

List of pages in this Trip Kit

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Revision Letter For Cycle 05-2025
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General Information

Location: DENVER CO USA
ICAO/IATA: KDEN / DEN
Lat/Long: N39° 51.70', W104° 40.39'
Elevation: 5434 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), 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: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1143 Z
Sunset: 0207 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

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

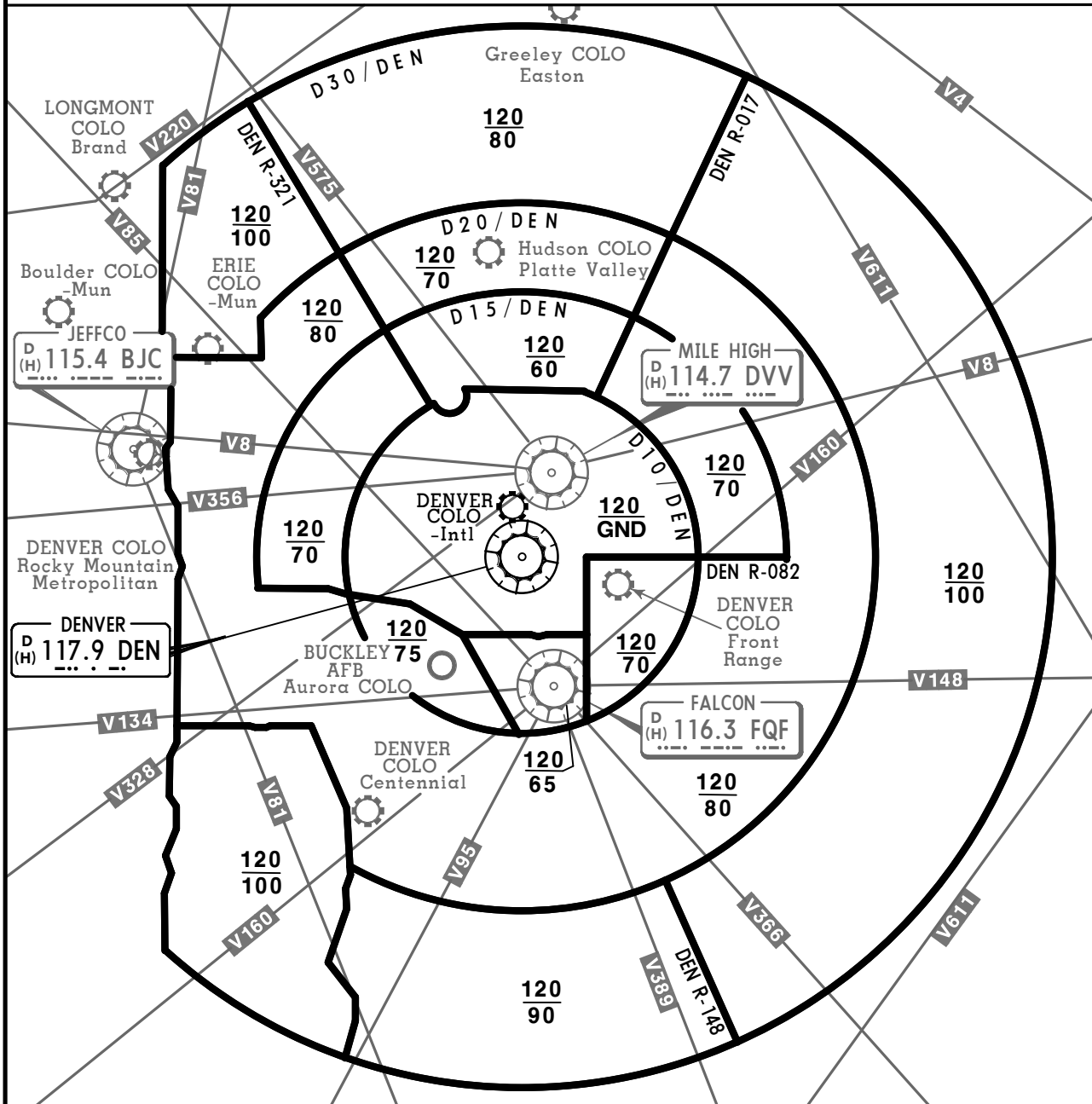
Communication Information

ATIS: 134.025 Departure Service
ATIS: 125.600 Arrival Service
Denver Tower: 135.300
Denver Tower: 132.350
Denver Tower: 124.300
Denver Tower: 128.750
Denver Ground: 121.350
Denver Ground: 121.850
Denver Ramp/Taxi: 119.475
Denver Ramp/Taxi: 129.050
Denver Ramp/Taxi: 130.600
Denver Ramp/Taxi: 130.950
Denver Ramp/Taxi: 131.300
Denver Ramp/Taxi: 131.975
Denver Clearance Delivery: 118.750
Denver Approach: 119.300 Initial Contact
Denver Approach: 126.550
Denver Approach: 124.950
Denver Approach: 120.800
Denver Approach: 120.350 Initial Contact
Denver Terminal Control Area: 126.100
Denver Terminal Control Area: 128.250
Denver Terminal Control Area: 128.450
Denver Terminal Control Area: 134.850
Denver Departure: 126.100
Denver Departure: 127.050
Denver Departure: 128.250
Denver Departure: 128.450
Denver UNICOM: 122.950
Denver FSS: 122.200 RCO
Denver FSS: 122.400 RCO
Deicing Operations: 118.125
Deicing Operations: 128.825
Deicing Operations: 128.875
Deicing Operations: 129.500
Deicing Operations: 129.850
Deicing Operations: 130.525
Deicing Operations: 130.875
Deicing Operations: 131.175
Deicing Operations: 131.675

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.

JEPPesen
10 MAY 24 (10-2-1) Eff: 16 May
DENVER, COLO
STAR

KDEN/DEN
DENVER INTL

TOMSN 9 ARRIVAL (TOMSN.TOMSN9)
(NORTHWEST ARRIVAL GATE)

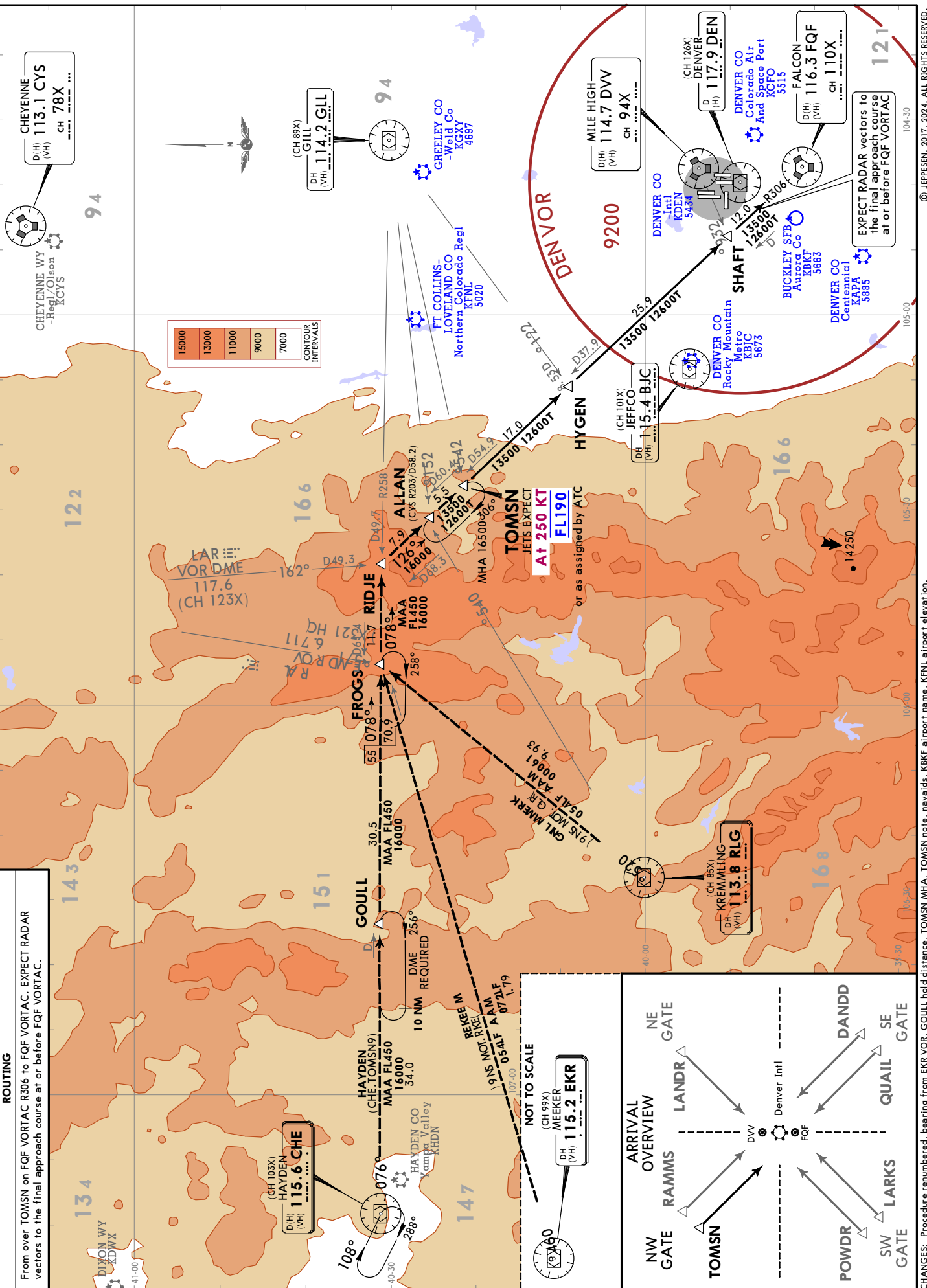
1. RADAR required.
2. Adjacent STAR is RAMMS arrival.

Alt Set: INCHES
Trans level: FL180

Apt Elev
See Graphic

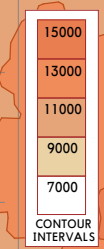
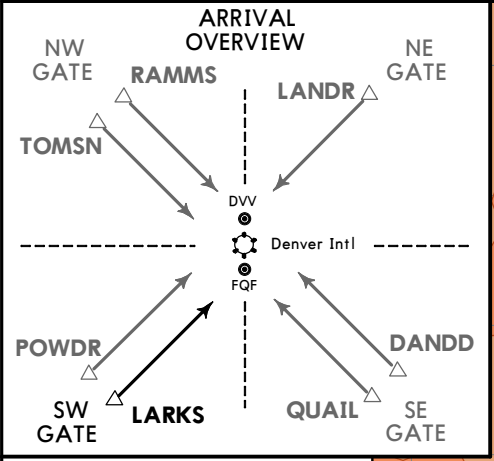
D-ATIS Arrival
125.6

ROUTING
From over TOMSN on FQF VORTAC R306 to FQF VORTAC. EXPECT RADAR vectors to the final approach course at or before FQF VORTAC.



CHANGES: Re-numbered: BLC, GLL, DBL, PUB, ALS, RSK, BRK, FQF VOR service volume.

D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. Adjacent STAR is POWDR arrival.		
LARKS 3 ARRIVAL (LARKS.LARKS3) (SOUTHWEST ARRIVAL GATE)		
ROUTING		
From over LARKS on FQF R220 to FQF VOR. EXPECT RADAR vectors to the final approach course at or before FQF VOR.		



NOT TO SCALE

RED TABLE
D(H) 113.0 DBL

NOT TO SCALE

BLUE MESA (H) 114.9 HBU

50.1 BLUE MESA (HBU.LARKS3) 17000 16500T

30.0 LOPEC (LOPEC.LARKS3) 17000 16500T

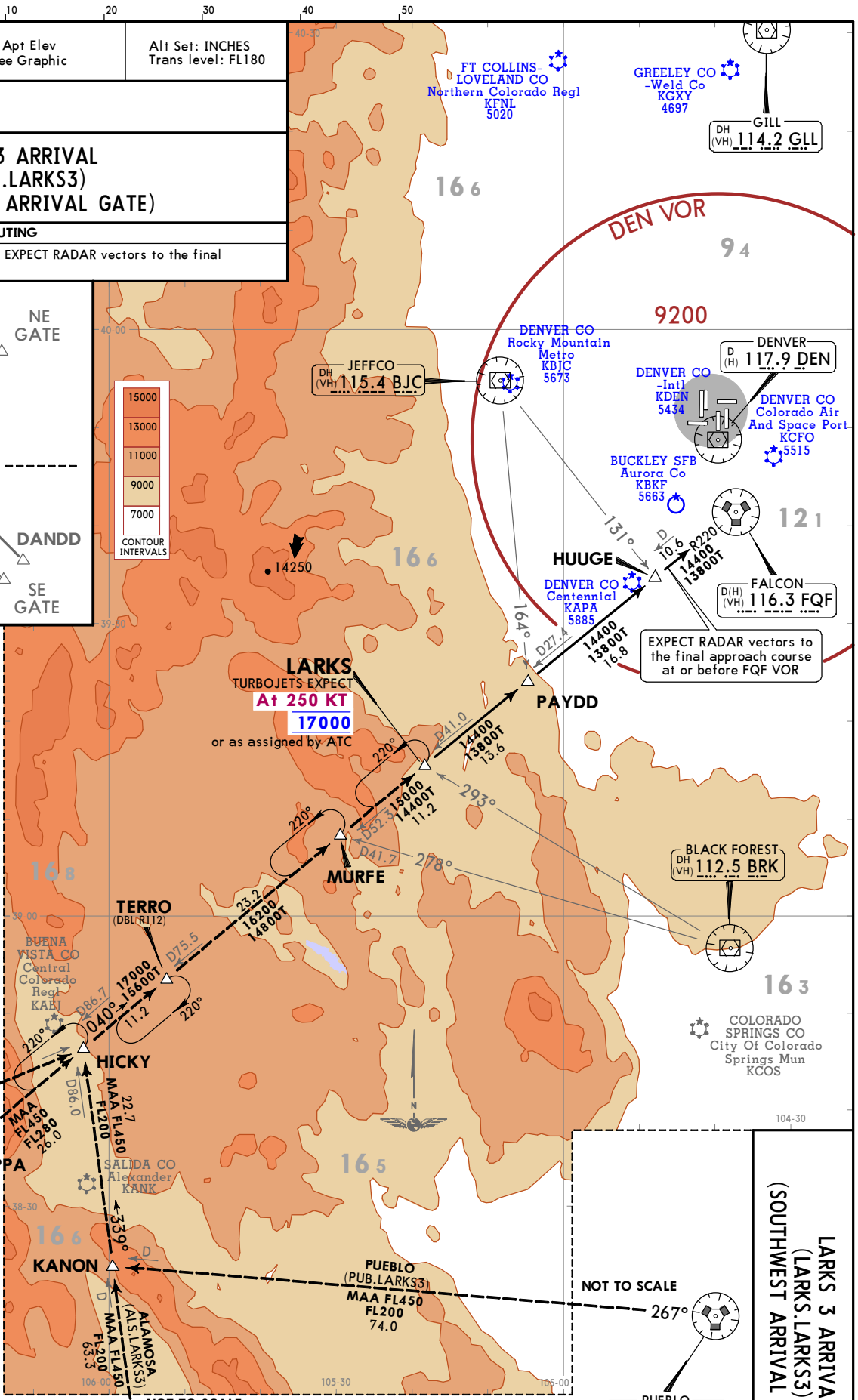
MAA FL280 26.0

MAA FL450 FL370

NOT TO SCALE

RATTLESNAKE (RSK.LARKS3) 115.3 RSK

MAA FL450 FL370



NOT TO SCALE

PUEBLO (PUB.LARKS3) 116.7 PUB

MAA FL450 FL200 74.0

ALAMOSA (ALS.LARKS3) 113.9 ALS

MAA FL200 63.3

ALAMOSA

NOT TO SCALE

267°

KDEN/DEN DENVER INTL
 24 NOV 23 10-2B EFF 30 NOV
 JEPPESEN DENVER, COLO STAR

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**POWDR 1 ARRIVAL (POWDR.POWDR1)
(SOUTHWEST ARRIVAL GATE)**

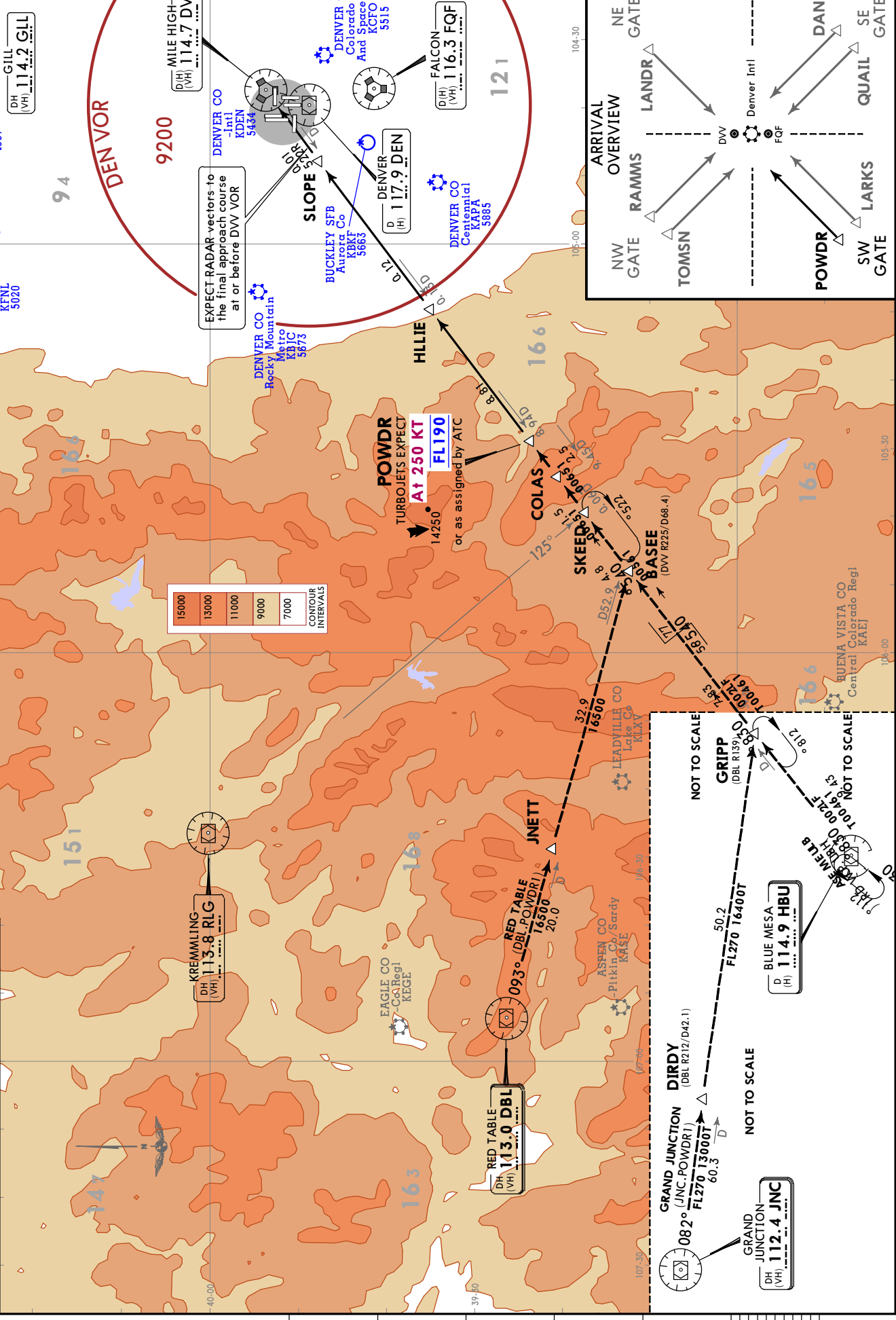
1. DME required.
2. Adjacent STAR is LARKS arrival.

