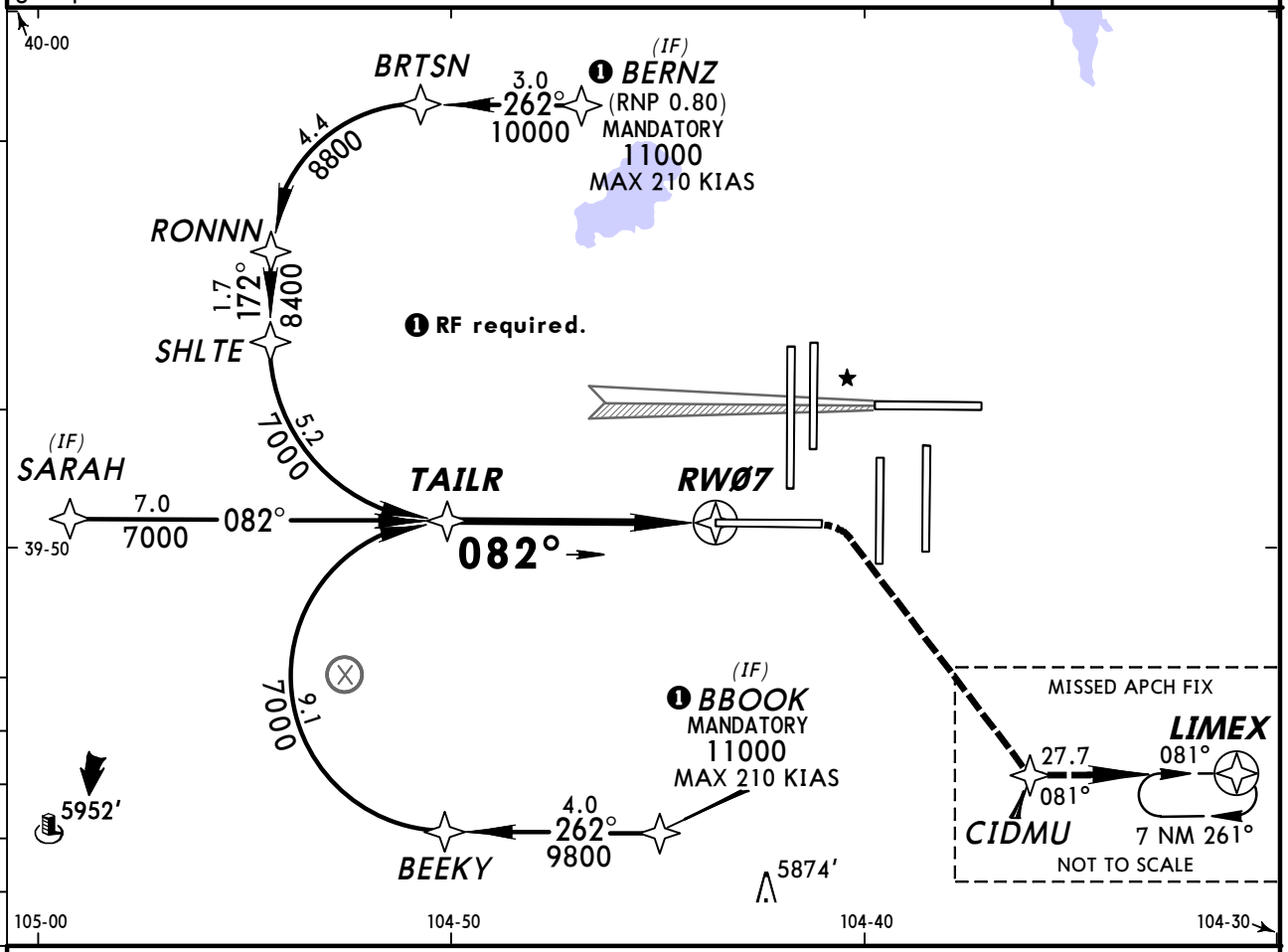
RNAV	Final Apch Crs	Minimum Alt TAILR	RNP 0.10 DA(H)	Apt Elev 5434′
	082°	7000′ (1648′)	5619′ (267′)	TDZE 5352′

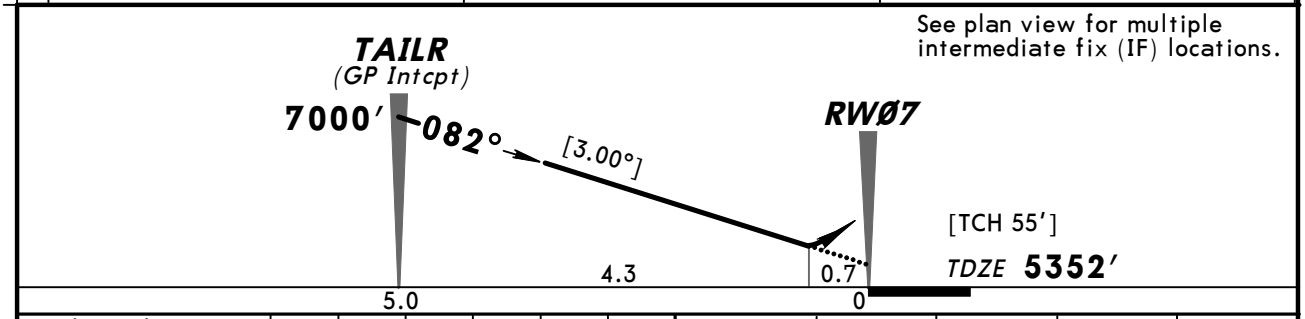
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct CIDMU and on track 081° to LIMEX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 8, except for arrivals at BBOOK and BERNZ. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

11,000′
MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
5900′
10000′
RT
D
CIDMU

TERPS STRAIGHT-IN LANDING RWY 7

	RNP 0.10 DA(H) 5619′ (267′)			RNP 0.30 DA(H) 5678′ (326′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

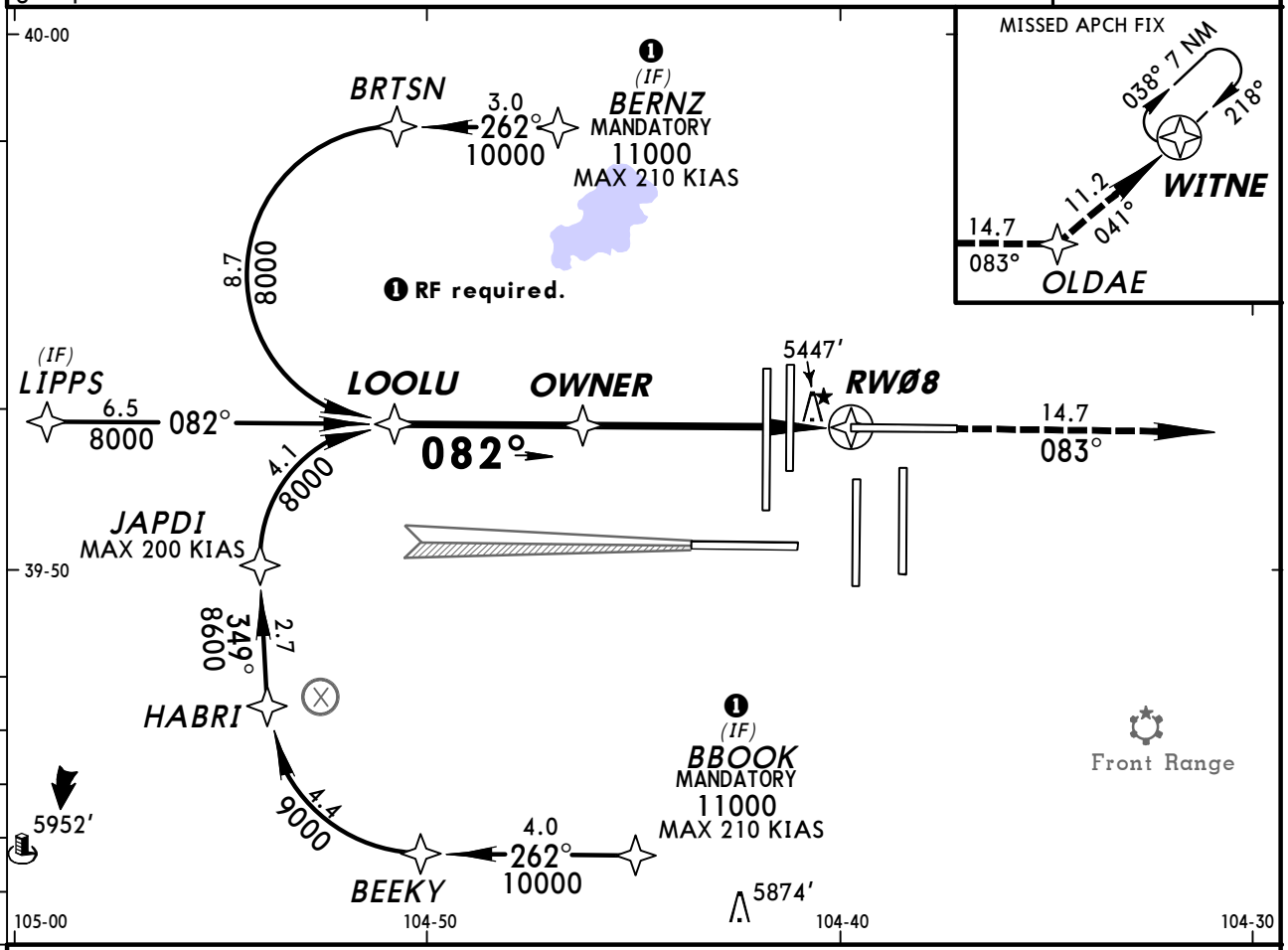
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	082°	OWNER 7000′ (1646′)	5727′ (373′)	TDZE 5354′