Alt Set: INCHES
Trans level: FL180

Apt Elev
See Graphic

D-ATIS Arrival
125.6

ROUTING
From over POWDR on the DVV R225 to HLLIE, then on DVV R225 to SLOPE, then on DVV R225 to DVV VOR. EXPECT RADAR vectors to the final approach course at or before DVV VOR.



JEPPESEN DENVER, COLO
20 MAR 20 (10-2C) Eff 26 Mar STAR

D-ATIS Arrival
125.6

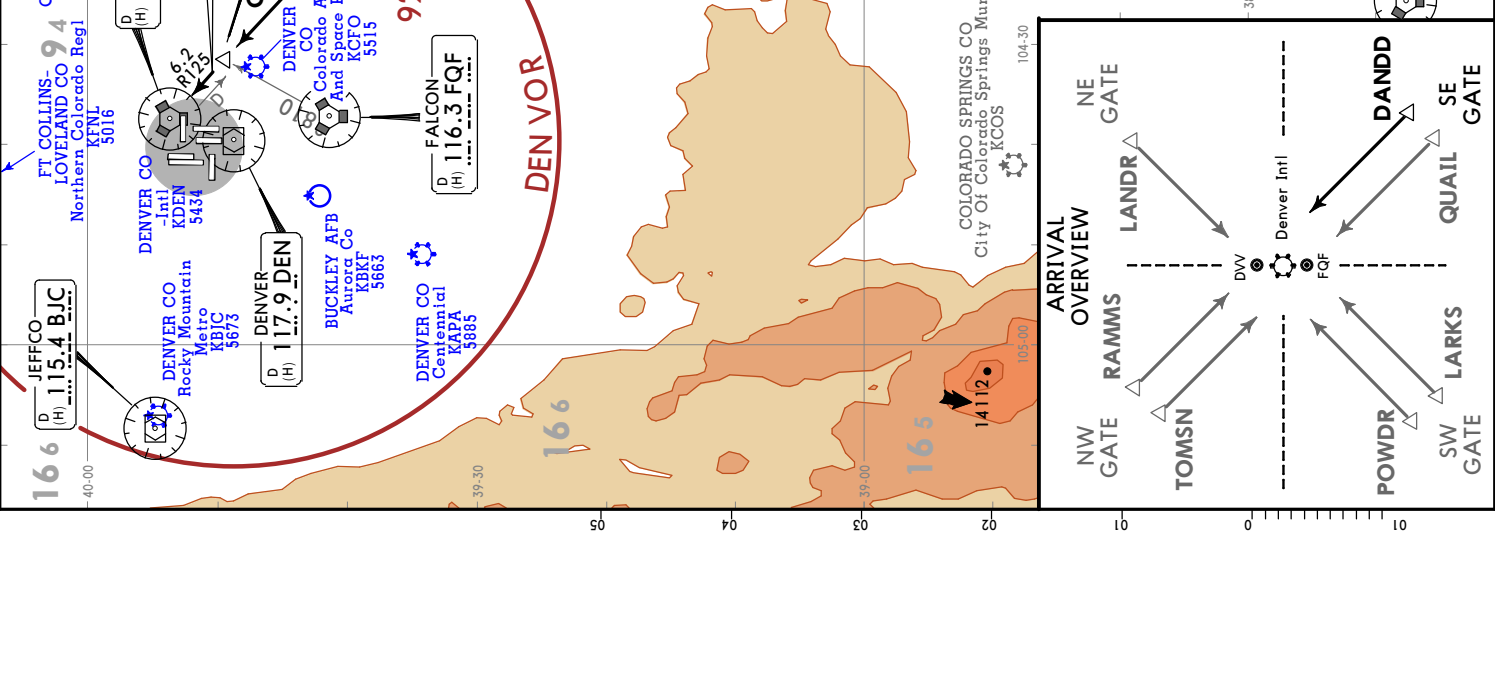
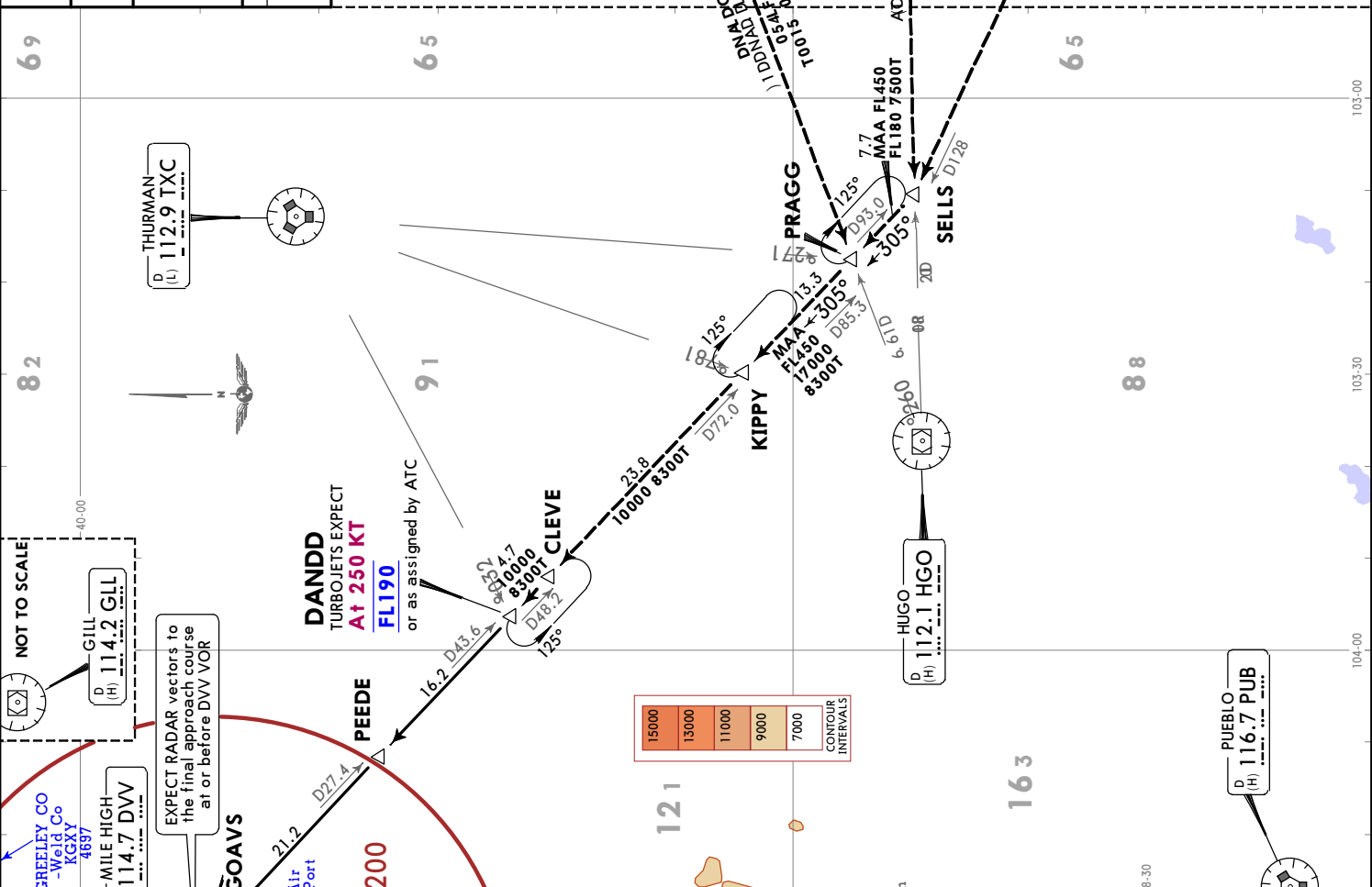
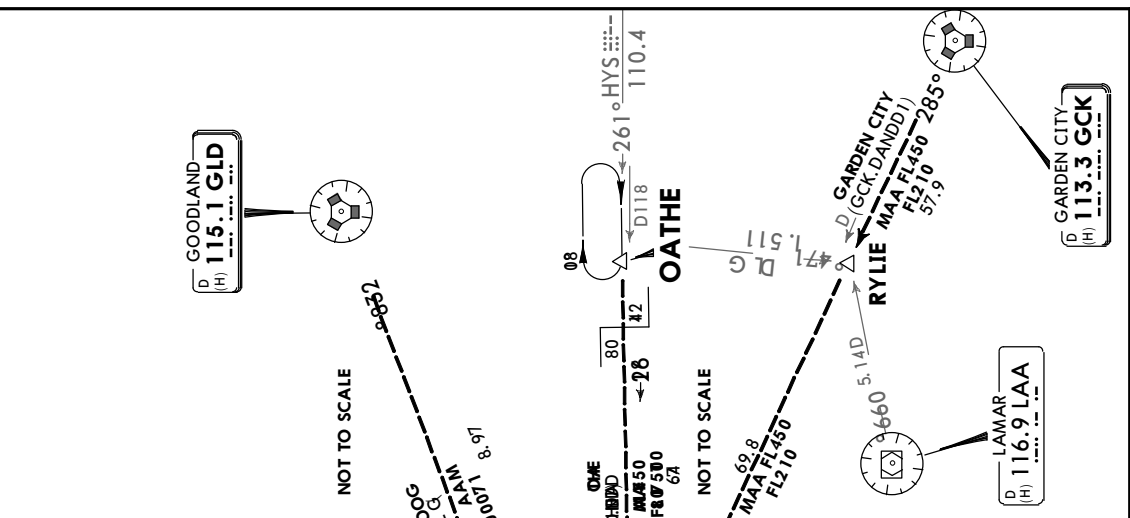
Apt Elev
See Graphic

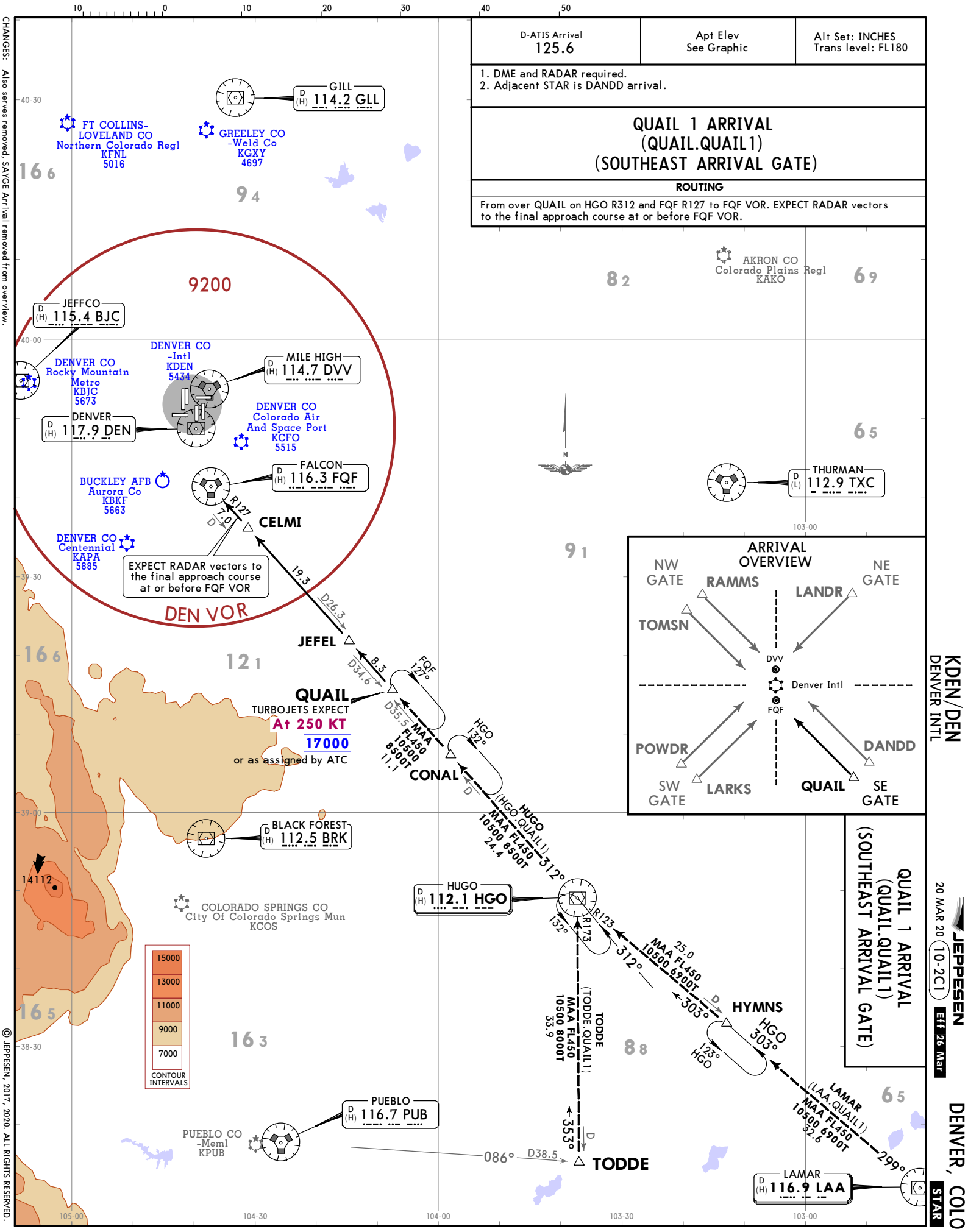
Alt Set: INCHES
Trans level: FL180

DANDD 1 ARRIVAL
(DANDD.DANDD1)
(SOUTHEAST ARRIVAL GATE)

ROUTING

From over DANDD on DVV R125 to DVV VOR. EXPECT RADAR vectors to the final approach course at or before DVV VOR.





CHANGES: Also serves removed, SAVAGE Arrival removed from over-view.

KDEN/DEN
DENVER INTL
JEPPESSEN
20 MAR 20 (10-2C1) Eff: 26 Mar
DENVER, CO
STAR

JEPPESEN DENVER, COLO
RNAV STAR

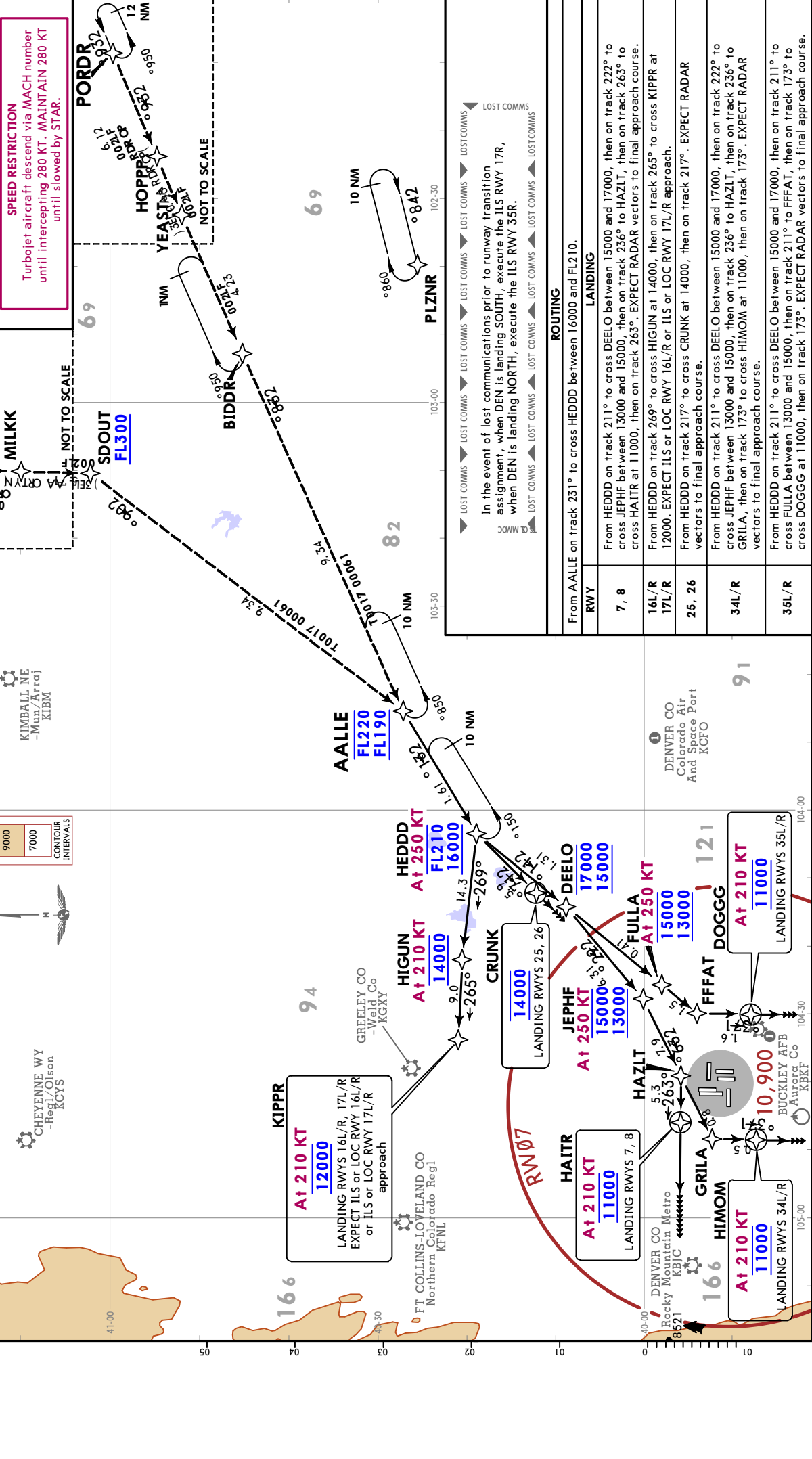
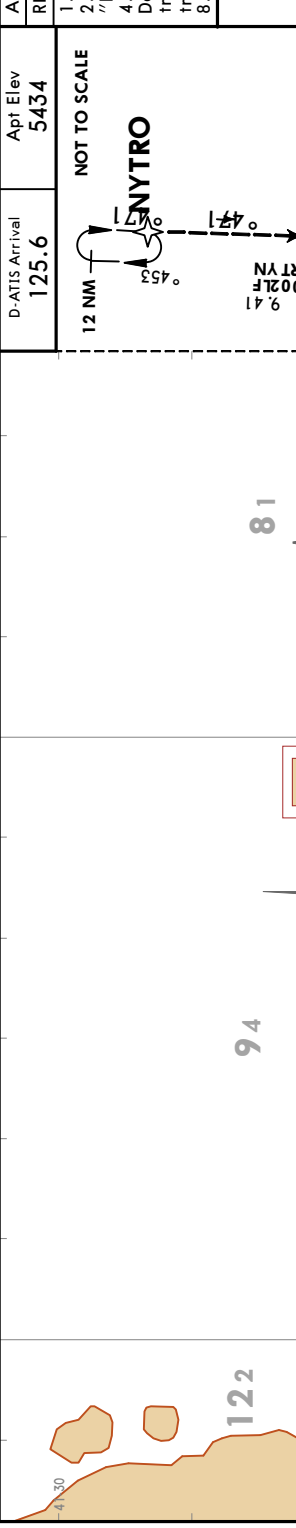
1 OCT 21 (10-2D) Eff 7 Oct
 Alt Set: INCHES Trans level: FL180
 RNAV 1 - DME/DME/IRU or GPS required

D-ATIS Arrival 125.6
 Apt Elev 5434
 NOT TO SCALE

1. RADAR required for non-GPS equipped aircraft.
2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction.
4. EXPECT runway assignment on initial contact with Denver TRACON. 5. Landing NORTH select RWY 35R transition. 6. Landing SOUTH select RWY 17R transition. 7. Landing EAST select RWY 7 transition. 8. Landing WEST select RWY 26 transition.

AALE 3 RNAV ARRIVAL (AALE.AALLE3) (ALL RWYS)

SPEED RESTRICTION
 Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.



ROUTING

From AALLE on track 231° to cross HEDDD between 16000 and FL210.

RWY	Procedure
7, 8	From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000, then on track 236° to HAZLT, then on track 263° to cross HAHLT at 11000, then on track 263°. EXPECT RADAR vectors to final approach course.
16L/R	From HEDDD on track 269° to cross HIGUN at 14000, then on track 265° to cross KIPPR at 12000. EXPECT ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach.
25, 26	From HEDDD on track 217° to cross CRUNK at 14000, then on track 217°. EXPECT RADAR vectors to final approach course.
34L/R	From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000, then on track 236° to HAZLT, then on track 236° to GRILA, then on track 173° to cross HIMOM at 11000, then on track 173°. EXPECT RADAR vectors to final approach course.
35L/R	From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 211° to cross FULLA between 13000 and 15000, then on track 211° to FFFAT, then on track 173° to cross DOGGG at 11000, then on track 173°. EXPECT RADAR vectors to final approach course.

HAHLT
 At 210 KT
 11000
 LANDING RWYS 7, 8

GRILA
 At 210 KT
 11000
 LANDING RWYS 34L/R

HIMOM
 At 210 KT
 11000
 LANDING RWYS 34L/R

DOGGG
 At 210 KT
 11000
 LANDING RWYS 35L/R

HAZLT
 At 250 KT
 15000
 13000
 LANDING RWYS 25, 26

JEPHF
 At 250 KT
 15000
 13000
 LANDING RWYS 25, 26

CRUNK
 At 210 KT
 14000
 LANDING RWYS 25, 26

HIGUN
 At 210 KT
 14000
 LANDING RWYS 16L/R, 17L/R
 EXPECT ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach

KIPPR
 At 210 KT
 12000
 LANDING RWYS 16L/R, 17L/R
 EXPECT ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach

DEELO
 At 250 KT
 17000
 15000
 LANDING RWYS 25, 26

HEDDD
 At 250 KT
 FL210
 16000
 LANDING RWYS 25, 26

AALLE
 FL220
 FL190

NOT TO SCALE

SDOUT
 FL300

BIDDR
 0860

HOPPR
 0860

YEASTAC
 0860

PLZNR
 0860

HAHLT
 0860

GRILA
 0860

HIMOM
 0860

DOGGG
 0860

HAZLT
 0860

JEPHF
 0860

CRUNK
 0860

HIGUN
 0860

KIPPR
 0860

DEELO
 0860

HEDDD
 0860

AALLE
 0860

PLZNR
 102-30

HAHLT
 103-00

GRILA
 103-00

HIMOM
 103-00

DOGGG
 103-00

HAZLT
 103-00

JEPHF
 103-00

CRUNK
 103-00

HIGUN
 103-00

KIPPR
 103-00

DEELO
 103-00

HEDDD
 103-00

AALLE
 103-00

SDOUT
 103-30

BIDDR
 103-30

HOPPR
 103-30

YEASTAC
 103-30

PLZNR
 103-30

HAHLT
 103-30

GRILA
 103-30

HIMOM
 103-30

DOGGG
 103-30

HAZLT
 103-30

JEPHF
 103-30

CRUNK
 103-30

HIGUN
 103-30

KIPPR
 103-30

DEELO
 103-30

HEDDD
 103-30

AALLE
 103-30

SDOUT
 103-30

BIDDR
 103-30

HOPPR
 103-30

YEASTAC
 103-30

PLZNR
 103-30

HAHLT
 103-30

GRILA
 103-30

HIMOM
 103-30

DOGGG
 103-30

HAZLT
 103-30

JEPHF
 103-30

CRUNK
 103-30

HIGUN
 103-30

KIPPR
 103-30

DEELO
 103-30

HEDDD
 103-30

AALLE
 103-30

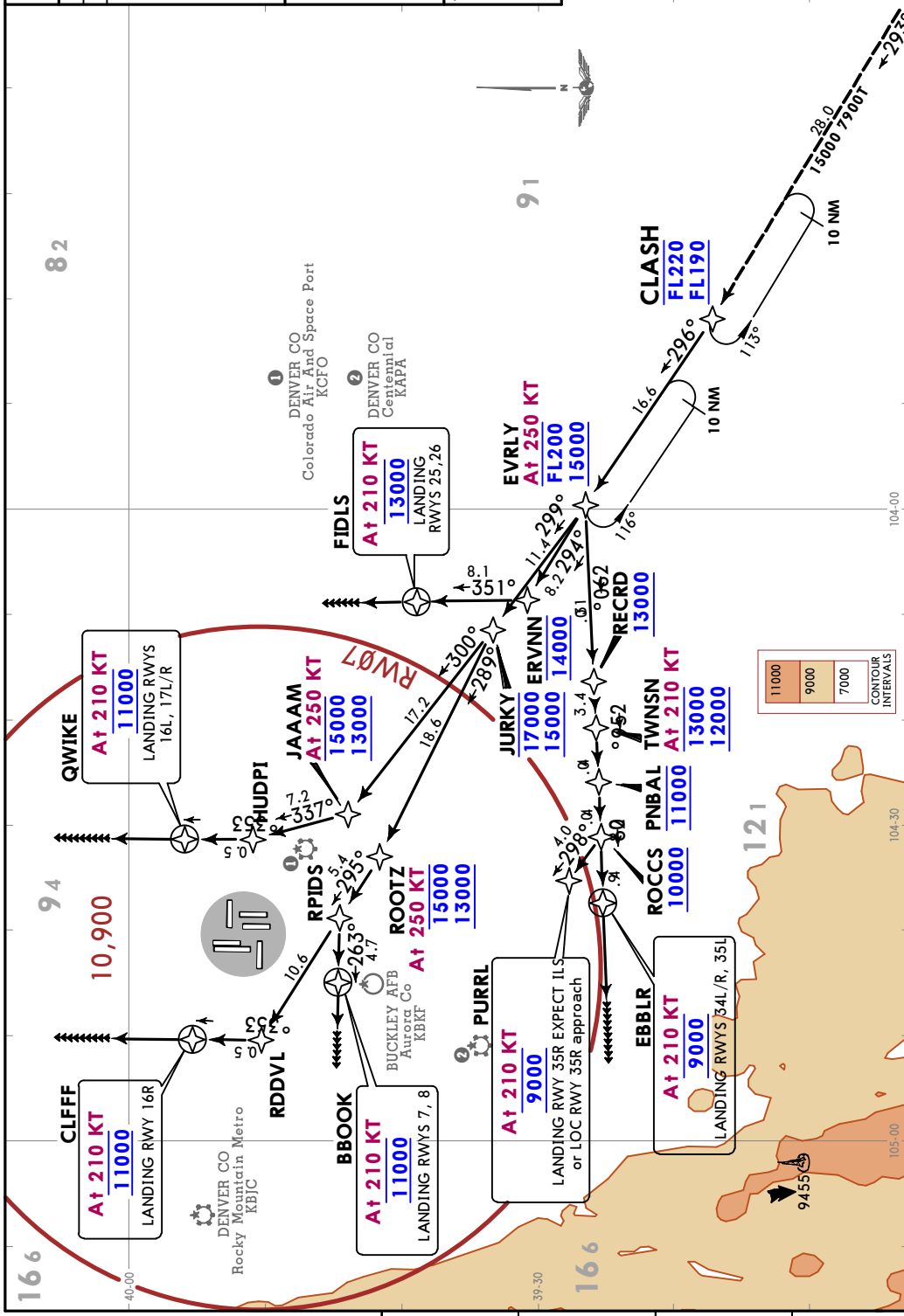
D-ATIS Arrival 125.6	Apt Elev 5434
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS required	
1. RADAR required for non-GPS equipped aircraft.	
2. Turbojet aircraft only.	
3. Denver Center will issue "Descend via" clearance and landing direction.	
4. EXPECT runway assignment on initial contact with Denver TRACON.	
5. Landing NORTH select RWY 35R transition.	
6. Landing SOUTH select RWY 17R transition.	
7. Landing EAST select RWY 7 transition.	
8. Landing WEST select RWY 26 transition.	

CLASH 4 RNAV ARRIVAL (CLASH.CLASH4) (ALL RWYS)

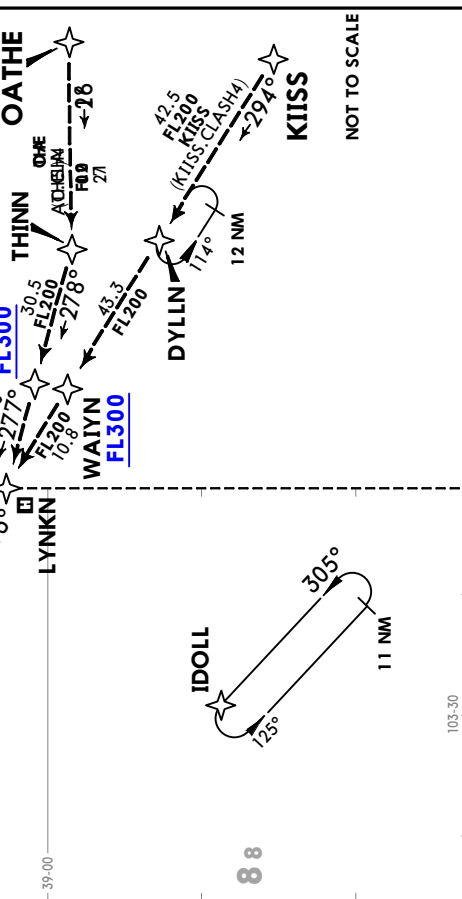
SPEED RESTRICTION
Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

LOST COMMS

In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, execute the ILS RWY 17R, when DEN is landing NORTH, execute the ILS RWY 35R.



ROUTING	
LANDING	
7, 8	From CLASH on track 296° to cross EVRLY between 15000 and FL200.
16L 17L/R	From EVRLY on track 299° to cross JURKY between 15000 and 17000, then on track 289° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 263° to cross BBOOK at 11000, then on track 263°. EXPECT RADAR vectors to final approach course.
16R	From EVRLY on track 299° to cross JURKY between 15000 and 17000, then on track 300° to cross JAAAM track 353°. EXPECT RADAR vectors to final approach course.
25, 26	From EVRLY on track 299° to cross JURKY between 15000 and 17000, then on track 289° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 295° to RDDVL, then on track 353° to cross CLIFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
34L/R 35L	From EVRLY on track 294° to cross ERVNN at 14000, then on track 351° to cross FIDLS at 13000, then on track 351°. EXPECT RADAR vectors to final approach course.
35R	From EVRLY on track 260° to cross RECRD at or above 13000, then on track 259° to cross TWNSN between 12000 and 13000, then on track 259° to cross PNBAL at 11000, then on track 260° to cross ROCCS at or above 10000, then on track 298° to cross PURRL at 9000. EXPECT ILS or LOC RWY 35R approach.



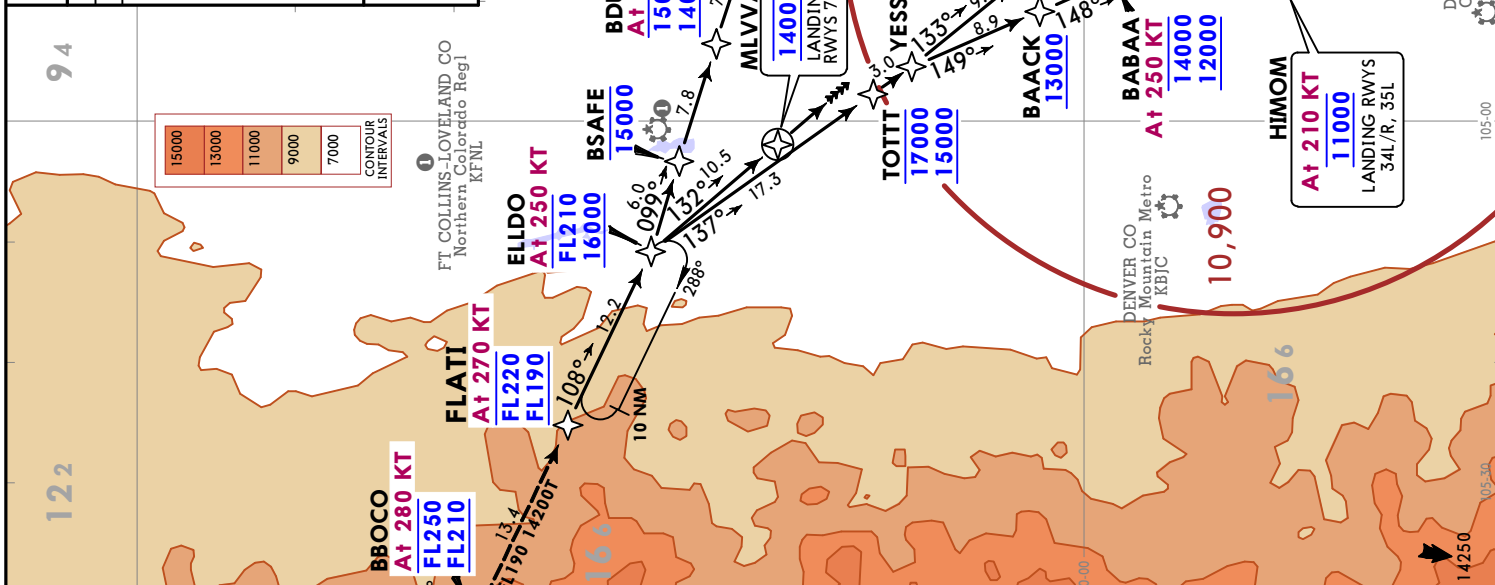
JEPPESEN DENVER, COLO
10 MAY 24 (10-2F) Eff 16 May
RNAV STAR

D-ATIS Arrival
125.6
 Apt Elev
5434

Alt Set: INCHES Trans level: FL180
 RNAV 1 - DME/DME/IRU or GPS

1. RADAR required
2. Jet aircraft only.
3. Denver Center will issue "Descend via" clearance and landing direction.
4. HIPEE enroute transition: Do not file - to be assigned by ATC.
5. EXPECT runway assignment on initial contact with Denver TRACON.
6. Landing NORTH select RWY 34R transition.
7. Landing SOUTH select RWY 16R transition.
8. Landing EAST select RWY 7 transition.
9. Landing WEST select RWY 26 transition.