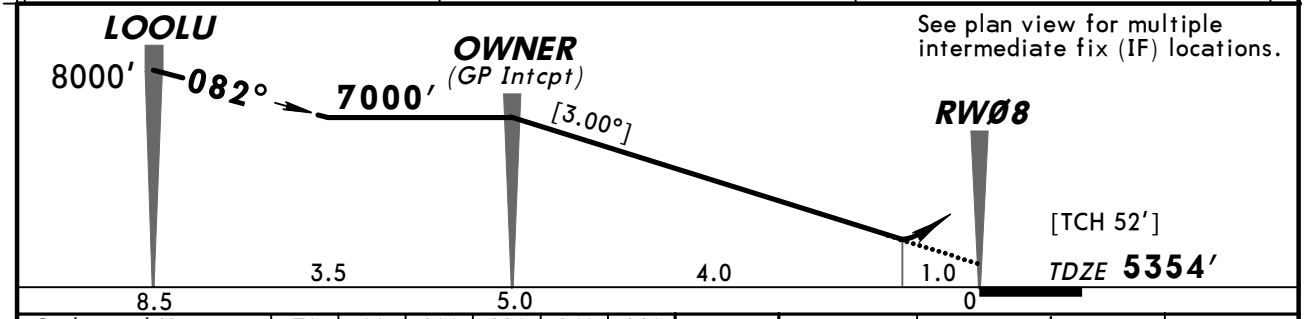
MISSED APCH: Climb to 10000′ on track 083° to OLDAE and on track 041° to WITNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 47°C (117°F). 5. Simultaneous approach authorized with Rwy 7, except for arrivals at BERNZ and BBOOK. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9800′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
10000′ on 083° OLDAE

TERPS STRAIGHT-IN LANDING RWY 8

	RNP 0.10 DA(H) 5727′ (373′)		RNP 0.30 DA(H) 5777′ (423′)	
	RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1⅛	RVR 50 or 1	1⅜

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN

5 DEC 14 (12-22)

DENVER, COLO
RNAV (RNP) Z Rwy 16L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	Final Apch Crs	Minimum Alt LEETS	RNP 0.10 DA(H)	Apt Elev 5434′
	173°	7000′ (1643′)	5617′ (260′)	TDZE 5357′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10,000.

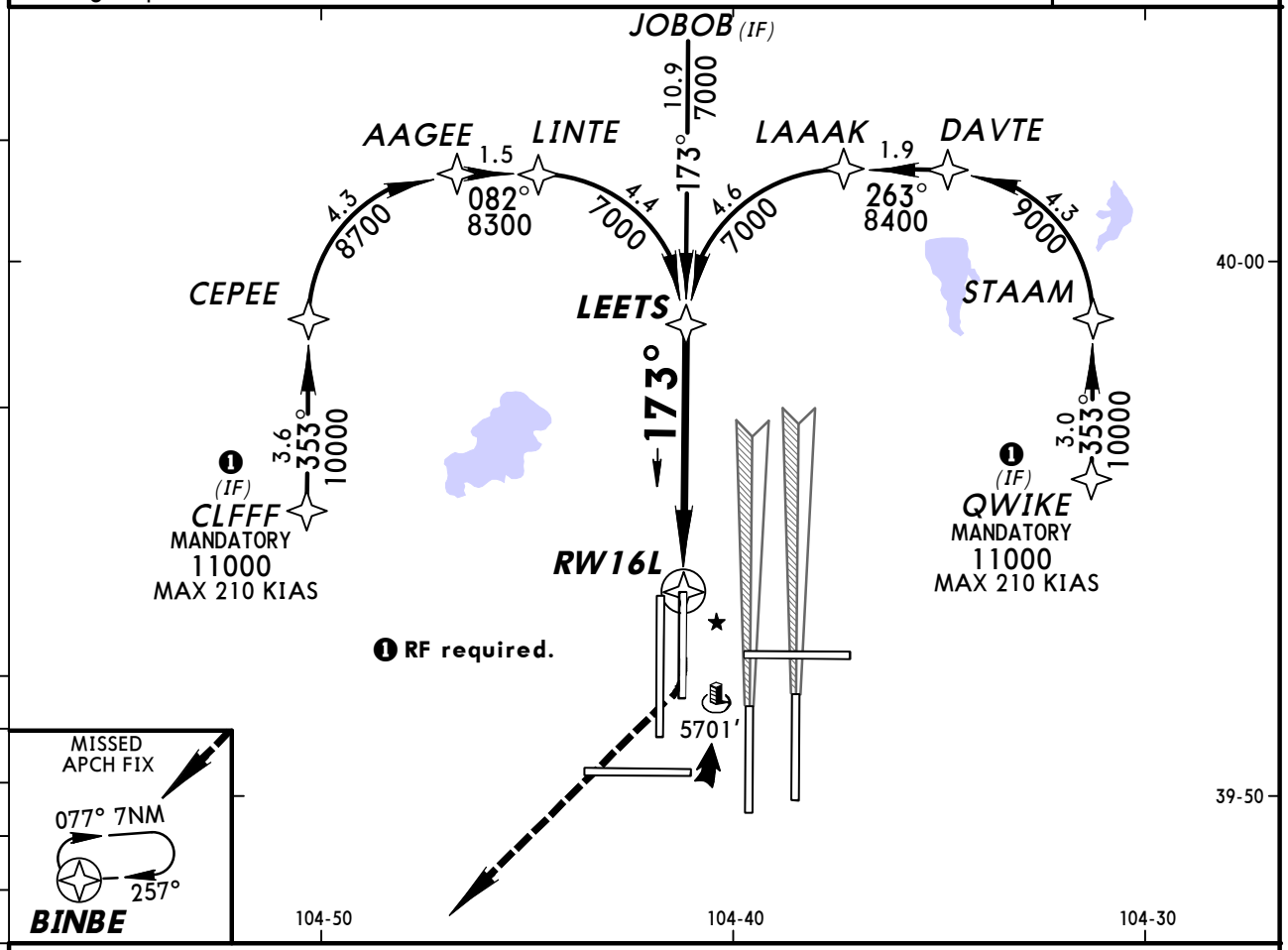
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwy 17L and 17R, except for arrivals at QWIKE and CLFFF. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

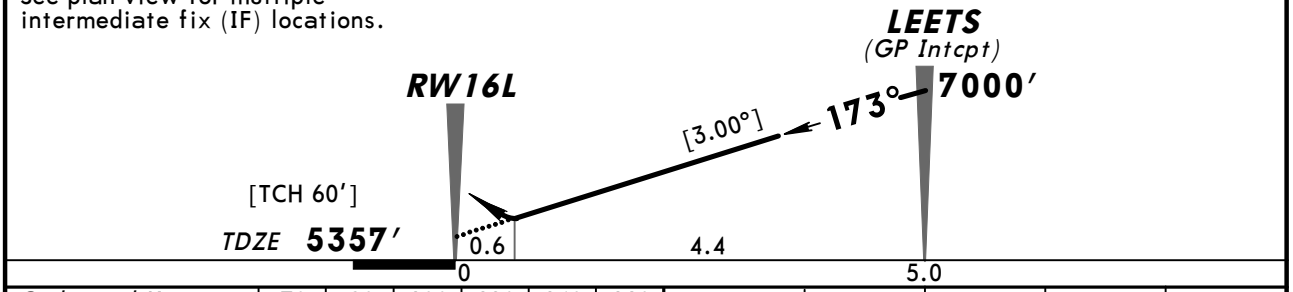
10,300′

MSA RW16L

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI | 5900′ | 10000′ RT | D | BINBE

TERPS STRAIGHT-IN LANDING RWY **16L**

	RNP 0.10 DA(H) 5617′ (260′)		RNP 0.30 DA(H) 5683′ (326′)		
		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 32 or ⅝	RVR 40 or ¾	RVR 50 or 1
B					
C					
D					