FLATI 4 RNAV ARRIVAL (FLATI.FLATI4) (ALL RWYS)



NOT TO SCALE

TOFUU
 12.4°
 12 NM
 33.8
 (TOFUU.FLATI4)
 FL190 14700T

MJANE
 (MJANE.FLATI4)
 100°
 12 NM
 47.3
 FL190 14900T

GNOLA
 30°
 12 NM
 52.7
 (GNOLA.FLATI4)
 FL190 14700T

MSTSH
 107°
 12 NM
 17.2
 (MSTSH.FLATI4)
 FL190 14700T

HIPEE
 (HIPEE.FLATI4)
 At 280 KT
 FL250
 107°
 11.4
 FL190 14700T

FOLSOM
 At 280 KT
 FL270
 FL230
 107°
 13.4
 FL190 14200T

BBOCO
 At 280 KT
 FL250
 FL210
 108°
 10.8
 FL190 14200T

ELLDO
 At 250 KT
 FL210
 FL190
 109°
 10.5
 FL190 14200T

FLATI
 At 270 KT
 FL220
 FL190

BSAFE
 15000
 7.8
 7.0

MLVVA
 14000
 LANDING RWYS 7, 8

TSHNR
 At 210 KT
 13000
 LANDING RWYS 16L/R, 17L/R
 EXPECT ILS or LOC
 RWY 16L/R or ILS or LOC
 RWY 17L/R approach

BDUNN
 At 210 KT
 15000
 14000

YESS
 17000
 15000

SKEWD
 At 250 KT
 15000
 13000

BAACK
 13000

BABAA
 At 250 KT
 14000
 12000

HIMOM
 At 210 KT
 11000
 LANDING RWYS 34L/R, 35L

LEKEE
 12000

XCUTV
 12000

CAPTJ
 At 210 KT
 11000
 LANDING RWYS 25, 26

HDGHC
 14000
 12000

DOGGG
 At 210 KT
 11000
 LANDING RWY 35R

FT. COLLINS-LOVELAND CO
 Northern Colorado Regl
 KTNL

GREELY CO
 Weld Co
 KGXY

DENVER CO
 Rocky Mountain Metro
 KBJC

DENVER CO
 Colorado Air
 And Space Port
 KFTO

BUCKLEY SFB
 Aurora Co
 KBKF

DENVER CO
 Centennial
 KAPA

RWY	ROUTING	LANDING
7, 8	From FLATI on track 108° to cross ELLDO between 16000 and FL210 and at 250 KT.	From ELLDO on track 132° to cross MLVVA at 14000, then on track 132°. EXPECT RADAR vectors to final approach course.
16L/R 17L/R	From ELLDO on track 099° to cross BSAFE at or below 15000, then on track 099° to cross BDUNN between 14000 and 15000 and at 210 KT, then on track 099° to cross TSHNR at 13000 and at 210 KT. EXPECT ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach.	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000 and at 210 KT, then on track 083°. EXPECT RADAR vectors to final approach course.
25, 26	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 149° to cross BAACK at or above 13000, then on track 148° to cross BABAA between 12000 and 14000 and at 250 KT, then on track 173° to cross HIMOM at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHC between 12000 and 14000, then on track 118° to FFAT, then on track 173° to cross DOGGG at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.
34L/R 35L	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHC between 12000 and 14000, then on track 118° to FFAT, then on track 173° to cross DOGGG at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHC between 12000 and 14000, then on track 118° to FFAT, then on track 173° to cross DOGGG at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.
35R	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHC between 12000 and 14000, then on track 118° to FFAT, then on track 173° to cross DOGGG at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.	From ELLDO on track 137° to cross TOTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHC between 12000 and 14000, then on track 118° to FFAT, then on track 173° to cross DOGGG at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.

KDEN/DEN
DENVER INTL

JEPPESEN
10 MAY 24 (10-2H) Eff 16 May

DENVER, COLO
RNAV STAR

D-ATIS Arrival
125.6

Apt Elev
5434

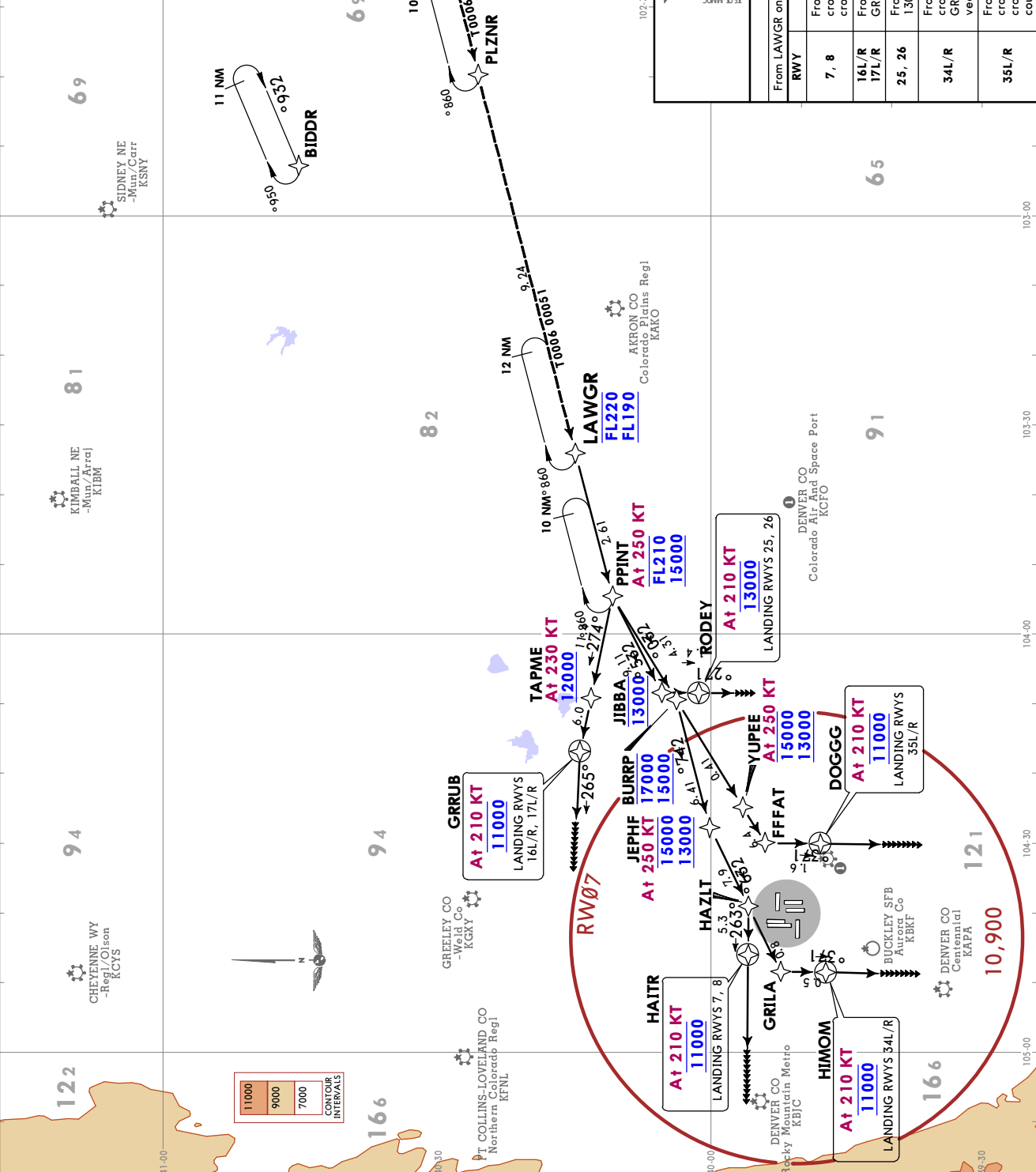
Alt Set: INCHES
Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only.
3. Denver Center will issue "Descend via" clearance and landing direction.
4. Landing NORTH select RWY 35R transition. 5. Landing SOUTH select RWY 17R transition. 6. Landing EAST select RWY 7 transition. 7. Landing WEST select RWY 26 transition. 8. EXPECT runway assignment on initial contact with Denver TRACON.

LAWGR 3 RNAV ARRIVAL (LAWGR.LAWGR3)
(ALL RWYS)

SPEED RESTRICTION
Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.



ROUTING	
From LAWGR on track 248° to cross PPINT between 15000 and FL210.	
LANDING	
RWY	
7, 8	From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000, then on track 236° to HAZLT, then on track 263° to cross HAITR at 11000, then on track 268°. EXPECT RADAR vectors to final approach course.
16L/R 17L/R	From PPINT on track 274° to cross TAPME at or above 12000, then on track 274° to cross GRRUB at 11000, then on track 265°. EXPECT RADAR vectors to final approach course.
25, 26	From PPINT on track 235° to cross JIBBA at 13000, then on track 172° to cross RODEY at 13000, then on track 172°. EXPECT RADAR vectors to final approach course.
34L/R	From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000, then on track 236° to HAZLT, then on track 236° to cross GRILA, then on track 173° to cross HIMOM at 11000, then on track 173°. EXPECT RADAR vectors to final approach course.
35L/R	From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 230° to cross YUPEE between 13000 and 15000, then on track 230° to FFFAT, then on track 173° to cross DOGGG at 11000, then on track 173°. EXPECT RADAR vectors to final approach course.

KDEN/DEN
DENVER INTL

JEPPESEN
10 MAY 24 (10-2J) Eff 16 May

DENVER, COLO
RNAV STAR

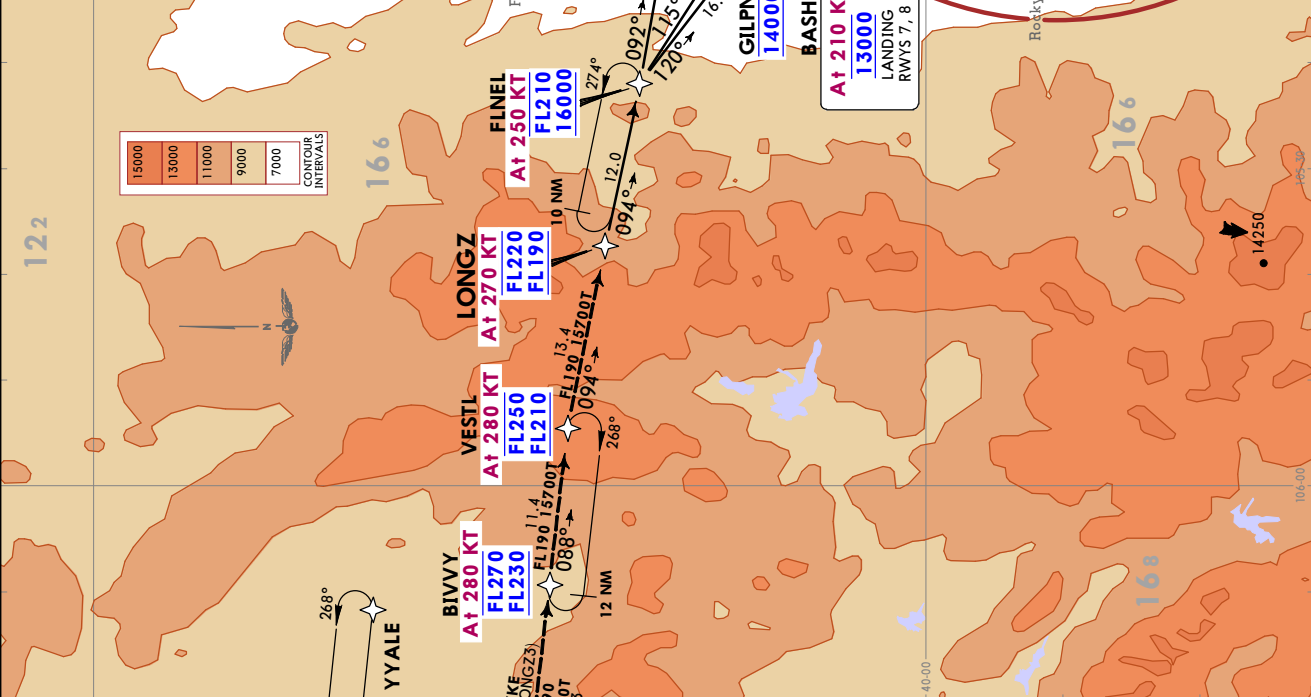
D-ATIS Arrival: 125.6
Apt Elev: 5434
Alt Set: INCHES
Trans level: FL180

RNAV 1 - DME/DME/IRU or GFS

- RADAR required. 2. Jet aircraft only.
- Denver Center will issue "Descend via" clearance and landing direction.
- BYYKE enroute transition: Do not file - to be assigned by ATC. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Landing NORTH select RWY 34R transition. 7. Landing SOUTH select RWY 16R transition. 8. Landing EAST select RWY 7 transition. 9. Landing WEST select RWY 26 transition.

LONGZ 3 RNAV ARRIVAL (LONGZ.LONGZ3)
(ALL RWYS)

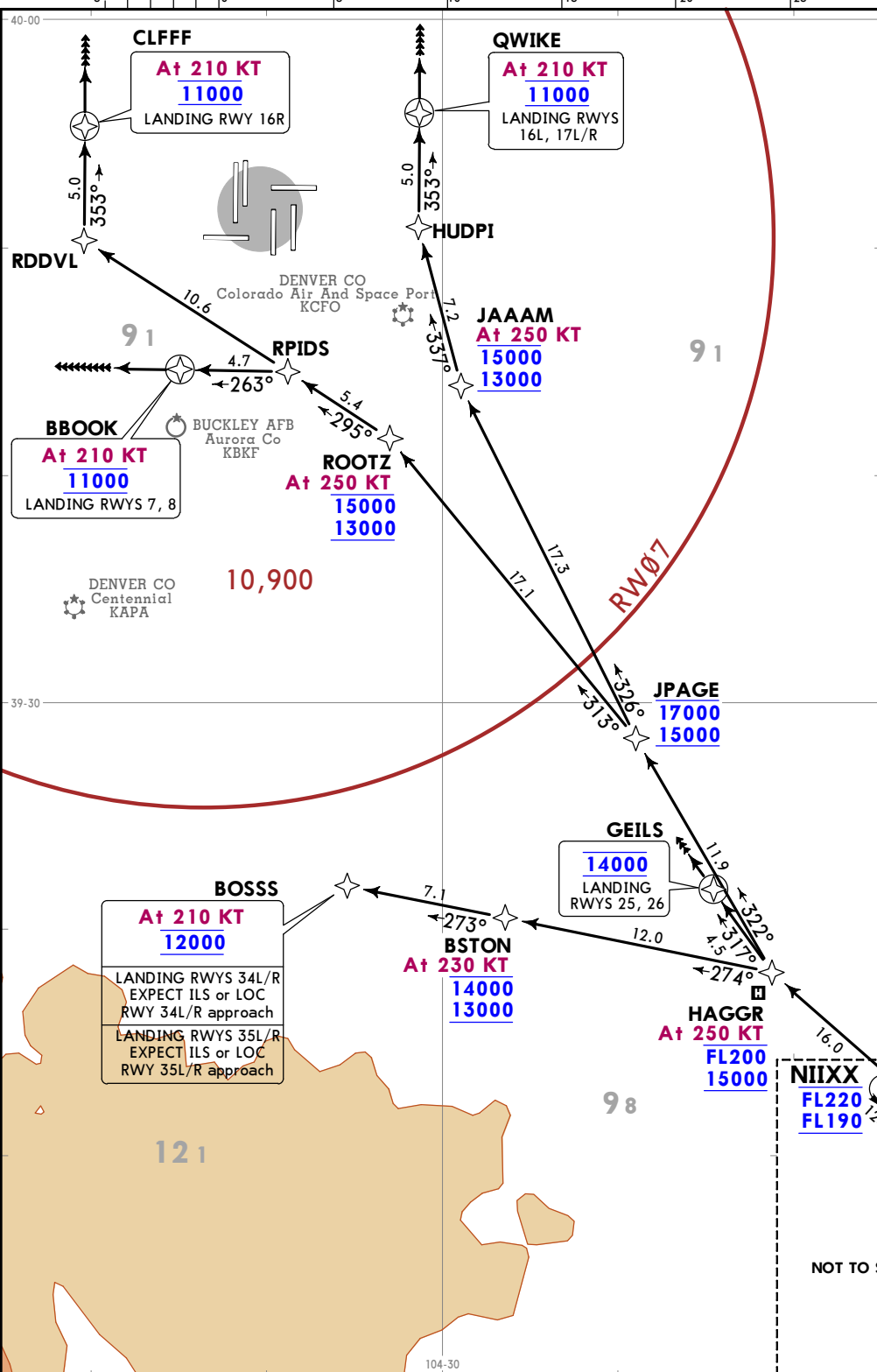
In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, proceed on the ILS RWY 16R, when DEN is landing NORTH, proceed on the ILS RWY 34R.



RWY	ROUTING
7, 8	From LONGZ on track 094° to cross FINEL between 16000 and FL210 and at 250 KT.
16L/R 17L/R	From FINEL on track 115° to cross GILPN at 14000, then on track 170° to cross BASHE at 13000 and at 210 KT, then on track 170°. EXPECT RADAR vectors to final approach course.
25, 26	From FINEL on track 092° to cross BEOND at 13000 and at 210 KT, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210 KT. EXPECT ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach.
34L/R 35L	From FINEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKWWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000 and at 210 KT, then on track 083°. EXPECT RADAR vectors to final approach course.
35R	From FINEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 127° to cross ARCHY at or above 13000, then on track 127° to cross BABAA between 12000 and 14000 and at 250 KT, then on track 173° to cross HIMOM at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.
	From FINEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKWWD between 13000 and 15000 and at 250 KT, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHH between 12000 and 14000, then on track 118° to FFEAT, then on track 173° to cross DOGGG at 11000 and at 210 KT, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

KDEN/DEN
DENVER INTL



D-ATIS Arrival	125.6	Apt Elev	5434
Alt Set: INCHES Trans level: FL180			
RNAV 1 - DME/DME/IRU or GPS			
<ol style="list-style-type: none"> 1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction. 4. NARNO enroute transition: Do not file - to be assigned by ATC. 5. Landing NORTH select RWY 35R transition. 6. Landing SOUTH select RWY 17R transition. 7. Landing EAST select RWY 7 transition. 8. Landing WEST select RWY 26 transition. 9. EXPECT runway assignment on initial contact with Denver TRACON. 			

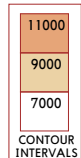
NIIXX 3 RNAV ARRIVAL (NIIXX.NIIXX3) (ALL RWYS)

SPEED RESTRICTION
Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

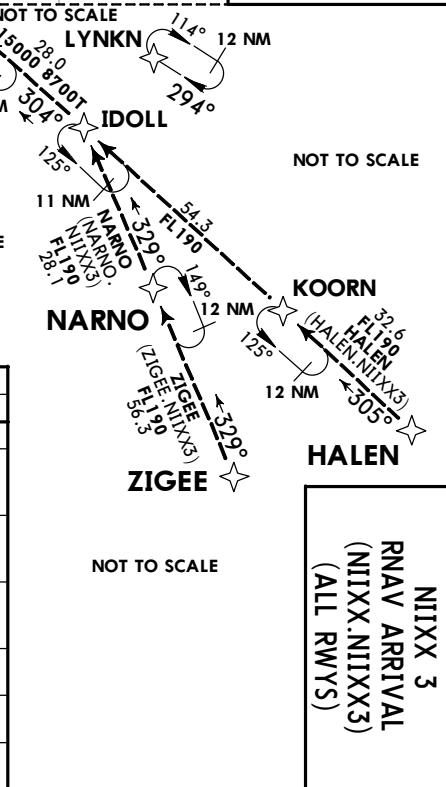
LOST COMMS

In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, execute the ILS RWY 17R, when DEN is landing NORTH, execute the ILS RWY 35R.

LOST COMMS



ROUTING	
From NIIXX on track 304° to cross HAGGR between 15000 and FL200.	
RWY	LANDING
7, 8	From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 263° to cross BBOOK at 11000, then on track 263°. EXPECT RADAR vectors to final approach course.
16L 17L/R	From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 326° to cross JAAAM between 13000 and 15000, then on track 337° to HUDPI, then on track 353° to cross QWIK at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
16R	From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 353° to cross CLFFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
25, 26	From HAGGR on track 317° to cross GEILS at 14000, then on track 317°. EXPECT RADAR vectors to final approach course.
34L/R	From HAGGR on track 274° to cross BSTON between 13000 and 14000, then on track 273° to cross BOSS at 12000. EXPECT ILS or LOC RWY 34L/R approach.
35L/R	From HAGGR on track 274° to cross BSTON between 13000 and 14000, then on track 273° to cross BOSS at 12000. EXPECT ILS or LOC RWY 35L/R approach.



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JEPPESEN DENVER, COLO
1 OCT 21 10-2K EFF 7 Oct
RNAV STAR

JEPPESEN DENVER, COLO
1 OCT 21 (10-2L) Eff 7 Oct
RNAV STAR

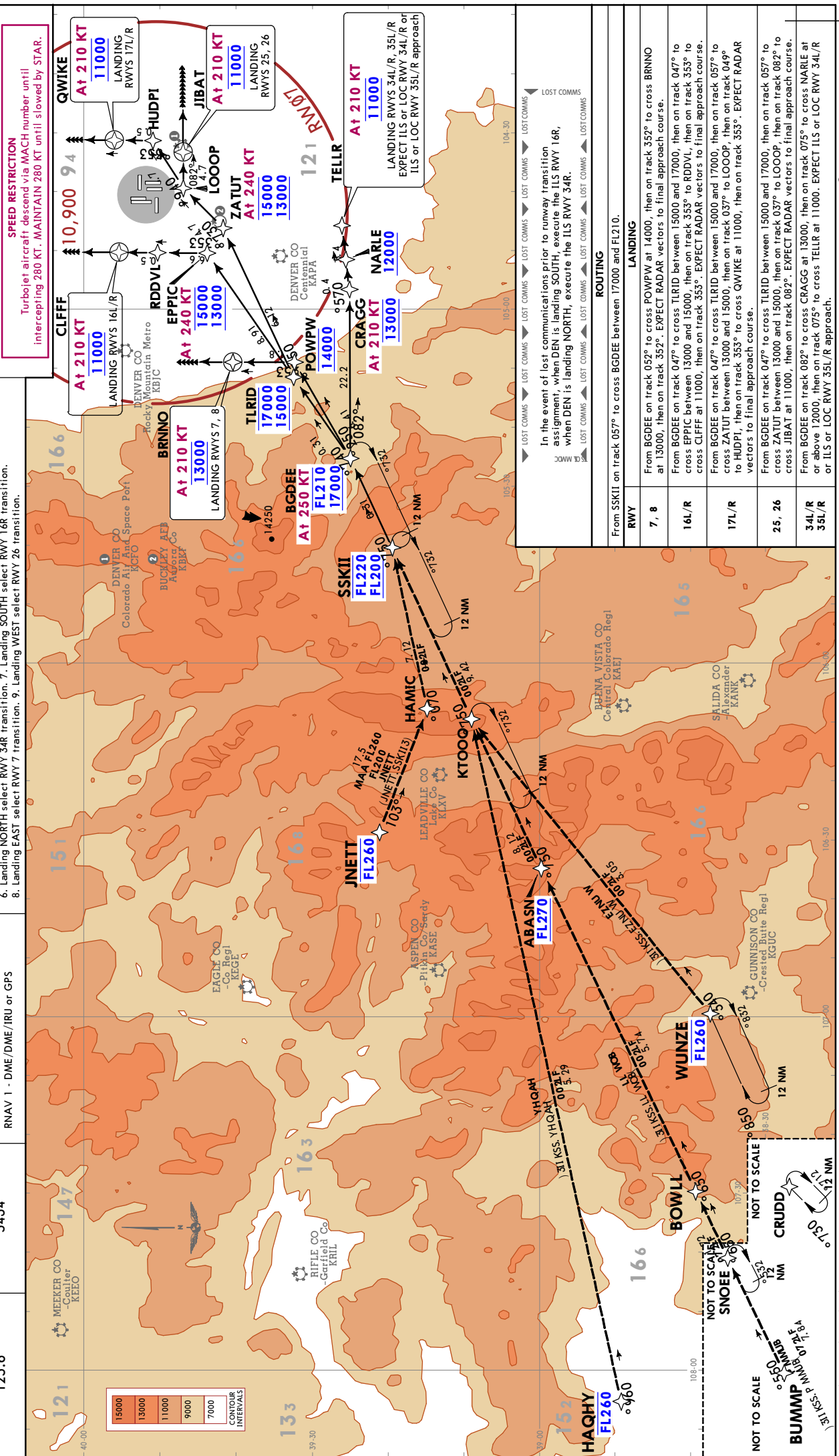
KDEN/DEN
DENVER INTL

SSKII 3 RNAV ARRIVAL (SSKII.SSKI3)
(ALL RWYS)

1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only. 3. Denver Center will issue "Descend Via" clearance and landing direction. 4. EXPECT runway assignment on initial contact with Denver TRACON. 5. BOWLL enroute transition: Do not file - to be assigned by ATIS.
6. Landing NORTH select Rwy 34R transition. 7. Landing SOUTH select Rwy 16R transition.
8. Landing EAST select Rwy 7 transition. 9. Landing WEST select Rwy 26 transition.

Alt Set: INCHES Trans level: FL180
RNAV 1 - DME/DME/IRU or GPS

D-ATIS Arrival
125.6
Apt Elev
5434



ROUTING

From SSKII on track 057° to cross BGDDEE between 17000 and FL210.

RWY	LANDING
7, 8	From BGDDEE on track 052° to cross POWPW at 14000, then on track 352° to cross BRNNO at 13000, then on track 352°. EXPECT RADAR vectors to final approach course.
16L/R	From BGDDEE on track 047° to cross TLRID between 15000 and 17000, then on track 047° to cross EPPTC between 13000 and 15000, then on track 353° to RDDVL, then on track 353° to cross CLIFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
17L/R	From BGDDEE on track 047° to cross TLRID between 15000 and 17000, then on track 057° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 049° to HUDPI, then on track 353° to cross QWIKI at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
25, 26	From BGDDEE on track 047° to cross TLRID between 15000 and 17000, then on track 057° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 082° to cross JIBAT at 11000, then on track 082°. EXPECT RADAR vectors to final approach course.
34L/R 35L/R	From BGDDEE on track 082° to cross CRAGG at 13000, then on track 075° to cross NARLE at or above 12000, then on track 075° to cross TELLR at 11000. EXPECT ILS or LOC RWY 34L/R or ILS or LOC RWY 35L/R approach.

In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, execute the ILS RWY 16R, when DEN is landing NORTH, execute the ILS RWY 34R.

LOST COMMS

CHANGES: Procedure revised, renumbered.
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JEPPESEN
1 OCT 21 (10-2M) Eff 7 Oct

KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

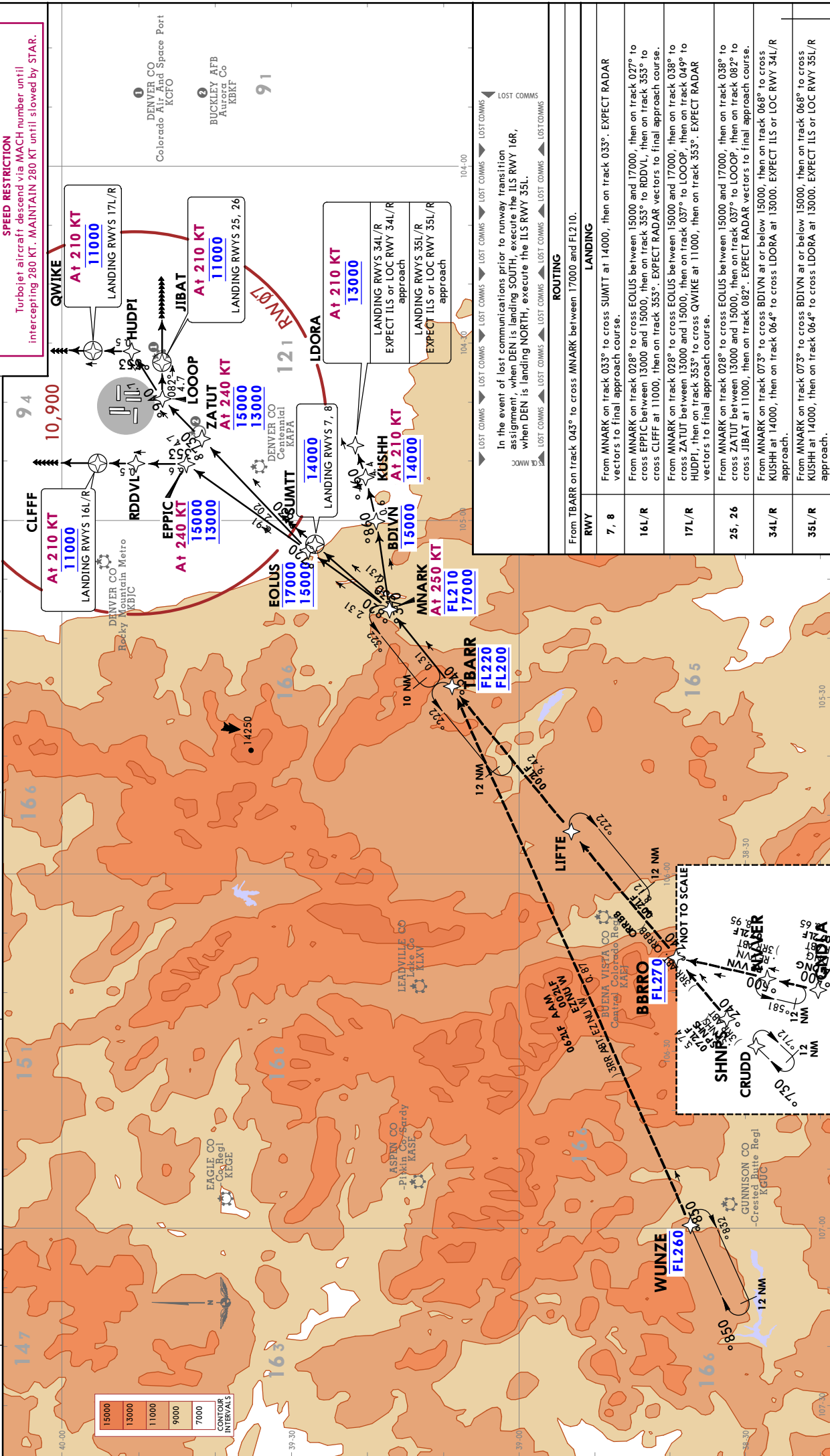
TBARR 3 RNAV ARRIVAL (TBARR.TBARR3)
(ALL RWYS)

SPEED RESTRICTION
Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction. 4. EXPECT runway assignment on initial contact with Denver TRACON. 5. BBRRO and NUVYR enroute transitions: Do not file - to be assigned by ATC. 6. Landing NORTH select RWY 34R transition. 7. Landing SOUTH select RWY 16R transition. 8. Landing EAST select RWY 7 transition. 9. Landing WEST select RWY 26 transition.

Alt Set: INCHES
Trans level: FL180
RNAV 1 - DME/DME/IRU or GPS

D-ATIS Arrival
125.6
Apt Elev
5434



ROUTING
From TBARR on track 043° to cross MNARK between 17000 and FL210.
LANDING
RWY 7, 8 From MNARK on track 033° to cross SUMIT at 14000, then on track 033°. EXPECT RADAR vectors to final approach course.
RWY 16L/R From MNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 027° to cross EPPIC between 13000 and 15000, then on track 353° to RDDVL, then on track 353° to cross CLIFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
RWY 17L/R From MNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 038° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 049° to HUDPI, then on track 353° to cross QWIKI at 11000, then on track 353°. EXPECT RADAR vectors to final approach course.
RWY 25, 26 From MNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 038° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 082° to cross JIBAT at 11000, then on track 082°. EXPECT RADAR vectors to final approach course.
RWY 34L/R From MNARK on track 073° to cross BDBVN at or below 15000, then on track 068° to cross KUSHH at 14000, then on track 064° to cross LDORA at 15000. EXPECT ILS or LOC RWY 34L/R approach.
RWY 35L/R From MNARK on track 073° to cross BDBVN at or below 15000, then on track 068° to cross KUSHH at 14000, then on track 064° to cross LDORA at 13000. EXPECT ILS or LOC RWY 35L/R approach.

LOST COMMS
In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, execute the ILS RWY 16R, when DEN is landing NORTH, execute the ILS RWY 35L.

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RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)

1. PREFLIGHT: Upon review of initial clearance, consider the following:
 - a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.
 - b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.
 - c. Advise ATC if unable to meet any speed requirements or crossing restrictions on the SID.
2. BEFORE TAKEOFF:
 - a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.
 - b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.
3. LINE UP/TAKEOFF:
 - a. EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE GROUND) OR A HEADING. Additionally, ATC may be assigning both on the same frequency.
 - b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.
 - c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.
 - d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."
4. AFTER TAKEOFF:
 - a. If assigned an "RNAV off the ground" takeoff clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.
 - b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.
 - c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.
5. SPECIFIC INFORMATION: Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.

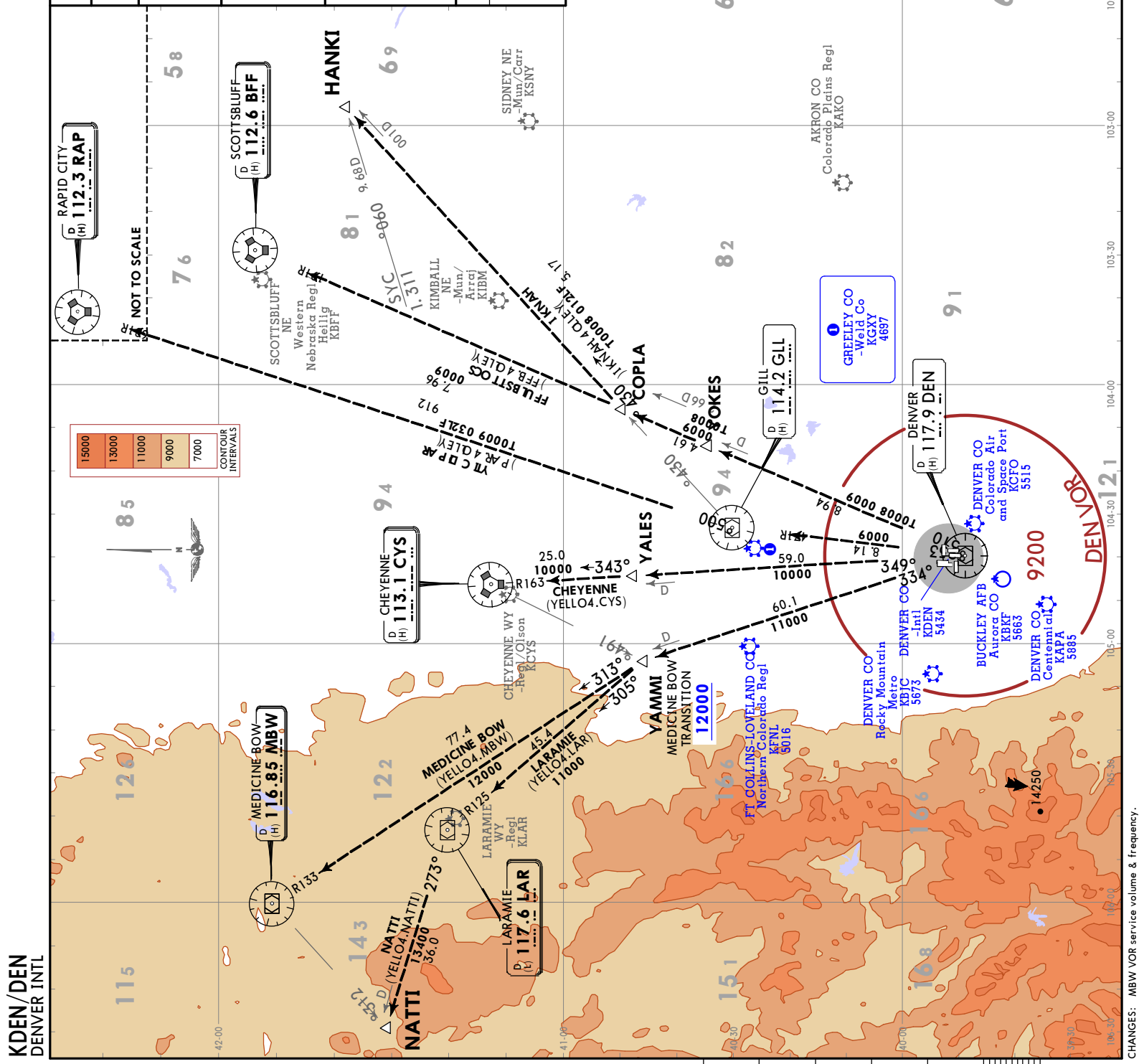
JEPPESEN DENVER, COLO
11 JUN 21 (10-3A) Eff 17 Jun

DENVER Departure (R)
127.05
Apt Elev
See Graphic
Trans alt: 18000
RADAR required.