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

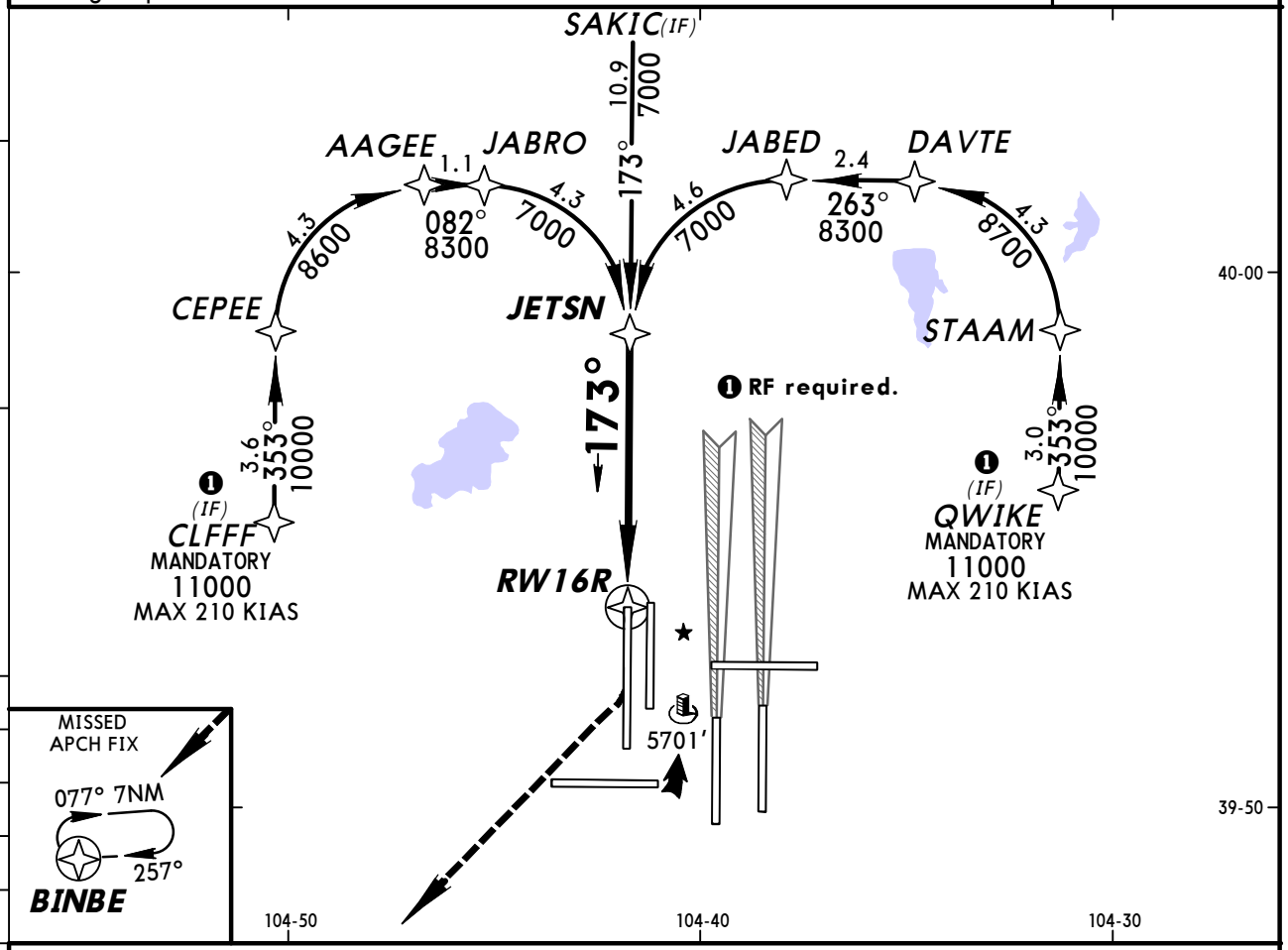
RNAV	Final Apch Crs	Minimum Alt JETSN	RNP 0.10 DA(H)	Apt Elev 5434′
	173°	7000′ (1674′)	5586′ (260′)	TDZE 5326′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000.

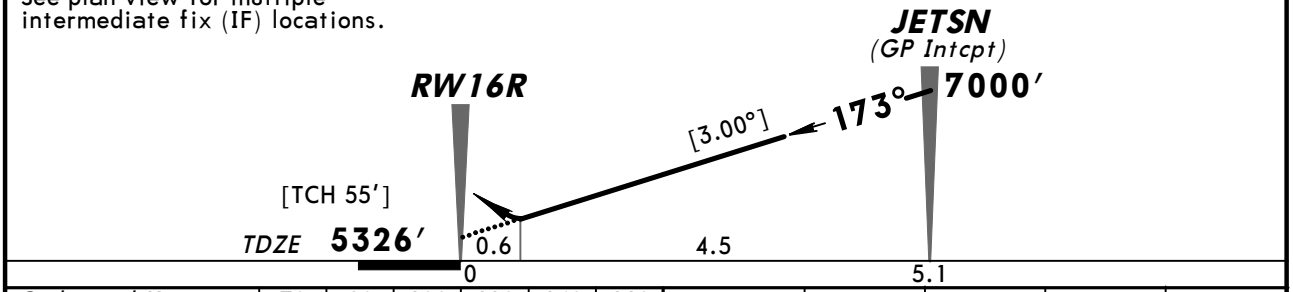
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 17L and 17R, except for arrivals at QWIKE and CLFFF. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

10,300′
MSA RW16R



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR / PAPI	5900′	10000′ RT	D	BINBE
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

TERPS STRAIGHT-IN LANDING RWY **16R**

	RNP 0.10 DA(H) 5586′ (260′)		RNP 0.30 DA(H) 5651′ (325′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 50 or 1			RVR 50 or 1		
B						
C						
D						

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN

5 DEC 14 (12-24)

DENVER, COLO
RNAV (RNP) Z Rwy 17L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

RNAV	Final Apch Crs	Minimum Alt IRINE	RNP 0.10 DA(H)	Apt Elev 5434′ TDZE 5339′
	173°	7000′ (1661′)	5600′ (261′)	

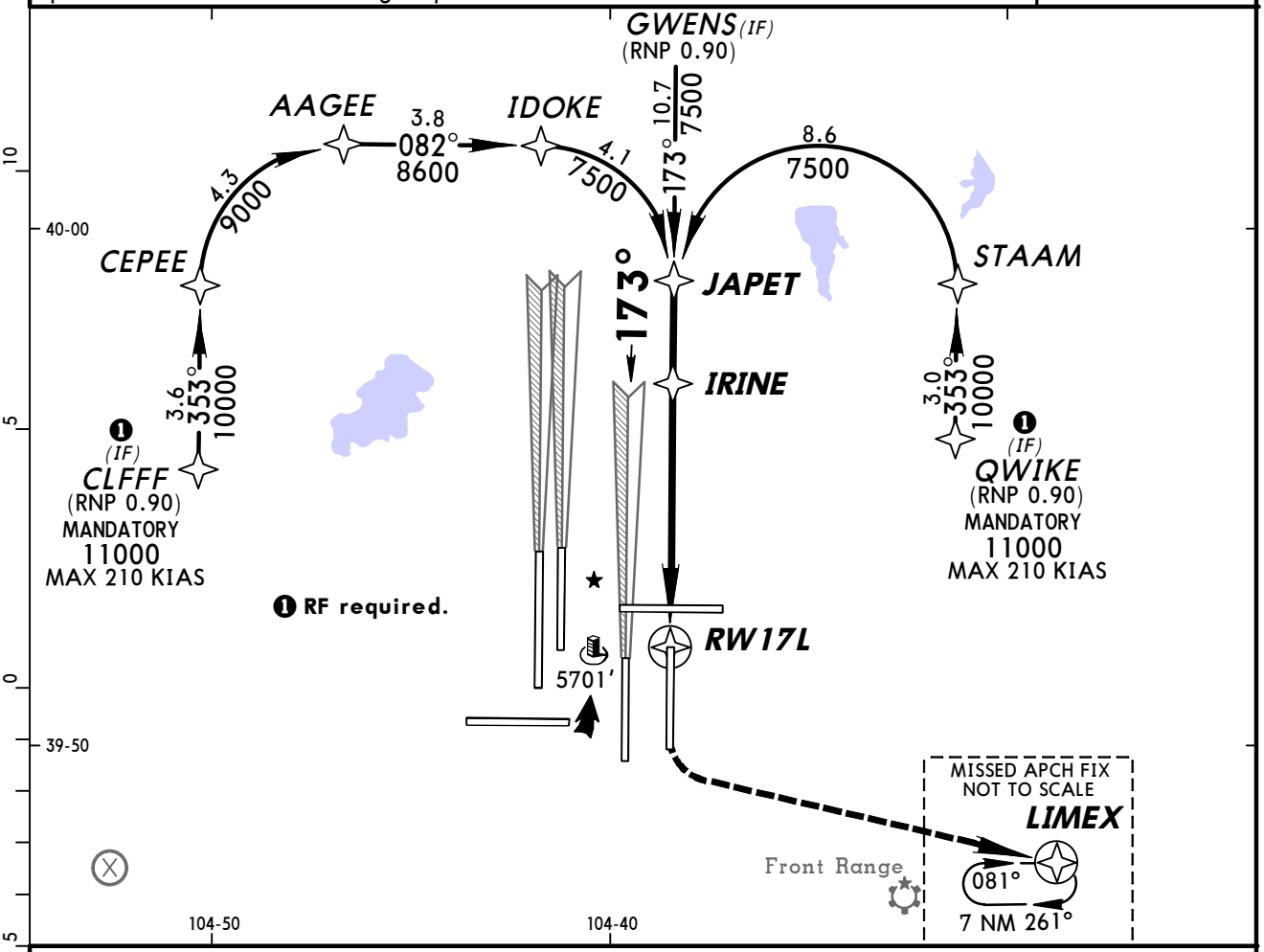
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct LIMEX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