(NORTH)
YELLOWSTONE 4 DEPARTURE
(YELLO4.DEN)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized).
LOST COMMS
▶ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude direct DEN VOR, then on assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000.
LOST COMMS
▶ TOP ALTITUDE
10000

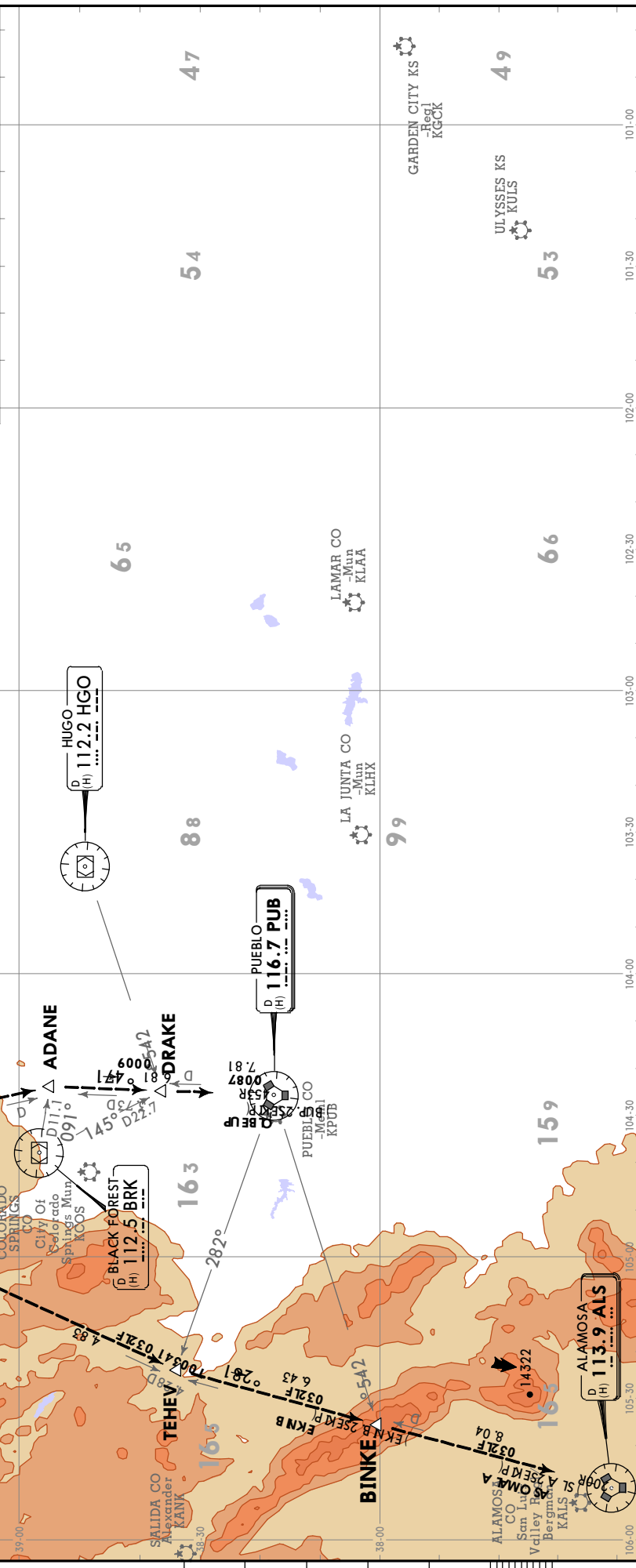
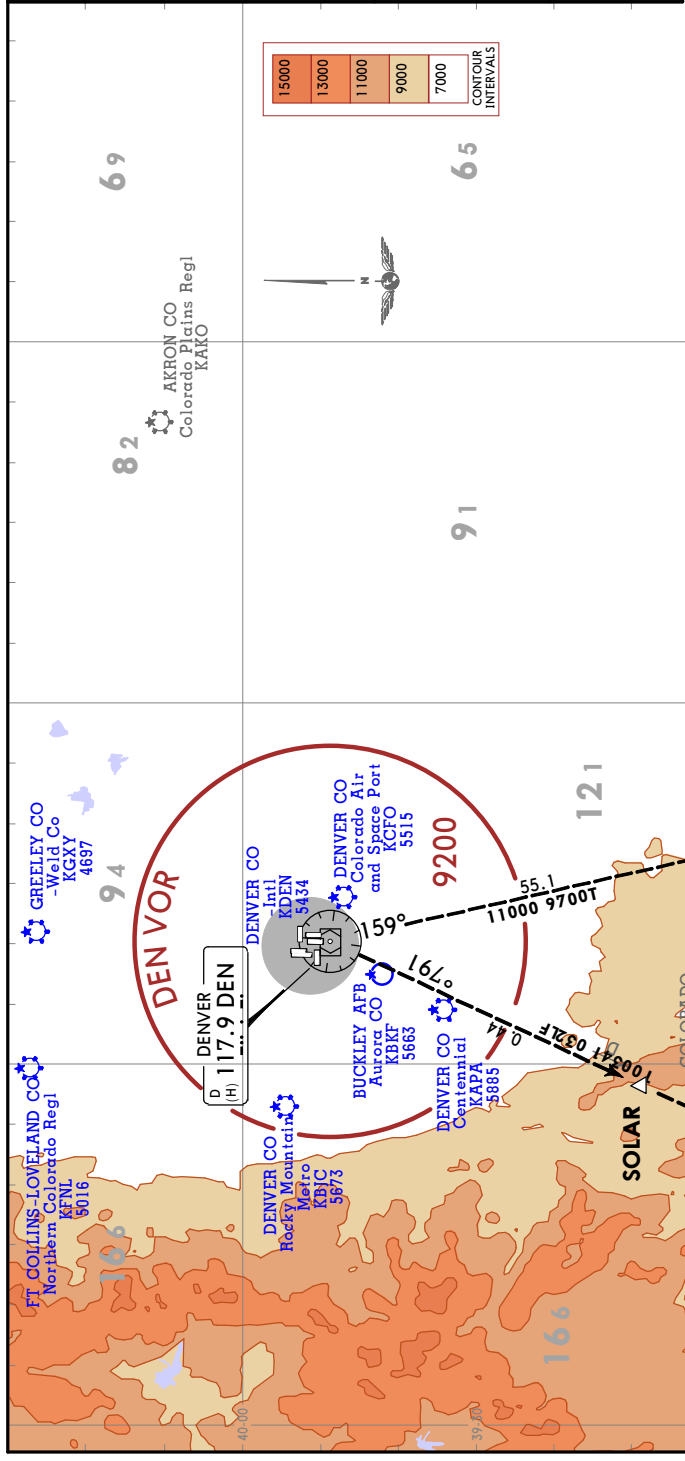
INITIAL CLIMB
All Rwys: Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000 or ATC assigned lower altitude. EXPECT filed altitude 10 minutes after departure.



KDEN/DEN
DENVER INTL

115 126 143 151 166 168 183
117.9 DEN
12000
10000
9200
8000
7000
6000
5000
4000
3000
2000
1000
0
-1000
-2000
-3000
-4000
-5000
-6000
-7000
-8000
-9000
-10000
-11000
-12000
-13000
-14000
-15000
-16000
-17000
-18000
-19000
-20000

DENVER Departure (R) 128.45	Apt Elev See Graphic
Trans alt: 18000 RADAR required.	
(SOUTH)	
PIKES 2 DEPARTURE (PIKES2.DEN)	
TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (10-30B1).	
This SID requires takeoff minimums (for standard minimums, refer to airport chart): All Rwys: Standard (or lower than standard, if authorized).	
LOST COMMS > LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST COMMS > LOST	LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST COMMS > LOST
INITIAL CLIMB	TOP ALTITUDE
All Rwys: Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000 or ATC assigned lower altitude. EXPECT filed altitude 10 minutes after departure.	10000



JEPPESEN DENVER, COLO
 20 MAR 20 (10-3E) Eff 26 Mar RNAV SID

KDEN/DEN
 DENVER INTL

DENVER Departure (R)
 126.1
 Apt Elev
 5434

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required.
 5. Takeoff Rws 16L/R, 17L/R, 25, 34L/R, 35L/R:
 RADAR required for non-GPS equipped aircraft.
 6. See additional requirements on AAUP (Attention
 All Users Page).

BAYLR 6 RNAV DEPARTURE
 (BAYLR6.BAYLR)

SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching
 10000. If slower speed is required to meet crossing
 restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross WAKIR at or above 11000.	FL230
16L	Climb heading 173° to intercept course 244° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000.	
16R	Climb on heading 173° to intercept course 249° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000.	
17L	Climb on heading 173° to intercept course 219° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000.	
17R	Climb on heading 173° to intercept course 215° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000.	
25	Climb on heading 263° to 5934, then climbing LEFT turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000.	
34L/R, 35L/R	Climb on heading 353° to 5934, then climbing LEFT turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000.	

ROUTING

From WAKIR on track 239° to cross TUULO at or above 14000, then on track 239° to HLTON, then on track 239° to cross MTSUI at or above 16000, then on track 239° to cross BAYLR at or above 17000. Then on transition MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.



End Speed-KT	75	100	150	200	250	300
225 per NM	281	375	563	750	938	1125
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
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	2260
460 per NM	575	767	1150	1533	1917	2300

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized).
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 405 per NM to 5934, then minimum climb of 230 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 235 per NM to 16500.
 Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934, then minimum climb of 225 per NM to 16500.
 Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 5934, then minimum climb of 230 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 245 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 230 per NM to 16500.

148
 84
 91
 10,200
 RW 16L
 TUULO 14000
 HLTON
 MTSUI 16000
 BAYLR 17000
 BOBBA
 TEHRU
 BLUE MESA
 H 11.4.9 HBU
 FL230

15000
 13000
 11000
 9000
 7000
 CONTOUR INTERVALS

104-30
 DENVER CO Colorado Air And Space Port KCOFO
 BUCKLEY AFB Aurora CO KDKF
 DENVER CO Rocky Mountain Metro KBJC

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 CHANGES: Procedure renumbered, revised.

CHANGE: New procedure at this airport.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then climbing LEFT turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 020° to cross VELAA at or above 16000, then on track 020° to cross YOKES at or above 17000.	FL230
16L/R, 17L/R	Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross YOKES at or above 17000.	
25	Climb on heading 263° to 5934, then climbing RIGHT turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 042° to cross ELCEE at or above 16000, then on track 042° to cross YOKES at or above 17000.	
34L	Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 025° to cross YOKES at or above 17000.	
34R	Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000.	
35L	Climb on heading 353° to intercept course 342° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000.	
35R	Climb on heading 353° to intercept course 338° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000.	

DENVER Departure (R) 127.05	Apt Elev 5434	Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rws 16L/R, 17L/R RADAR required. 5. Takeoff Rws 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).
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CHUWY 1 RNAV DEPARTURE (CHUWY1.CHUWY)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

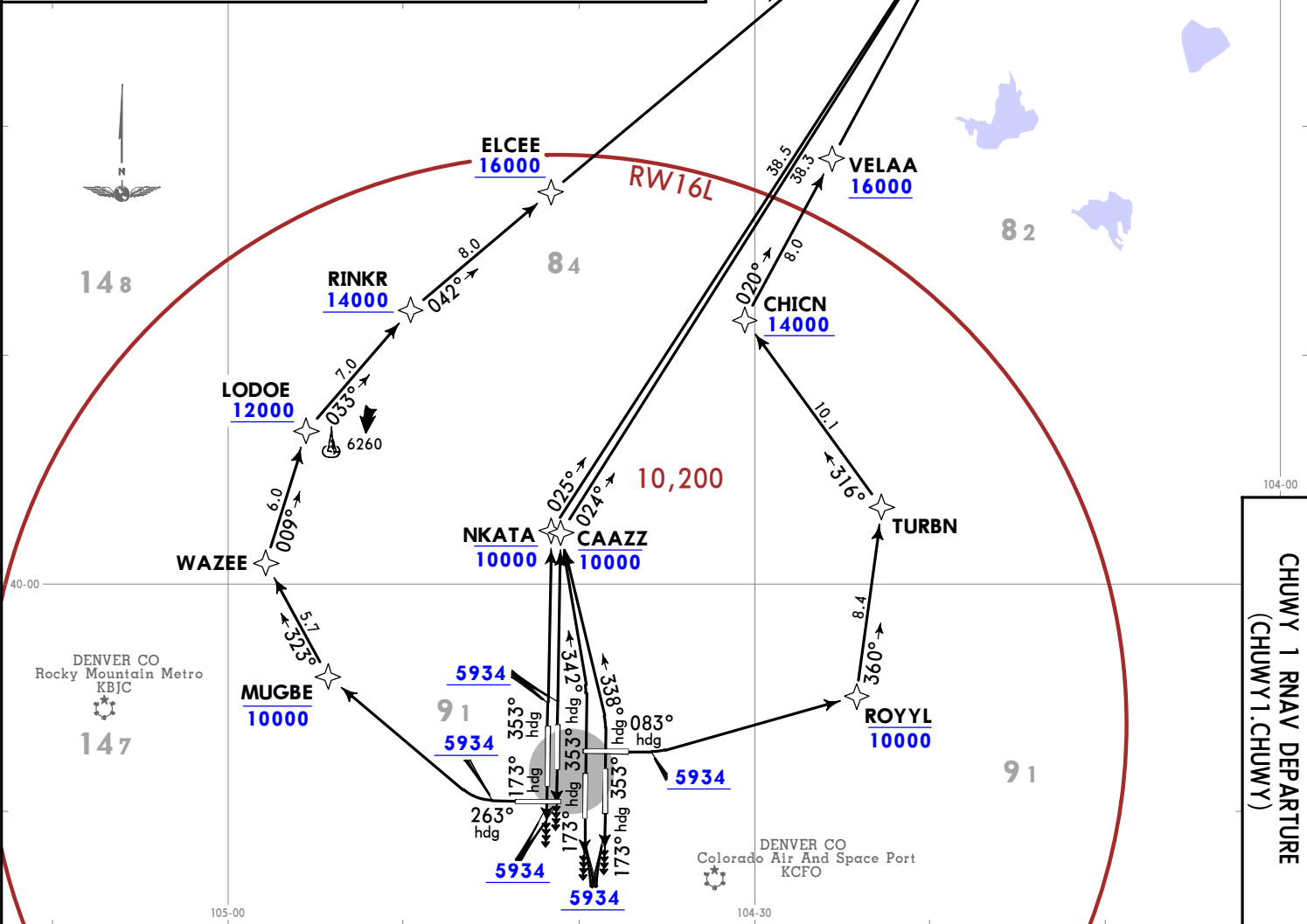
ROUTING

From YOKES on track 039° to LNGWD, then on track 040° to CHUWY. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rws 7, 26: Not authorized-ATC.
Rwy 8, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rws 16L/R, 17L/R: Standard (or lower than standard, if authorized).
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934.
Rws 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000
425 per NM	531	708	1063	1417	1771	2125
465 per NM	581	775	1163	1550	1938	2325



KDEN/DEN
 DENVER INTL
 20 MAR 20 10-3F
 JEPPesen
 Eff 26 Mar
 CHUWY 1 RNAV DEPARTURE
 (CHUWY1.CHUWY)
 DENVER, CO
 RNAV SID

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Denver Departure (R) 126.1
 Apt Elev 5434
 Trans alt: 18000
 1. DME/DME/IRU or GFS required. 2. RNAV 1.
 3. Turbojets only.
 4. Takeoff Rwy 16L/R, 17L/R, 25, 34L/R, 35L/R; RADAR required for non-GPS equipped aircraft.
 5. Takeoff Rwy 8; RADAR required.
 6. See additional requirements on AAUP (Attention All Users Page).

Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb 400 per NM to 5934.

Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025
210 per NM	263	350	525	700	875	1050
225 per NM	281	375	563	750	938	1125
250 per NM	313	417	625	833	1042	1250
400 per NM	500	667	1000	1333	1667	2000
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

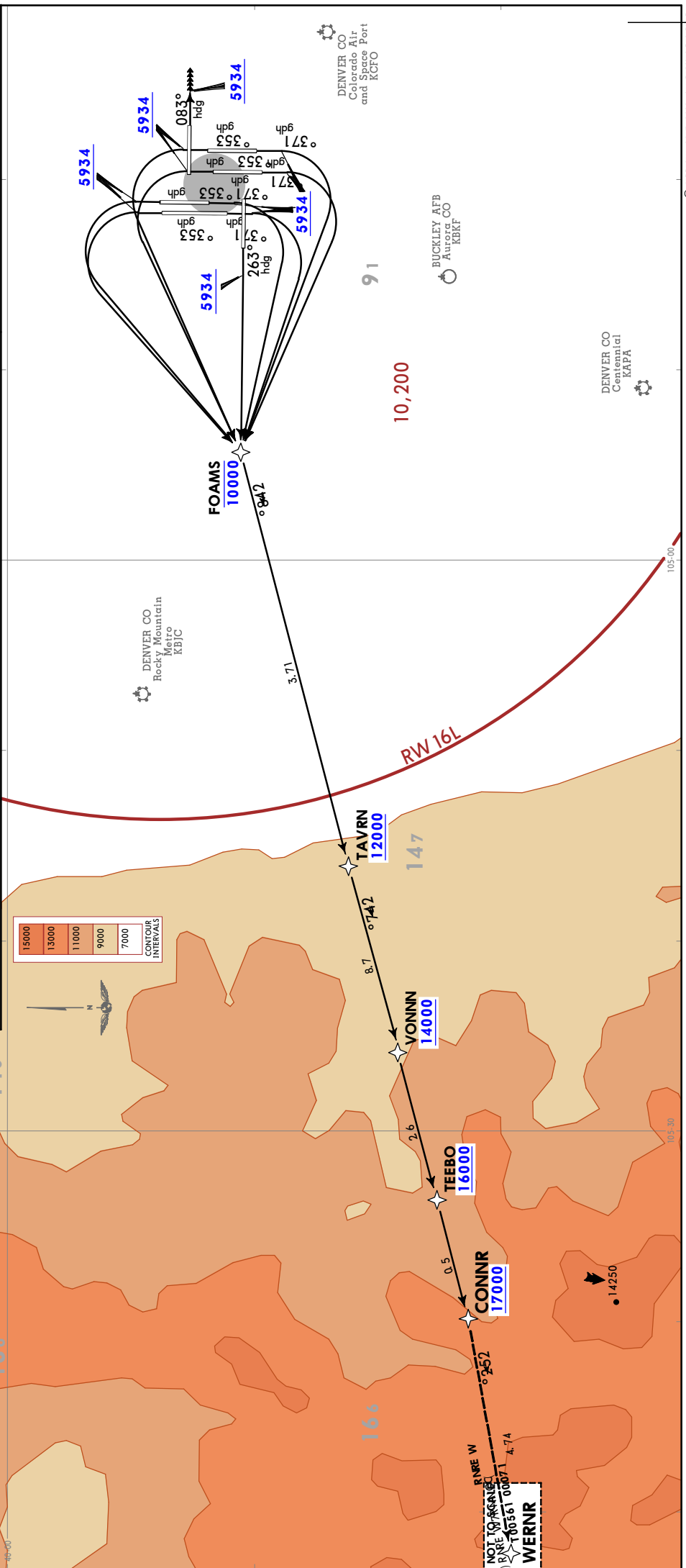
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7: 26; Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized).
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 210 per NM to 16000.
 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 16000.
 Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934.
 Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 5934, then minimum climb of 205 per NM to 16000.
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 225 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 210 per NM to 16000.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross TAVRN at or above 12000.	FL230
16L/R, 17L/R	Climb on heading 173° to 5934, then climbing RIGHT turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000.	
25	Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000.	
34L/R, 35L/R	Climb on heading 353° to 5934, then climbing LEFT turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000.	
ROUTING From TAVRN on track 247° to cross VONNN at or above 14000, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000. Then on transition MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.		