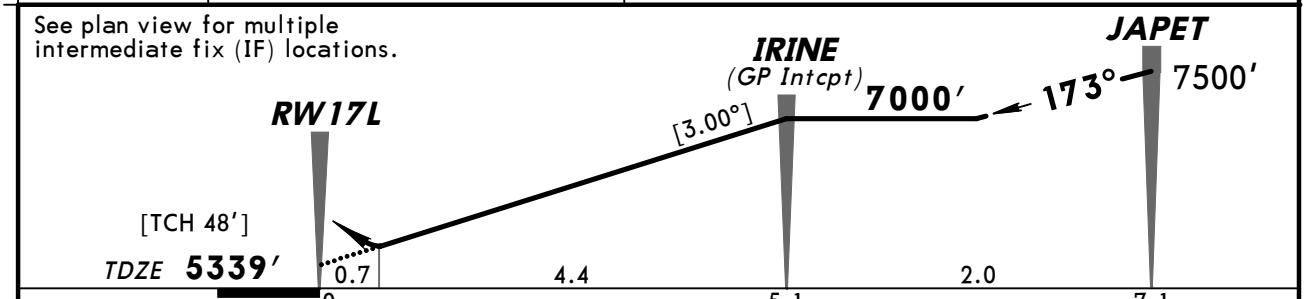
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwy 17R, Rwy 16L, and Rwy 16R, except for arrivals at QWIKE and CLFFF. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9300′

MSA RW17L



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI | 5900′ | 10000′ LT | LIMEX

TERPS STRAIGHT-IN LANDING RWY **17L**

	RNP 0.10 DA(H) 5600′ (261′)			RNP 0.30 DA(H) 5716′ (377′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4		RVR 60 or 1 1/8
B						
C						
D						

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

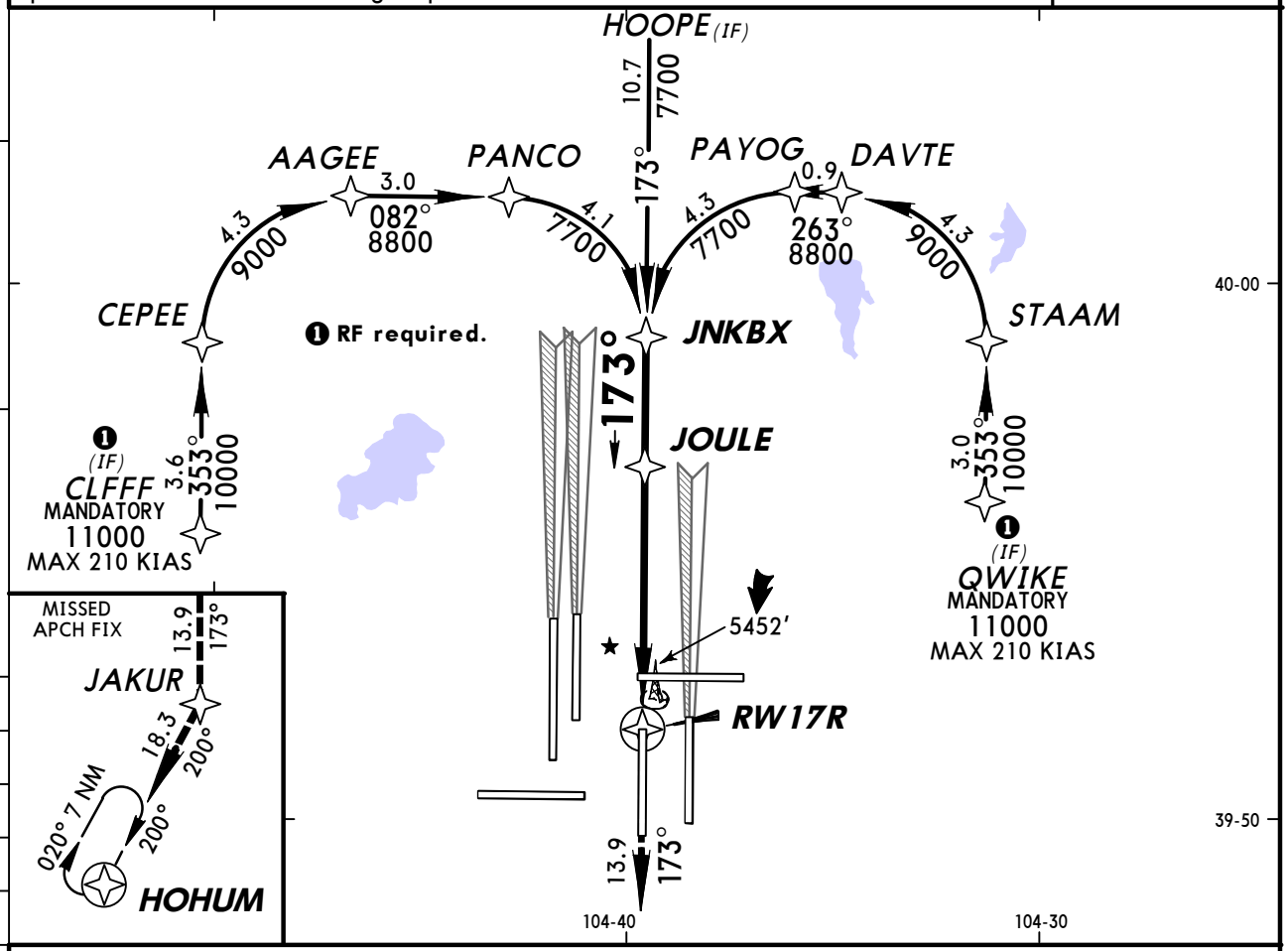
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	173°	JOULE 7000′ (1608′)	5722′ (330′)	TDZE 5392′

MISSED APCH: Climb to 10000′ on track 173° to JAKUR and on track 200° to HOHUM and hold.

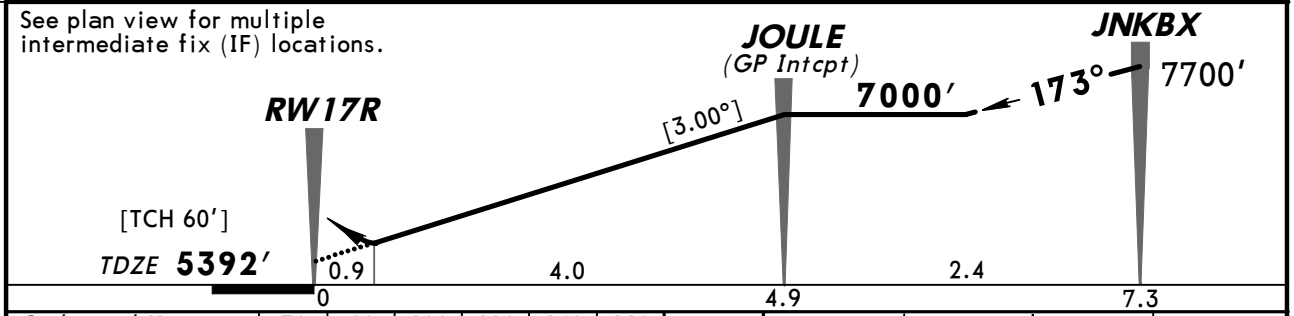
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwy 17L, Rwy 16R, and Rwy 16L, except for arrivals at CLFFF and QWIKE. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9500′
MSA RW17R



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
10000′ on 173° JAKUR

TERPS STRAIGHT-IN LANDING RWY **17R**

	RNP 0.10 DA(H) 5722′ (330′)			RNP 0.30 DA(H) 5894′ (502′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	1 1/4	1 5/8

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

RNAV	Final Apch Crs	Minimum Alt GASTI	RNP 0.10 DA(H)	Apt Elev 5434′
	263°	7000′ (1645′)	5743′ (388′)	TDZE 5355′

MISSED APCH: Climb to 10000′ on track 263° to GIVTE and on track 315° to HYGEN and hold.

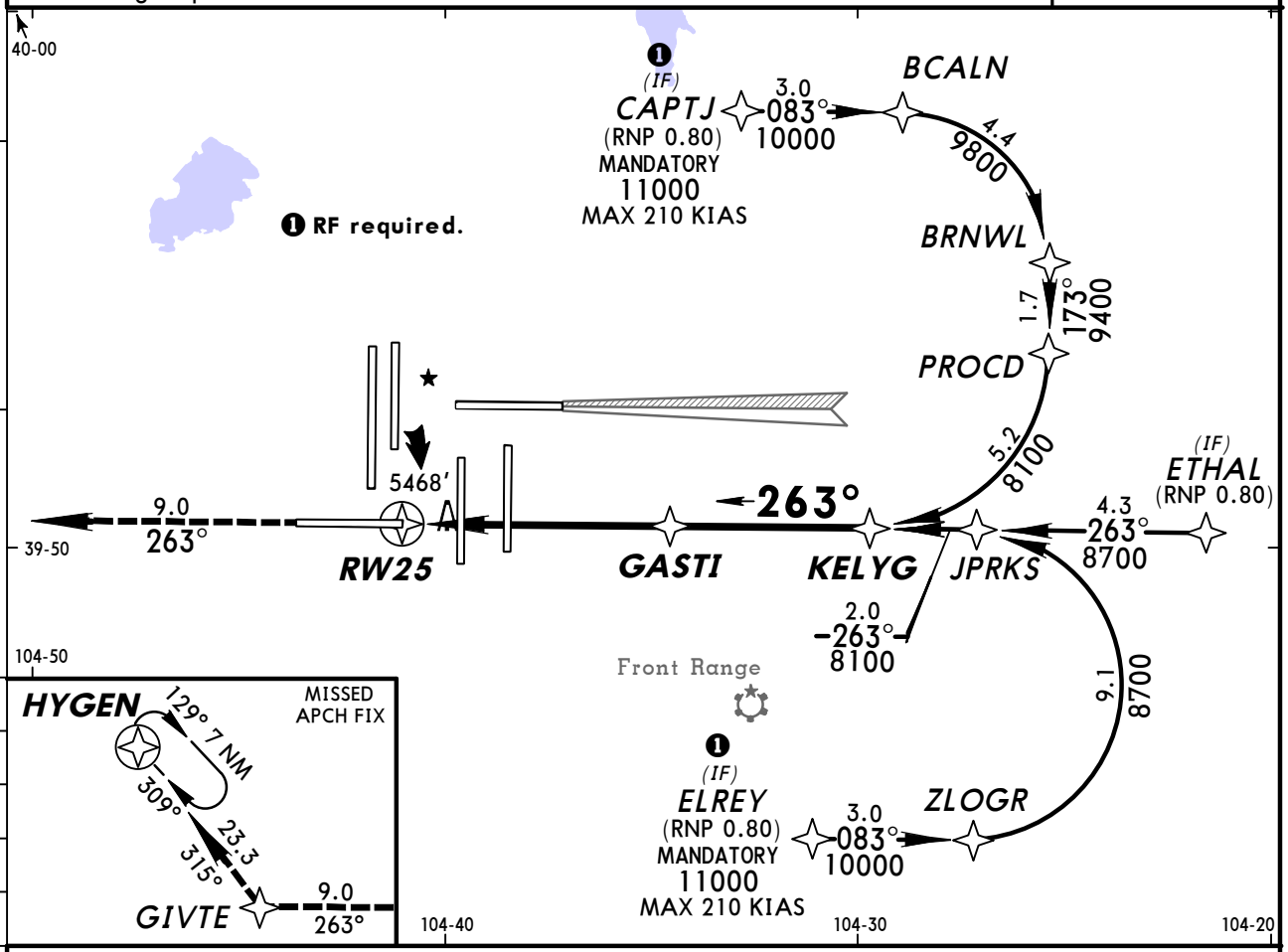
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 26, except for arrivals at CAPTJ and ELREY. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

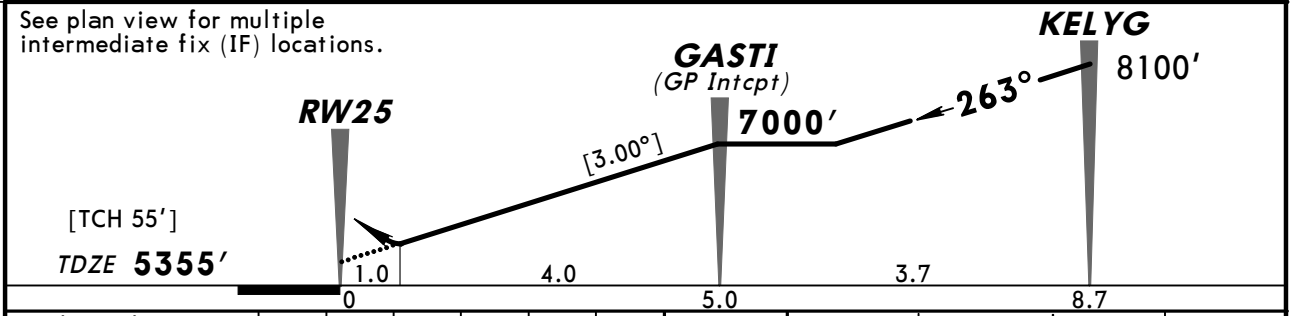
9900′

MSA RW25

BRIEFING STRIP ™



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

10000′ on 263° GIVTE

TERPS STRAIGHT-IN LANDING RWY **25**

	RNP 0.10 DA(H) 5743′ (388′)			RNP 0.30 DA(H) 5783′ (428′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 50 or 1		1⅜
B						
C						
D						

TERPS AMEND 0B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN

5 DEC 14 (12-27)

DENVER, COLO
RNAV (RNP) Z Rwy 26

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	263°	GRASP 7000′ (1691′)	5570′ (261′)	TDZE 5309′

MISSED APCH: Climb to 6000′ then climbing RIGHT turn to 10000′ direct NIWOT and hold.

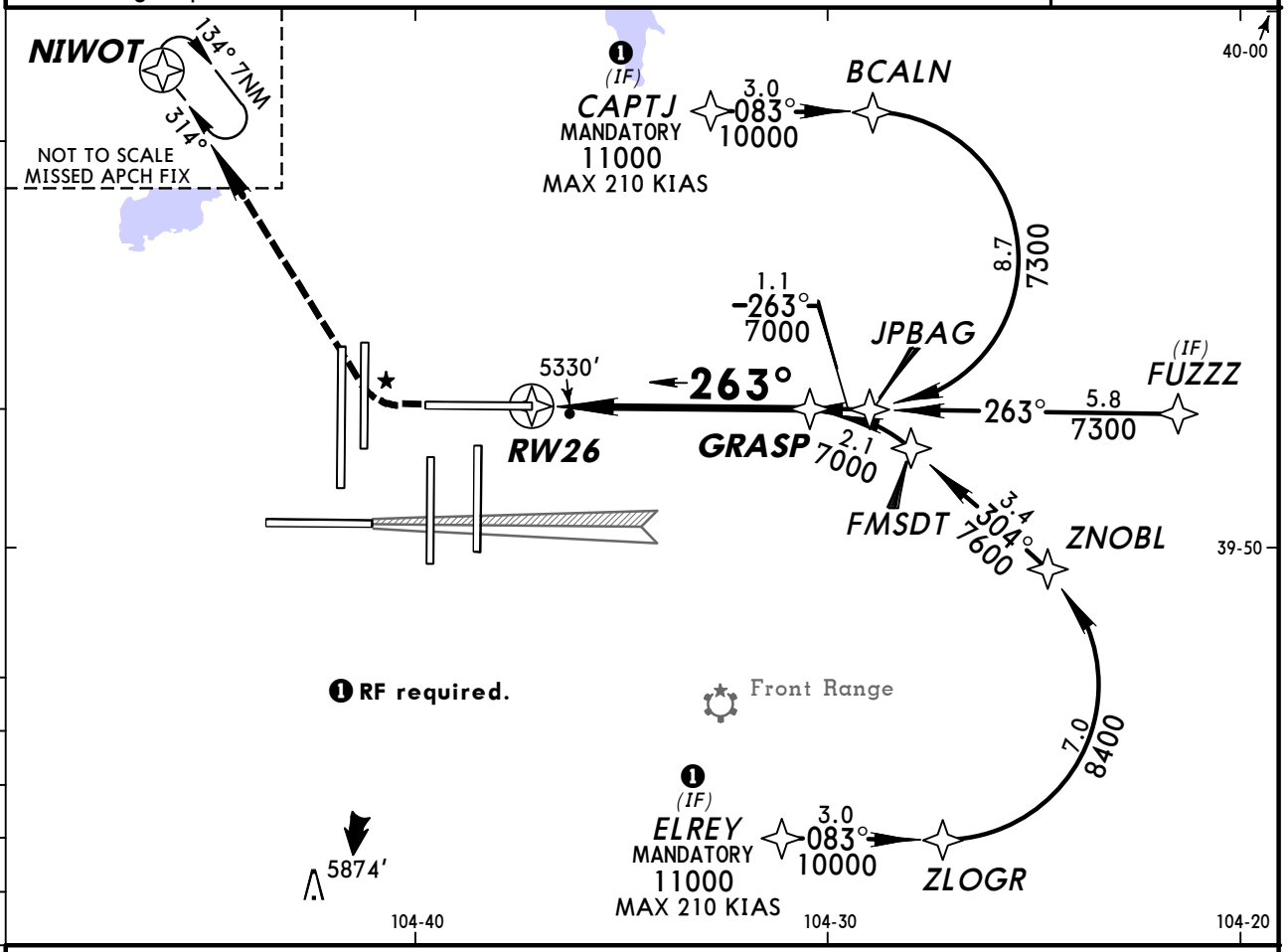
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 25, except for arrivals at CAPTJ and ELREY. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

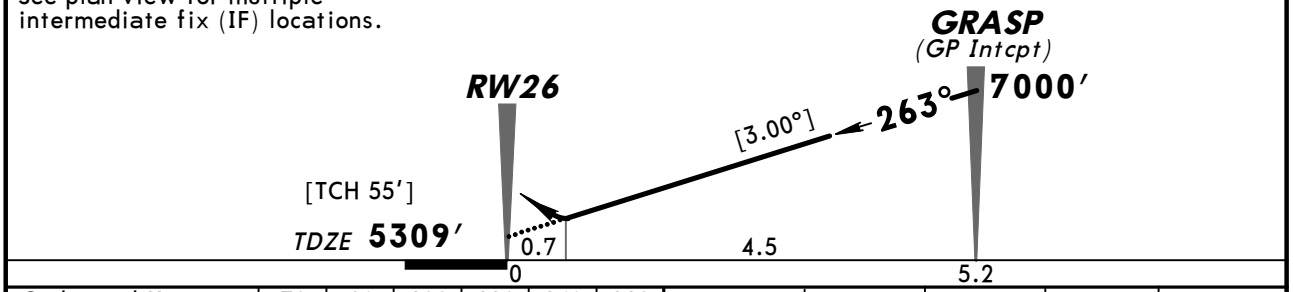
8100′

MSA RW26

BRIEFING STRIP ™



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI | 6000′ | 10000′ RT | D | NIWOT