CONNR 7 RNAV DEPARTURE (CONNR7.CONNR)

SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-3081).



JEPPESEN
20 MAR 20 (10-3H) Eff 26 Mar

KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

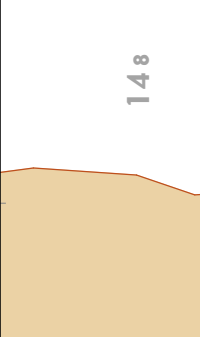
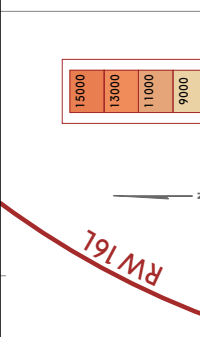
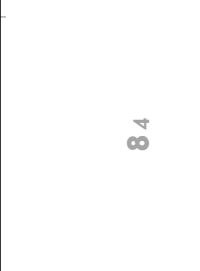
DENVER Departure (R)
126.1

Apt Elev
5434

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. Takeoff Rwy: 16L/R, 17L/R, 25, 34L/R, 35L/R;
RADAR required for non-GPS equipped aircraft.
5. Takeoff Rwy 8; RADAR required.
6. See additional requirements on AAUP (Attention All Users Page).

COORZ 6 RNAV DEPARTURE
(COORZ6.COORZ)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



DENVER CO
Rocky Mountain
Metro
KB/C

DENVER CO
Colorado Air
and Space Fort
KSFO

BUCKLEY AFB
Aurora CO
KBKF

DENVER CO
Centennial
KAPA

10,200
91

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwys 8, 17L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwys 16L, 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 16000.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 480 per NM to 5934, then minimum climb of 215 per NM to 16000.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 205 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 225 per NM to 16000.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 210 per NM to 16000.

Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025
210 per NM	263	350	525	700	875	1050
215 per NM	269	358	538	717	896	1075
225 per NM	281	375	563	750	938	1125
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

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross IPALE at or above 12000.	
16L/R, 17L/R	Climb heading 173° to 5934, then climbing RIGHT turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000.	FL230
25	Climb heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000.	
34L/R, 35L/R	Climb heading 353° to 5934, then climbing LEFT turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000.	

ROUTING
From IPALE on track 264° to cross MOLSN at or above 14000, then on track 263° to cross BULLT at or above 16000, then on track 264° to cross COORZ at or above 17000. Then on transition maintain FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered

KDEN/DEN
DENVER INTL

CHANGES: New procedure at this airport.

DENVER Departure (R) 127.05	Apt Elev 5434	Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rws 16L/R, 17L/R, RADAR required. 5. Takeoff Rws 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).
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DDRTH 1 RNAV DEPARTURE (DDRTH1.DDRTH)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then climbing LEFT turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 315° to cross YAMMI at or above 17000.	FL230
16L/R, 17L/R	Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross YAMMI at or above 17000.	
25	Climb on heading 263° to 5934, then climbing RIGHT turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 315° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 342° to TROTO, then on track 326° to cross YAMMI at or above 17000.	
34L	Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 330° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000.	
34R	Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000.	
35L	Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000.	
35R	Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000.	

ROUTING

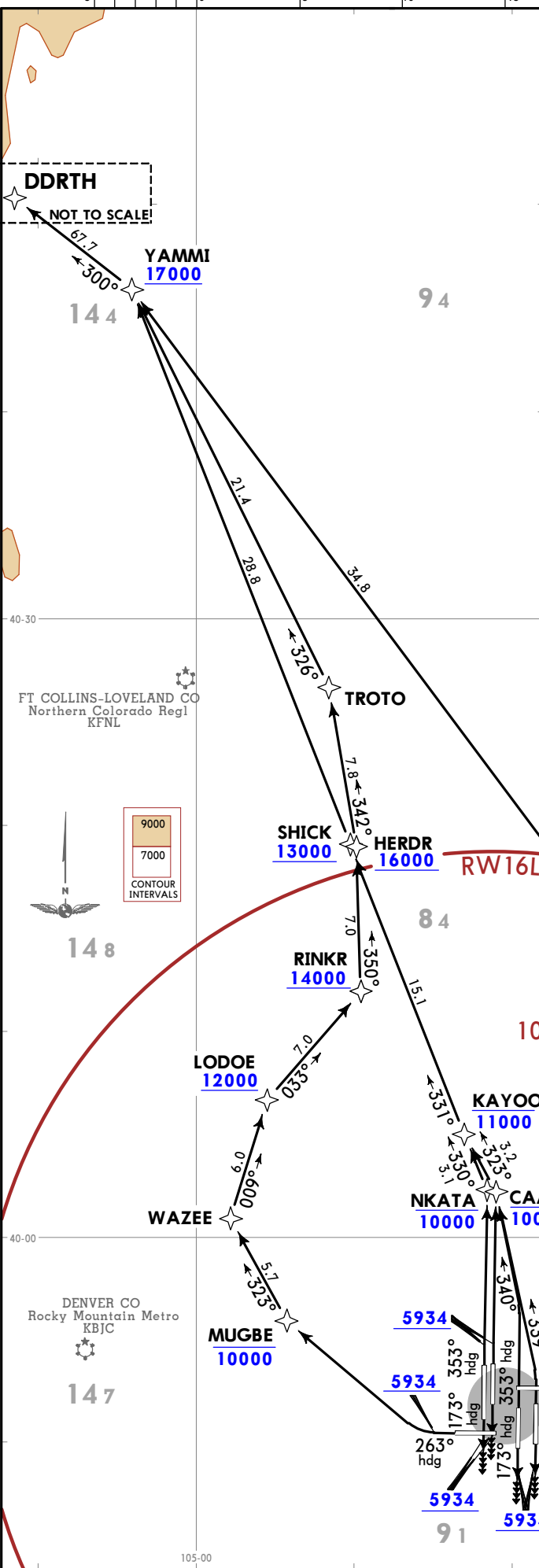
From YAMMI on track 300° to DDRTH, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rws 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 410 per NM to 5934.
 Rws 16L/R, 17L/R: Standard (or lower than standard, if authorized).
 Rws 25, 34L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000
410 per NM	513	683	1025	1367	1708	2050



20 MAR 20 (10-3H1) EFF 26 Mar
 JEPPESEN DENVER, CO
 RNAV SID
 DDRTH 1 RNAV DEPARTURE
 (DDRTH1.DDRTH)

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KDEN/DEN
DENVER INTL

11 JUN 21 (10-3J) Eff 17 Jun

JEPPESEN
DENVER, COLO
RNAV SID

DENVER Departure (R)
128.25
Apt Elev 5434
Trans alt: 18000
1. DME/DME/IRU or GPS required.
2. RNAV 1.

3. Takeoff Rwy 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 4. Rwy 25: RADAR required. 5. Turbojets only.

WYNDM
EEONS 8 RNAV DEPARTURE
(EONS8, WYNDM)
(RWYS 8, 16L/R, 17L/R, 25, 34L/R, 35L/R)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

INITIAL CLIMB
TOP ALTITUDE

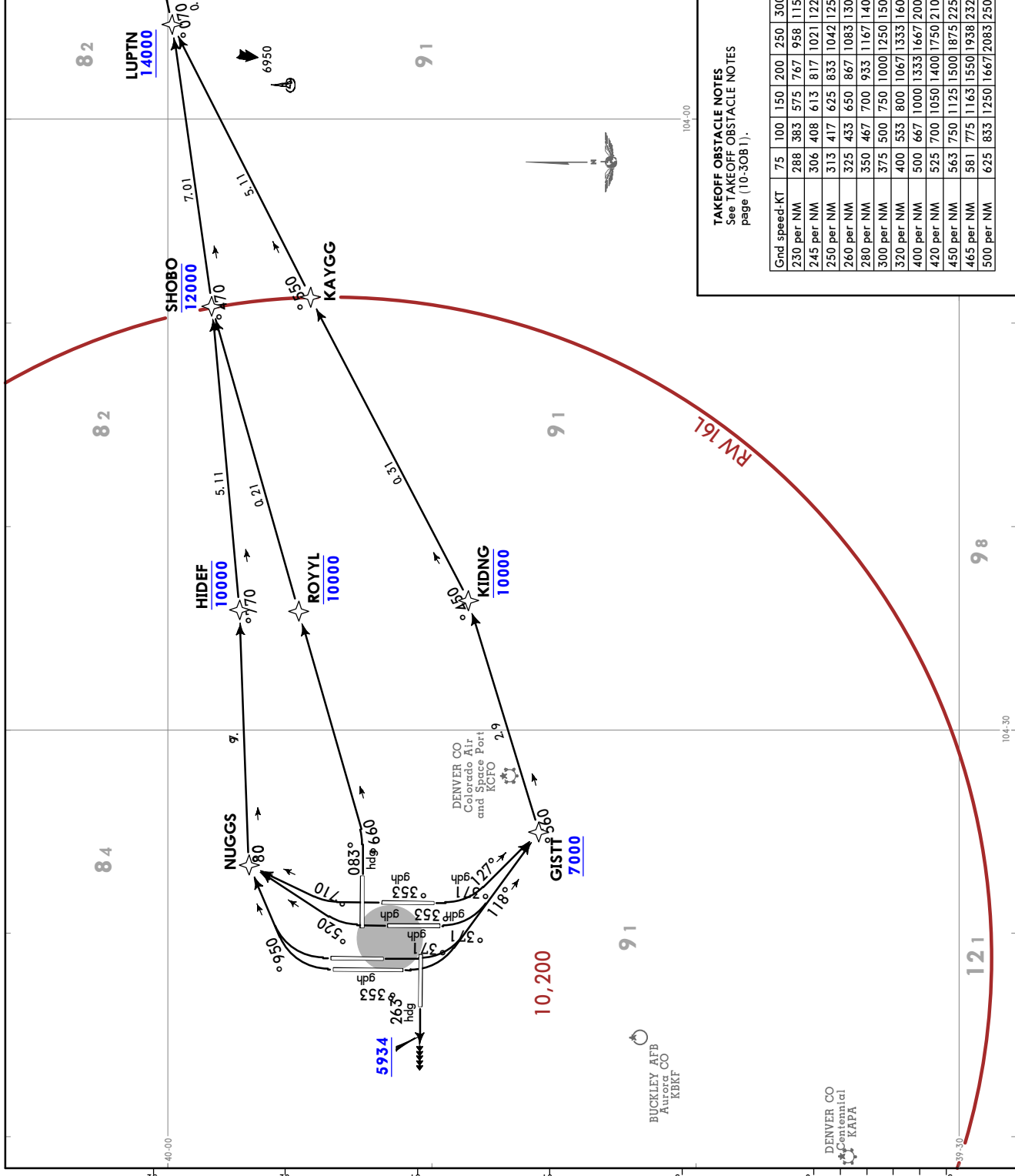
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to intercept course 066° to cross ROYYL at or below 10000, then on track 066° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000.	FL230
16L/R, 17R	Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 054° to cross KAYGG, then on track 055° to cross LUPTN at or above 14000.	
17L	Climb on 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 cross KAYGG, then on track 055° to cross LUPTN at or above 14000.	
25	Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EEONS.	
34L/R	Climb on heading 353° to intercept course 059° to NUJGS, 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 on heading 353° to intercept course 025° to NUJGS, 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 on heading 353° to intercept course 017° to NUJGS, 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.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

Grd 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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 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 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 245 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 280 per NM to 14000.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwy 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.



KDEN/DEN
DENVER INTL

JEPPESEN
11 JUN 21 (10-3K) Eff 17 Jun

DENVER, COLO
RNAV SID

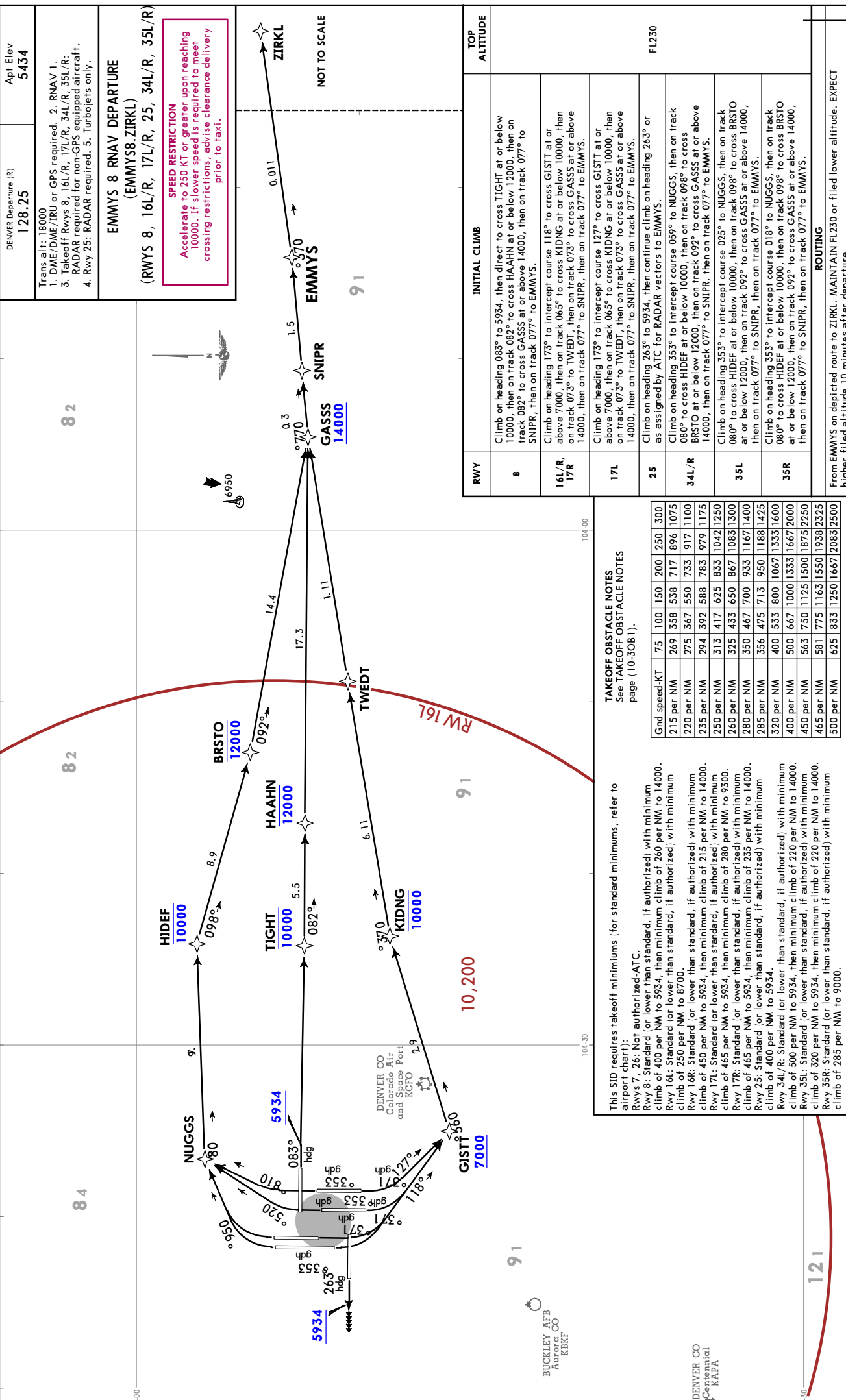
Appt Elev
5434

DENVER Departure (R)
128.25

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Takeoff Rwy 8, 16L/R, 17L/R, 34L/R, 35L/R.
RADAR required for non-GPS equipped aircraft.
4. Rwy 25: RADAR required. 5. Turbojets only.

EMMYS 8 RNAV DEPARTURE
(EMMYS8 ZIRKL)
(RWYS 8, 16L/R, 17L/R, 25, 34L/R, 35L/R)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3081).

Grnd 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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 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.
Rwy 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 220 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.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then direct to cross TIGHT at or below 10000, then on track 082° to cross HAHAH 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.	
16L/R, 17R	Climb on 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 SNIPR, then on track 077° to EMMYS.	
17L	Climb on 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 SNIPR, then on track 077° to EMMYS.	
25	Climb on heading 263° to 5934, then continue climb on heading 263° or as commanded by ATC for RADAR vectors to EMMYS.	FL230
34L/R	Climb on heading 353° to intercept course 059° to NUGGS, then on track 086° 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 on heading 363° 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 on 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.