TERPS STRAIGHT-IN LANDING RWY **26**

	RNP 0.10 DA(H) 5570′ (261′)			RNP 0.30 DA(H) 5668′ (359′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4		RVR 60 or 1 1/8
B						
C						
D						

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

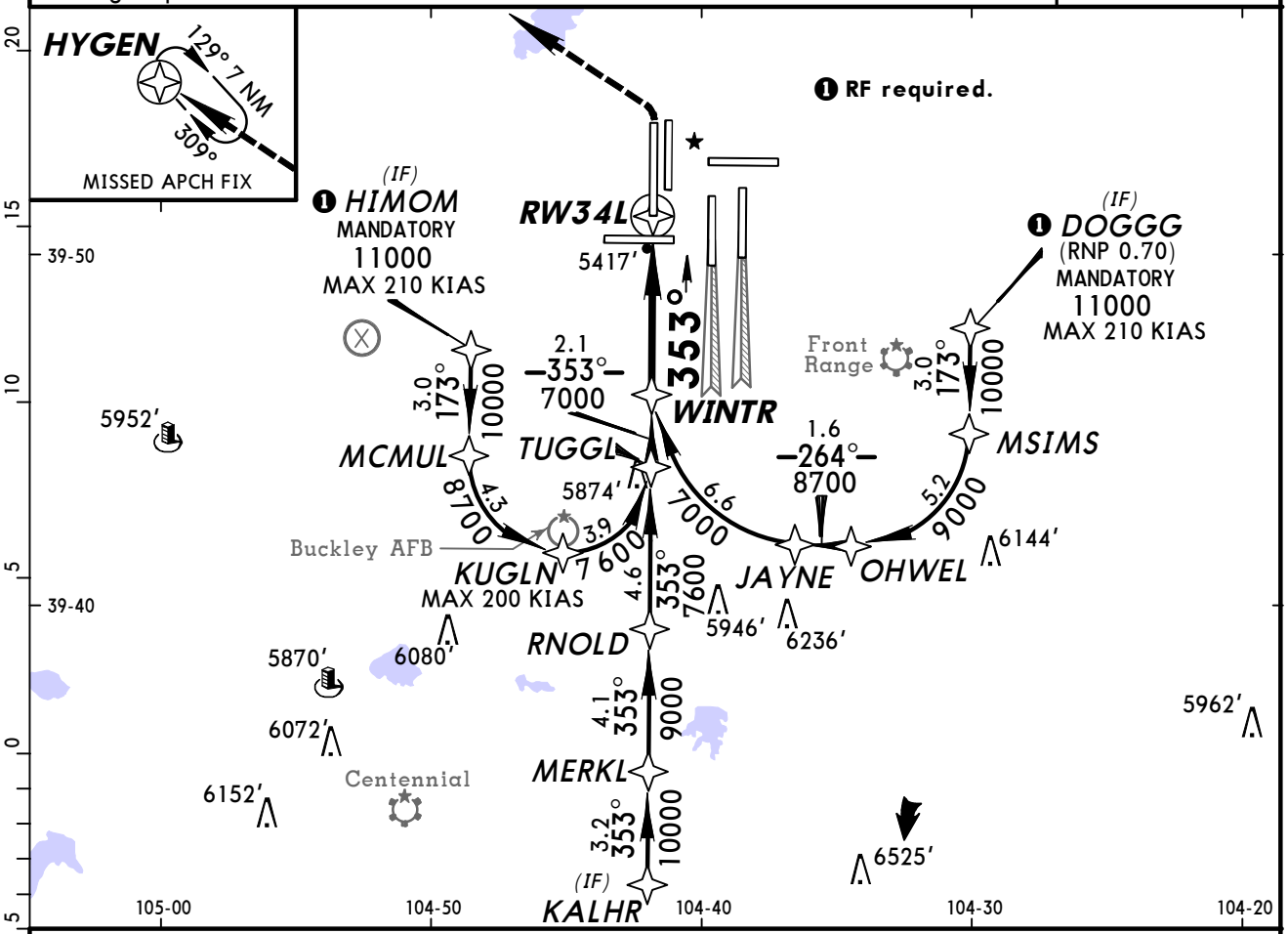
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	353°	WINTR 7000′ (1673′)	5587′ (260′)	TDZE 5327′

MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

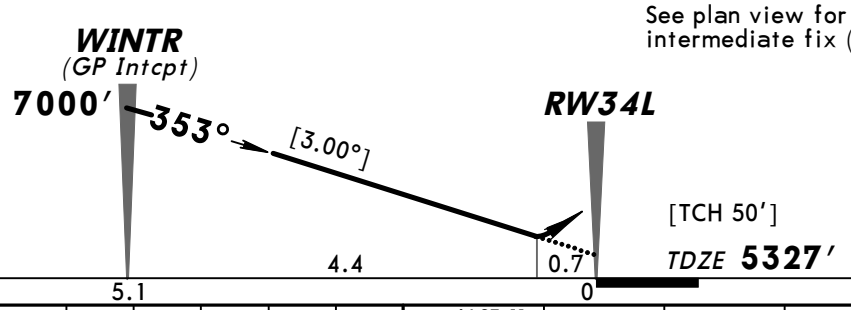
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwys 35L/35R, except for arrivals at DOGGG and HIMOM. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

10,300′
MSA RW34L



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 5900′ | 10000′ LT | HYGEN

TERPS STRAIGHT-IN LANDING RWY **34L**

	RNP 0.10 DA(H) 5587′ (260′)		RNP 0.20 DA(H) 5720′ (393′)		RNP 0.30 DA(H) 5782′ (455′)	
		ALS out		ALS out		ALS out
A B C D	RVR 24 or ½	RVR 45 or ⅞	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 60 or 1⅛	1½

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	Final Apch Crs	Minimum Alt CORDE	RNP 0.10 DA(H)	Apt Elev 5434′
	353°	7000′ (1646′)	5739′ (385′)	TDZE 5354′

MISSED APCH: Climb to 6000′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

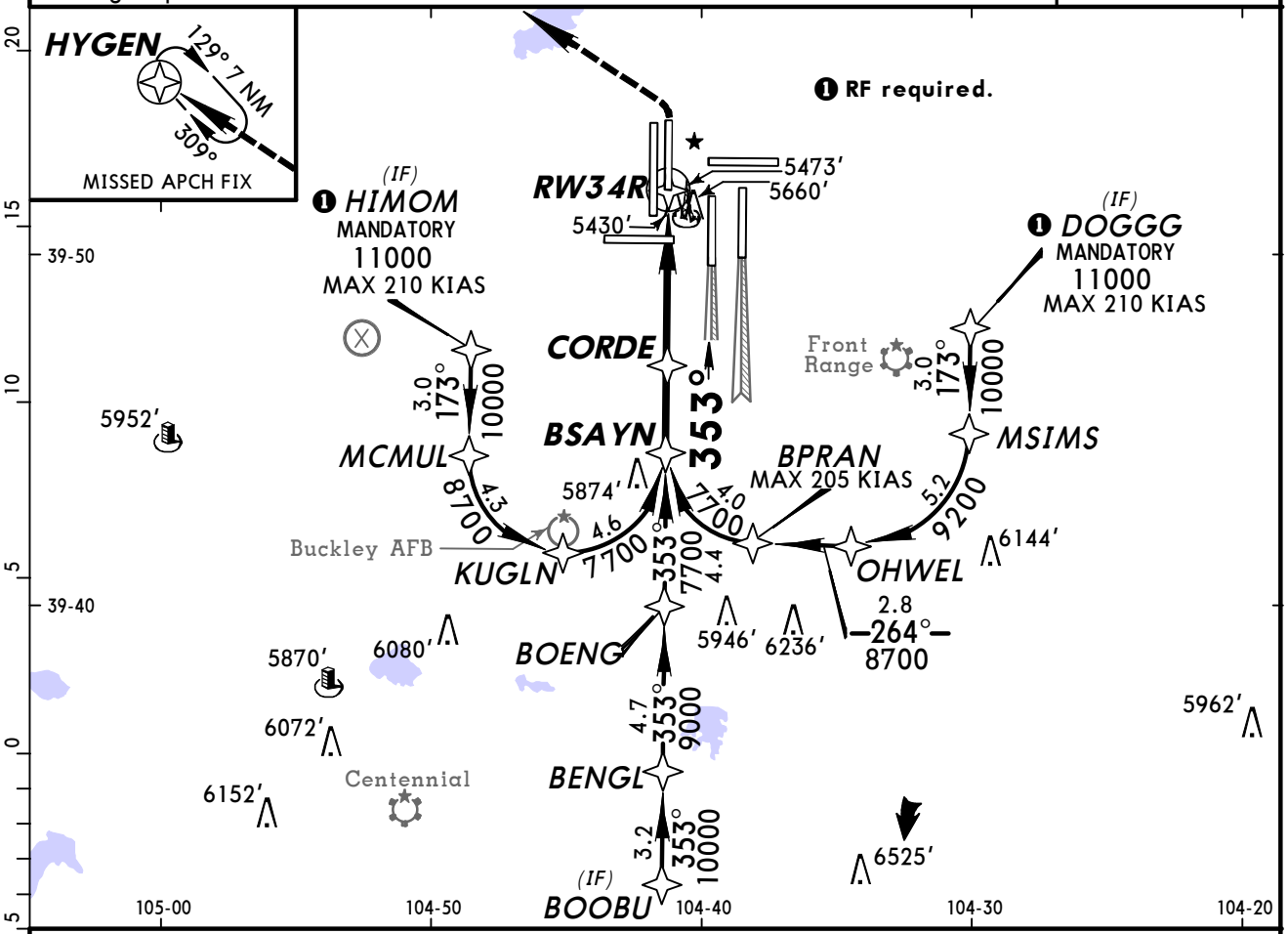
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

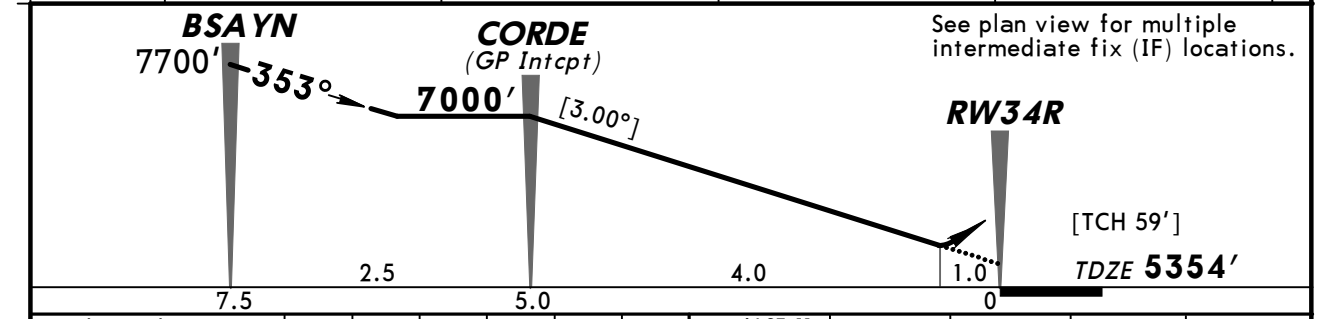
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (114°F). 5. Simultaneous approach authorized with Rwys 35L/35R, except for arrivals at DOGGG and HIMOM. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

10,300′

MSA RW34R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 6000′ | 10000′ LT | HYGEN

TERPS STRAIGHT-IN LANDING RWY **34R**

	RNP 0.10 DA(H) 5739′ (385′)		RNP 0.20 DA(H) 5849′ (495′)		RNP 0.30 DA(H) 5980′ (626′)	
		ALS out		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1⅛	RVR 60 or 1⅛	1⅝	1⅝	2¼

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN

5 DEC 14 (12-30)

DENVER, COLO
RNAV (RNP) Z Rwy 35L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	353°	DYMON 7000′ (1566′)	5695′ (261′)	TDZE 5434′

MISSED APCH: Climb to 10000′, then RIGHT turn direct GLL VOR and hold.

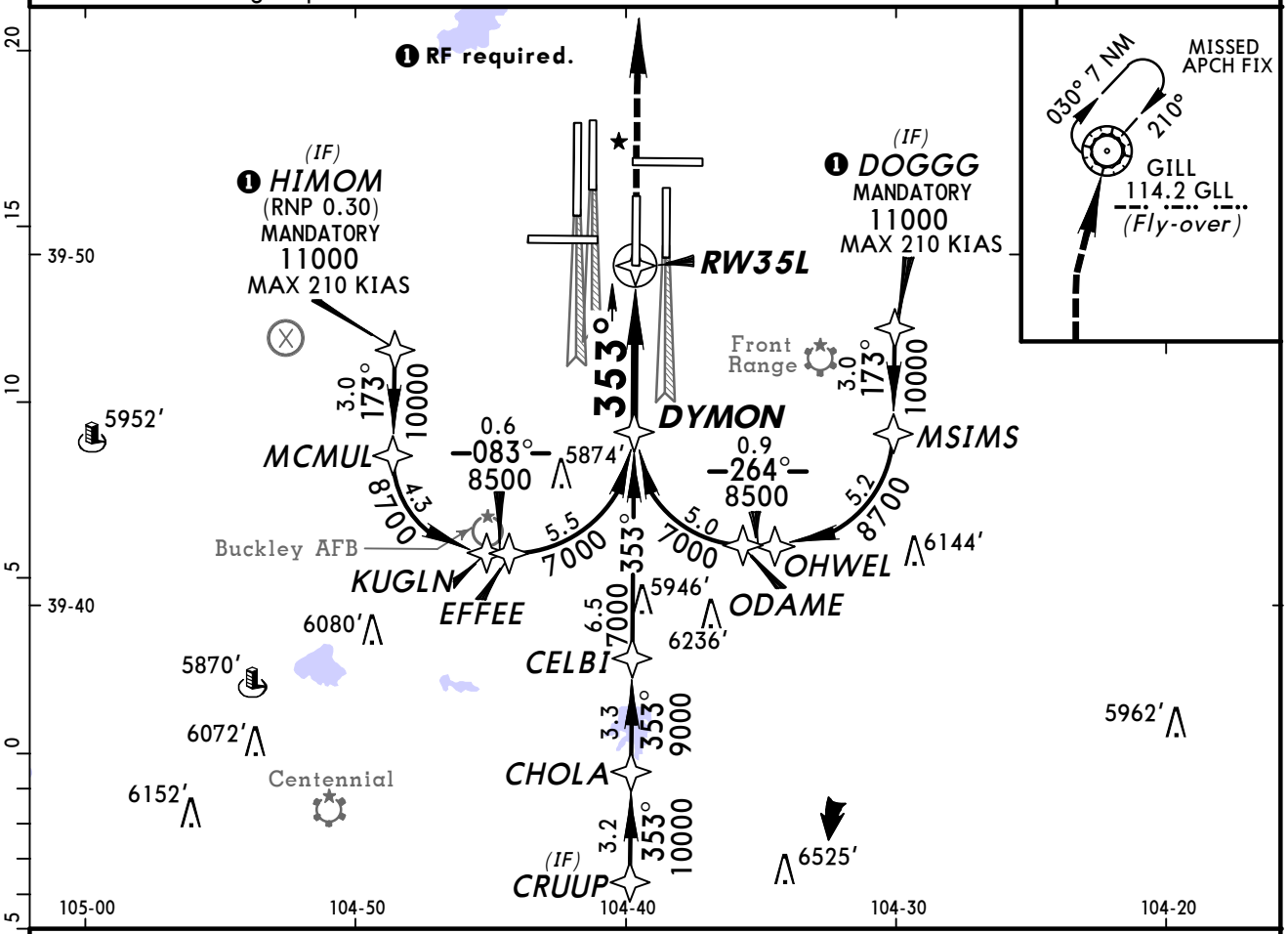
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (115°F). 5. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R, except for arrivals at DOGGG and HIMOM. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

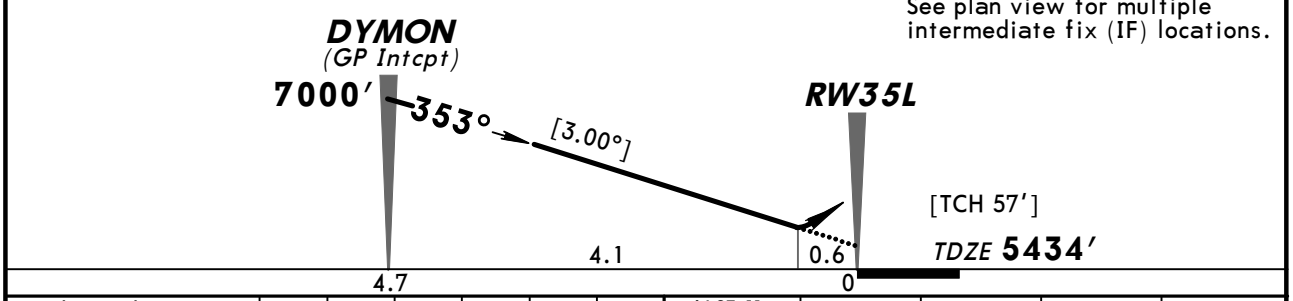
9300′

MSA RW35L

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS STRAIGHT-IN LANDING RWY **35L**

	RNP 0.10 DA(H) 5695′ (261′)		RNP 0.30 DA(H) 5760′ (326′)	
		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 50 or 1
B				
C				
D				

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE.

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D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

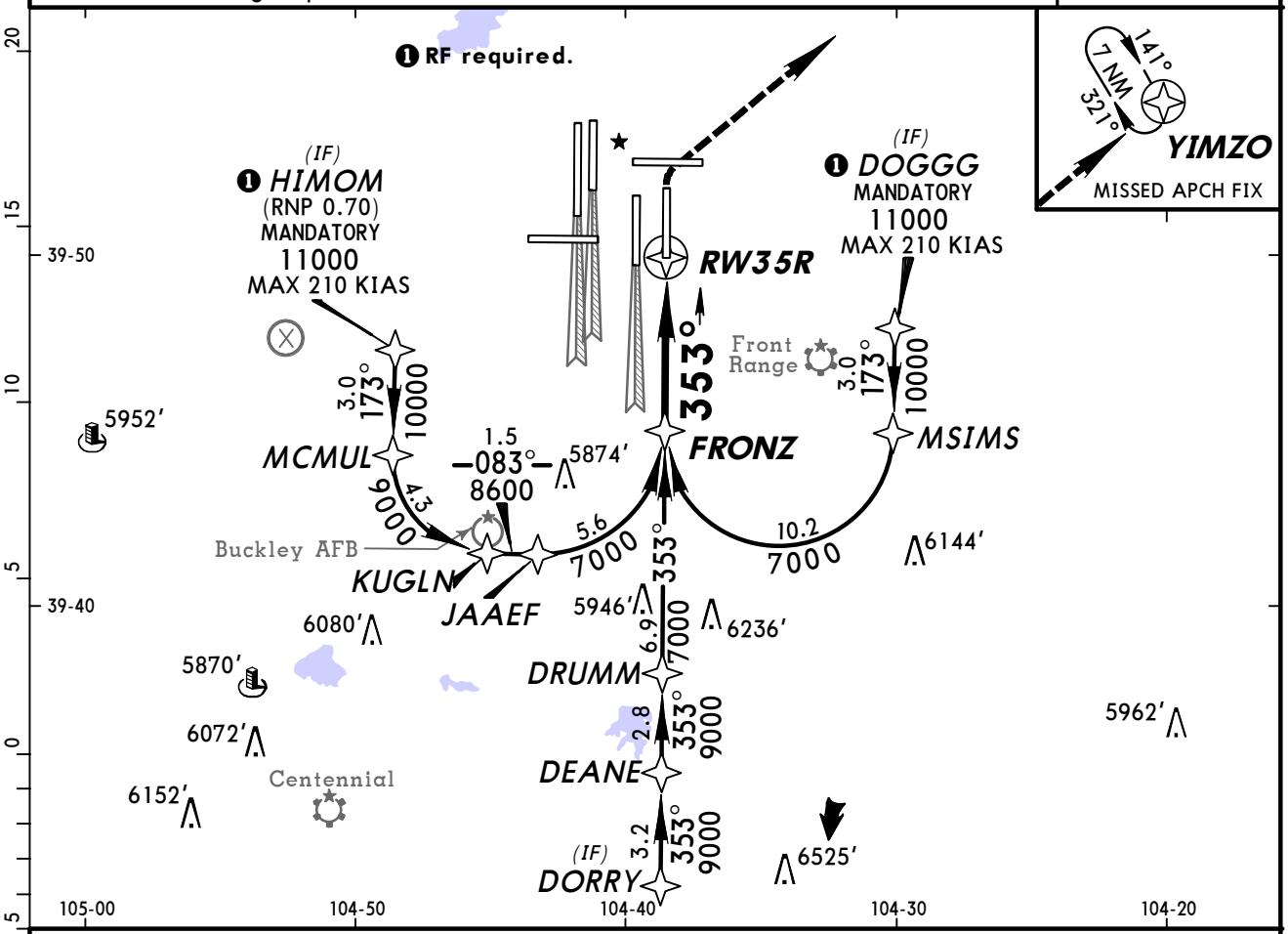
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	353°	FRONZ 7000′ (1630′)	5631′ (261′)	TDZE 5370′

MISSED APCH: Climb to 5900′, then climbing RIGHT turn to 8000′ direct YIMZO and hold.

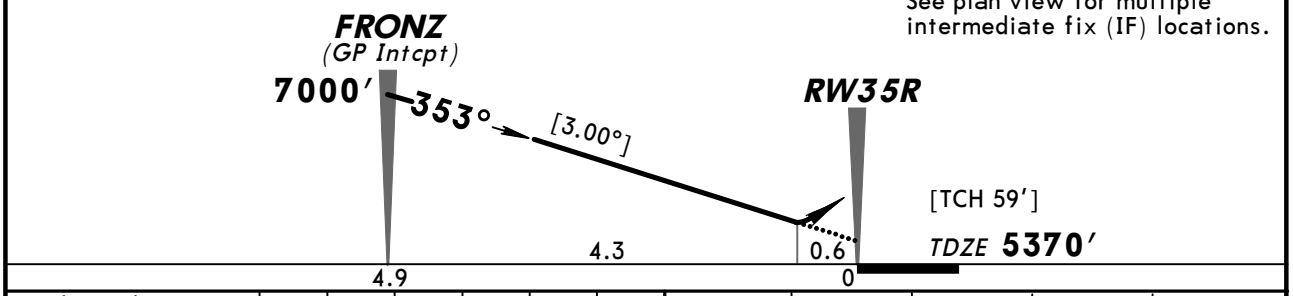
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L, except for arrivals at DOGGG and HIMOM. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9300′
MSA RW35R



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 5900′ | 8000′ RT | YIMZO

TERPS STRAIGHT-IN LANDING RWY **35R**

	RNP 0.10 DA(H) 5631′ (261′)		RNP 0.30 DA(H) 5702′ (332′)	
		ALS out		ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 32 or 5/8	RVR 50 or 1
B				
C				
D				

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE.

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DENVER, CO (DENVER INTL - KDEN)				
REV	AIRPORT, AIRPORT INFO	10-9	05 Dec 2014	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	05 Dec 2014	
REV	PARKING GATES & COORDS (C...	10-9B	05 Dec 2014	
REV	PARKING GATES & COORDS (C...	10-9C	05 Dec 2014	
REV	PARKING GATES & COORDS (C...	10-9D	05 Dec 2014	
REV	DEICING PROCEDURES	10-9D1	05 Dec 2014	
REV	DEICING PROCEDURES (CONTD...	10-9D2	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWYS...	10-9E	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWYS...	10-9F	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWY ...	10-9G	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWY ...	10-9H	05 Dec 2014	
REV	ILS OR LOC RWY 7	11-1	05 Dec 2014	
REV	ILS OR LOC RWY 34R	11-10	05 Dec 2014	
REV	ILS RWY 34R CAT II & III	11-10A	05 Dec 2014	
REV	ILS RWY 34R SA CAT I	11-10B	05 Dec 2014	
REV	ILS OR LOC RWY 35L	11-11	05 Dec 2014	
REV	ILS RWY 35L CAT II & III	11-11A	05 Dec 2014	
REV	ILS RWY 35L SA CAT I	11-11B	05 Dec 2014	
REV	ILS OR LOC RWY 35R	11-12	05 Dec 2014	
REV	ILS RWY 35R CAT II & III	11-12A	05 Dec 2014	
REV	ILS RWY 35R SA CAT I	11-12B	05 Dec 2014	
REV	ILS OR LOC RWY 8	11-2	05 Dec 2014	
REV	ILS OR LOC RWY 17L	11-5	05 Dec 2014	
REV	ILS OR LOC RWY 17R	11-6	05 Dec 2014	
REV	ILS OR LOC RWY 25	11-7	05 Dec 2014	
REV	ILS OR LOC RWY 26	11-8	05 Dec 2014	
REV	ILS OR LOC RWY 34L	11-9	05 Dec 2014	
REV	ILS RWY 34L CAT II & III	11-9A	05 Dec 2014	
REV	ILS RWY 34L SA CAT I	11-9B	05 Dec 2014	
REV	RNAV (GPS) Y RWY 7	12-1	05 Dec 2014	
REV	RNAV (GPS) Y RWY 34R	12-10	05 Dec 2014	
REV	RNAV (GPS) Y RWY 35L	12-11	05 Dec 2014	
REV	RNAV (GPS) Y RWY 35R	12-12	05 Dec 2014	
REV	RNAV (GPS) Y RWY 8	12-2	05 Dec 2014	
REV	RNAV (RNP) Z RWY 7	12-20	05 Dec 2014	
REV	RNAV (RNP) Z RWY 8	12-21	05 Dec 2014	
REV	RNAV (RNP) Z RWY 16L	12-22	05 Dec 2014	
REV	RNAV (RNP) Z RWY 16R	12-23	05 Dec 2014	
REV	RNAV (RNP) Z RWY 17L	12-24	05 Dec 2014	
REV	RNAV (RNP) Z RWY 17R	12-25	05 Dec 2014	
REV	RNAV (RNP) Z RWY 25	12-26	05 Dec 2014	
REV	RNAV (RNP) Z RWY 26	12-27	05 Dec 2014	
REV	RNAV (RNP) Z RWY 34L	12-28	05 Dec 2014	
REV	RNAV (RNP) Z RWY 34R	12-29	05 Dec 2014	
REV	RNAV (GPS) Y RWY 16L	12-3	05 Dec 2014	
REV	RNAV (RNP) Z RWY 35L	12-30	05 Dec 2014	
REV	RNAV (RNP) Z RWY 35R	12-31	05 Dec 2014	
REV	RNAV (GPS) Y RWY 16R	12-4	05 Dec 2014	
REV	RNAV (GPS) Y RWY 17L	12-5	05 Dec 2014	
REV	RNAV (GPS) Y RWY 17R	12-6	05 Dec 2014	
REV	RNAV (GPS) Y RWY 25	12-7	05 Dec 2014	
REV	RNAV (GPS) Y RWY 26	12-8	05 Dec 2014	
REV	RNAV (GPS) Y RWY 34L	12-9	05 Dec 2014	

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KDEN