KDEN/DEN
DENVER INTL

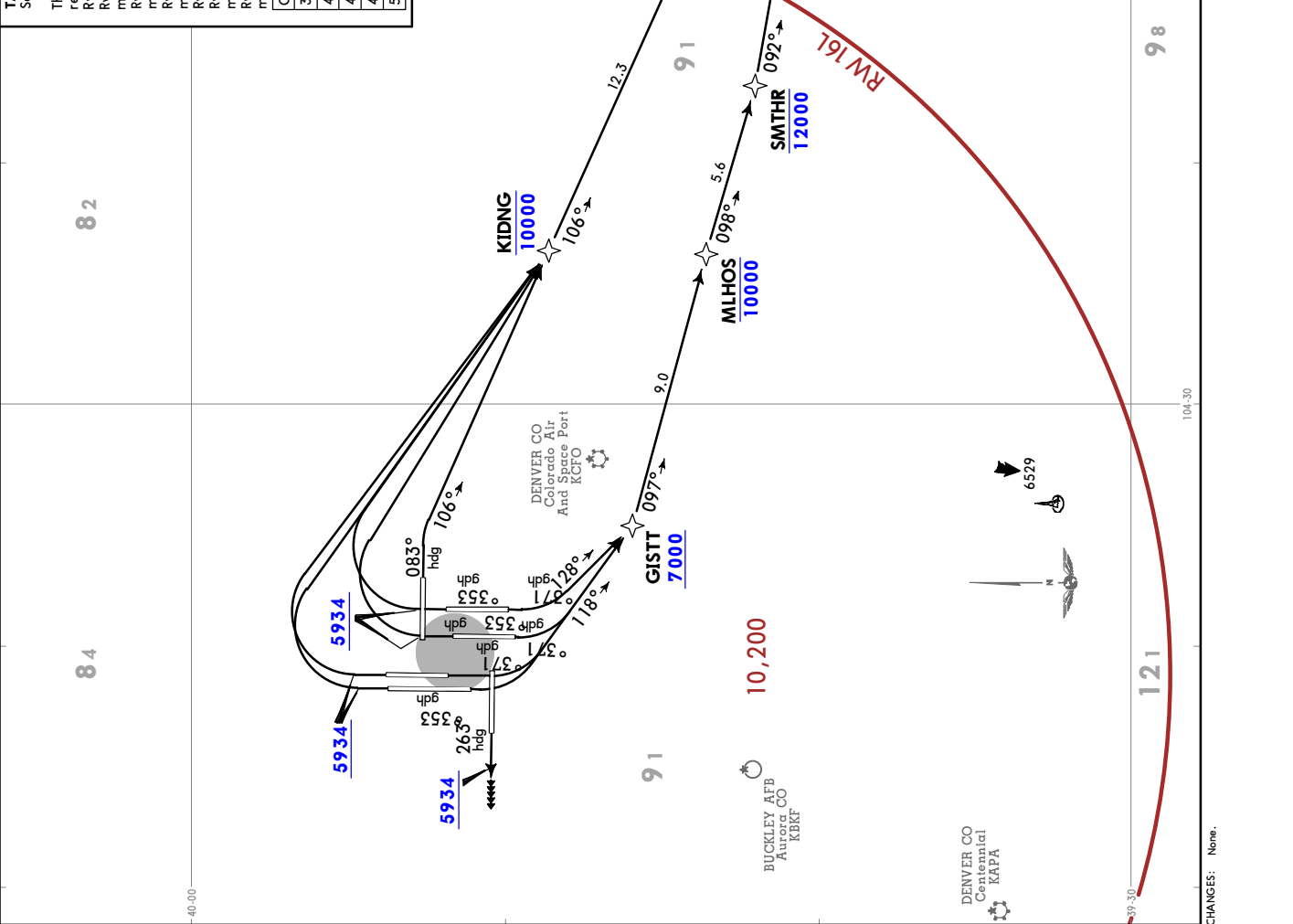
JEPPESEN
11 JUN 21 (10-31) Eff 17 Jun

DENVER, COLO
DENVER Departure (R)
128.25
Apt Elev 5434
RNAV SID

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwys 8, 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 5934.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 5934.

Grnd speed-KT	75	100	150	200	250	300
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



EPKEE 7 RNAV DEPARTURE (EPK007.EPKEE)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on 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 APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000.	
16L/R, 17R	Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000.	
17L	Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 12000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000.	FL230
25	Climb on heading 263° to 5934, then on heading 263° or as assigned by ATC, EXPECT vectors to cross EPKEE at or above 15000.	
34L/R, 35L/R	Climb on 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 APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000.	

ROUTING
From EPKEE on track 102° to POIZN. Then on transition MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

NOT TO SCALE

KDEN/DEN
DENVER INTL

JEPPESEN
11 JUN 21 (10-3M) **EFF 17 JUN**

DENVER, COLO
RNAV SID

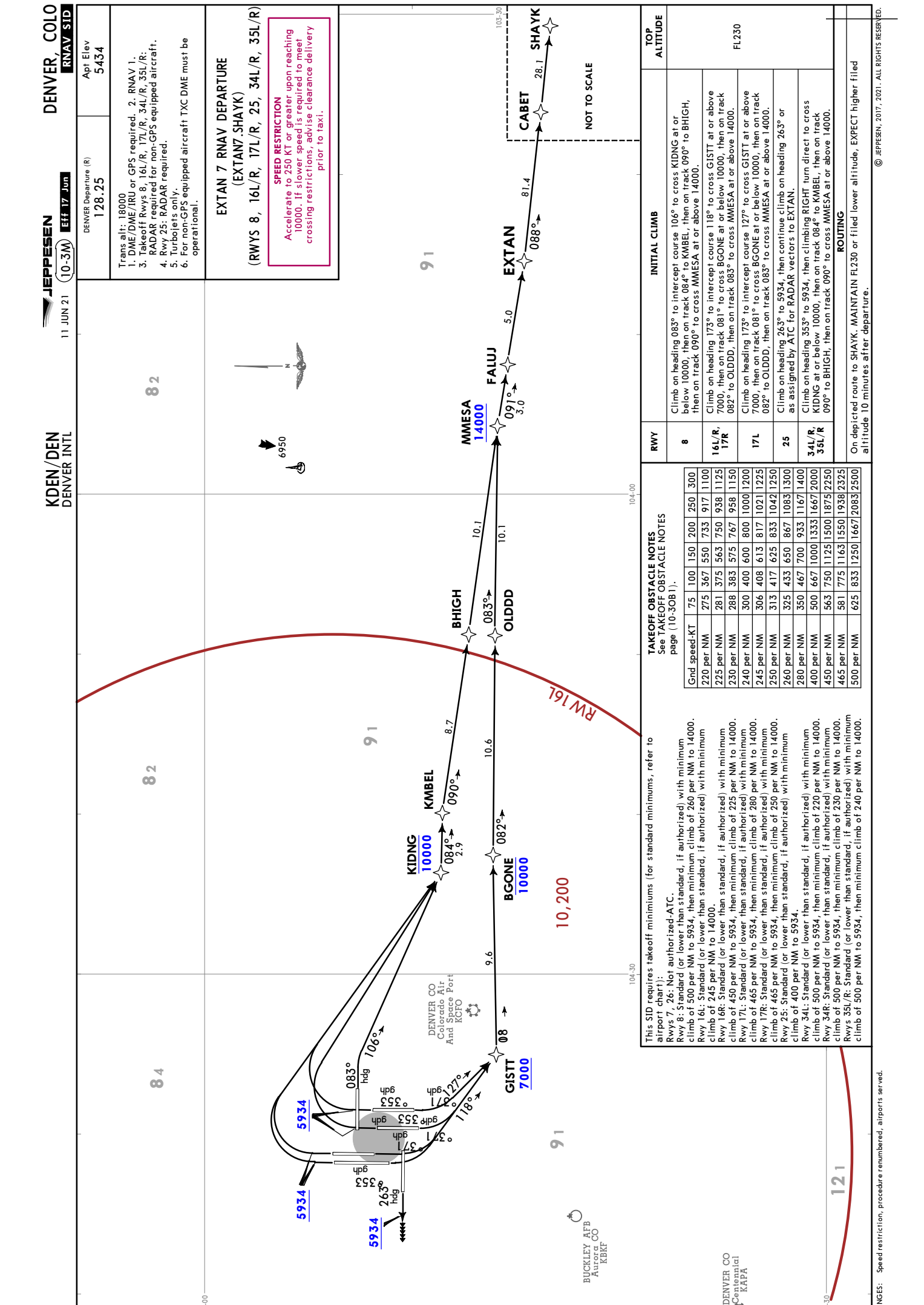
Appt Elev
5434

DENVER Departure (R)
128.25

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Takeoff Rwy's 8, 16L/R, 17L/R, 34L/R, 35L/R.
4. RADAR required for non-GPS equipped aircraft.
5. Rwy 25: RADAR required.
6. Turbojets only.
7. For non-GPS equipped aircraft TXC DME must be operational.

EXTAN 7 RNAV DEPARTURE
(EXTAN7,SHAYK)
(RWYS 8, 16L/R, 17L/R, 25, 34L/R, 35L/R)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B 1).

Grnd 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

This SID requires takeoff 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 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.
Rwy 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.

INITIAL CLIMB
Climb on 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.
Climb on 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 OLDD, then on track 083° to cross MMESA at or above 14000.
Climb on 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 OLDD, then on track 083° to cross MMESA at or above 14000.
Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EXTAN.
Climb on heading 353° to 5934, then climbing RIGHT turn direct 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.

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

TOP ALTITUDE
FL230

RWY
8
16L/R, 17R
17L
25
34L/R, 35L/R

104-00
104-30

BUCKLEY AFB Aurora CO KBKF
DENVER CO Centennial KAPA

121

10,200

104-30

104-00

104-30

104-00

104-30

KDEN/DEN

 JEPPESEN
20 MAR 20 (10-30B1) Eff 26 Mar

DENVER, COLO
DENVER INTL

TAKEOFF OBSTACLE NOTES - DEPs

- 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, up to 6 AGL/5354 MSL.
- RWY 26:
Sign 50 from DER, 339 left of centerline, up to 5 AGL/5356 MSL.

KDEN/DEN
DENVER INTL

DENVER Departure (R)
127.05

Apt Elev
5434

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only.
4. Rwy 16L/R, 17L/R RADAR required.
5. Takeoff Rwy 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).

HHOTH 2 RNAV DEPARTURE (HHOTH2.HHOTH)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

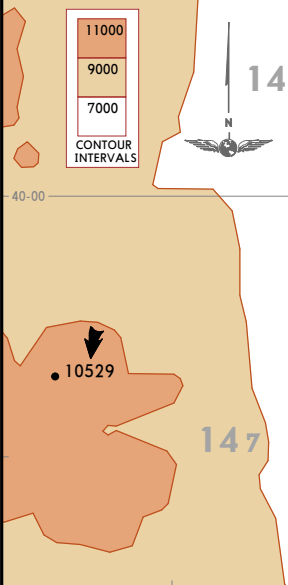
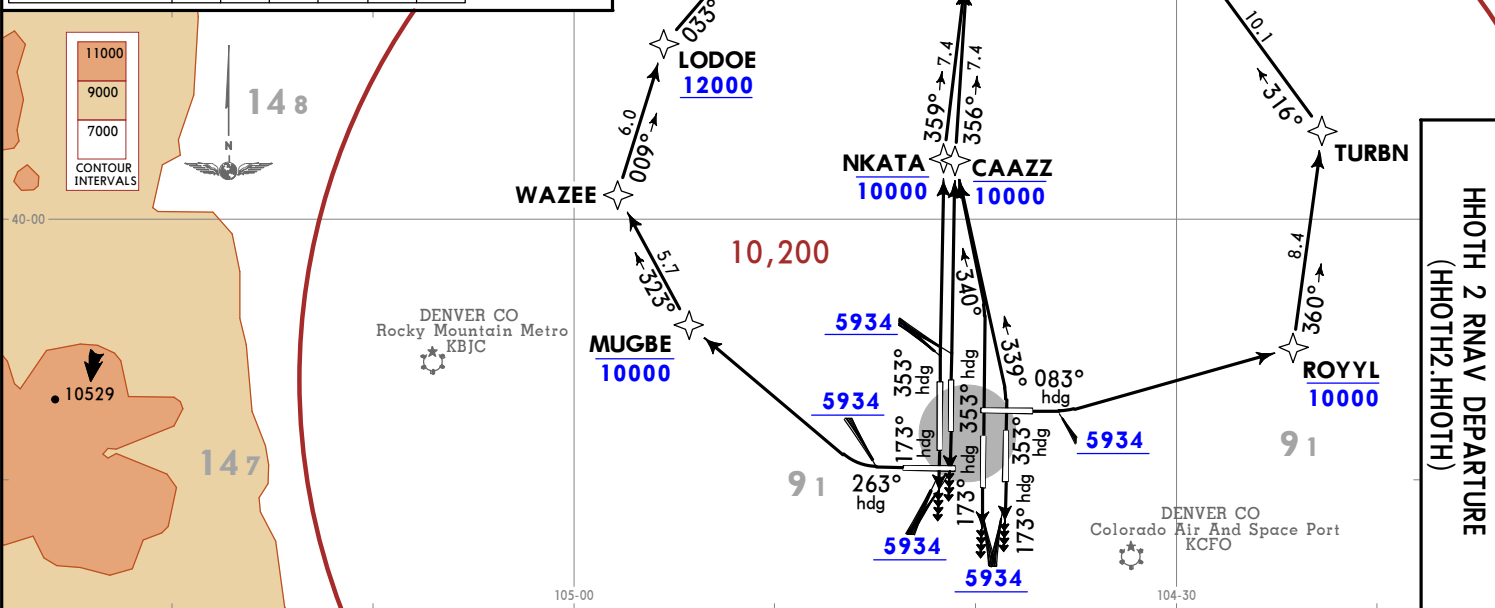
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then LEFT turn direct ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 359° to cross KKIMM at or above 16000, then on track 358° to cross BRYCC at or above 17000.	
16L/R, 17L/R	Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross BRYCC at or above 17000.	
25	Climb on heading 263° to 5934, then RIGHT turn direct MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 024° to cross TAGKO at or above 16000, then on track 024° to cross BRYCC at or above 17000.	
34L	Climb on heading 353° to 5934, then direct NKATA at or below 10000, then on track 359° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000.	FL230
34R	Climb on heading 353° to 5934, then direct CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000.	
35L	Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000.	
35R	Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000.	

ROUTING
From BRYCC on track 018° to HHOTH. Then on transition, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff 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 5934.
Rwys 16L/R, 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 440 per NM to 5934.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 440 per NM to 5934.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.

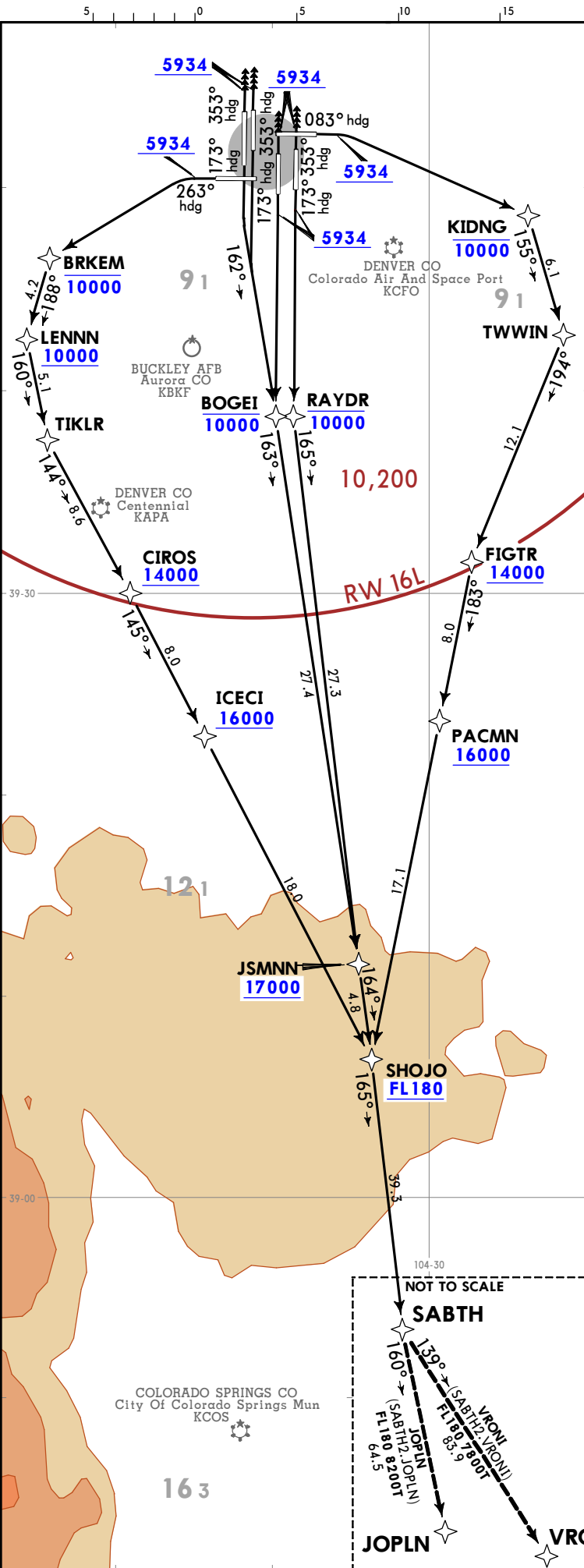
Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000
405 per NM	506	675	1013	1350	1688	2025
425 per NM	531	708	1063	1417	1771	2125
440 per NM	550	733	1100	1467	1833	2200



4 SEP 20 (10-30) EFF 10 SEP
JEPPesen DENVER, CO
RNAV SID

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CHANGES: Routing description, procedure renumbered.



DENVER Departure (R) 128.45	Apt Elev 5434	Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required. 5. Takeoff Rwy 8, 16L/R, 17L/R, 25, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).
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SABTH 2 RNAV DEPARTURE (SABTH2.SABTH)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 183° to cross PACMN at or above 16000, then on track 183° to cross SHOJO at or above FL180.	FL230
16L/R	Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180.	
17L	Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 165° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180.	
17R	Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180.	
25	Climb on heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 145° to cross ICECI at or above 16000, then on track 145° to cross SHOJO at or above FL180.	
34L/R, 35L/R	Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross SHOJO at or above FL180.	

ROUTING

From SHOJO on track 165° to SABTH. Then on transition, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380 per NM to 5934.
 Rwy 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415 per NM to 5934.

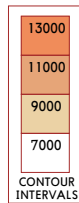
Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900
400 per NM	500	667	1000	1333	1667	2000
415 per NM	519	692	1038	1383	1729	2075
475 per NM	594	792	1188	1583	1979	2375

KDEN/DEN
DENVER INTL

JEPPesen
4 SEP 20 (10-35) EFF 10 Sep

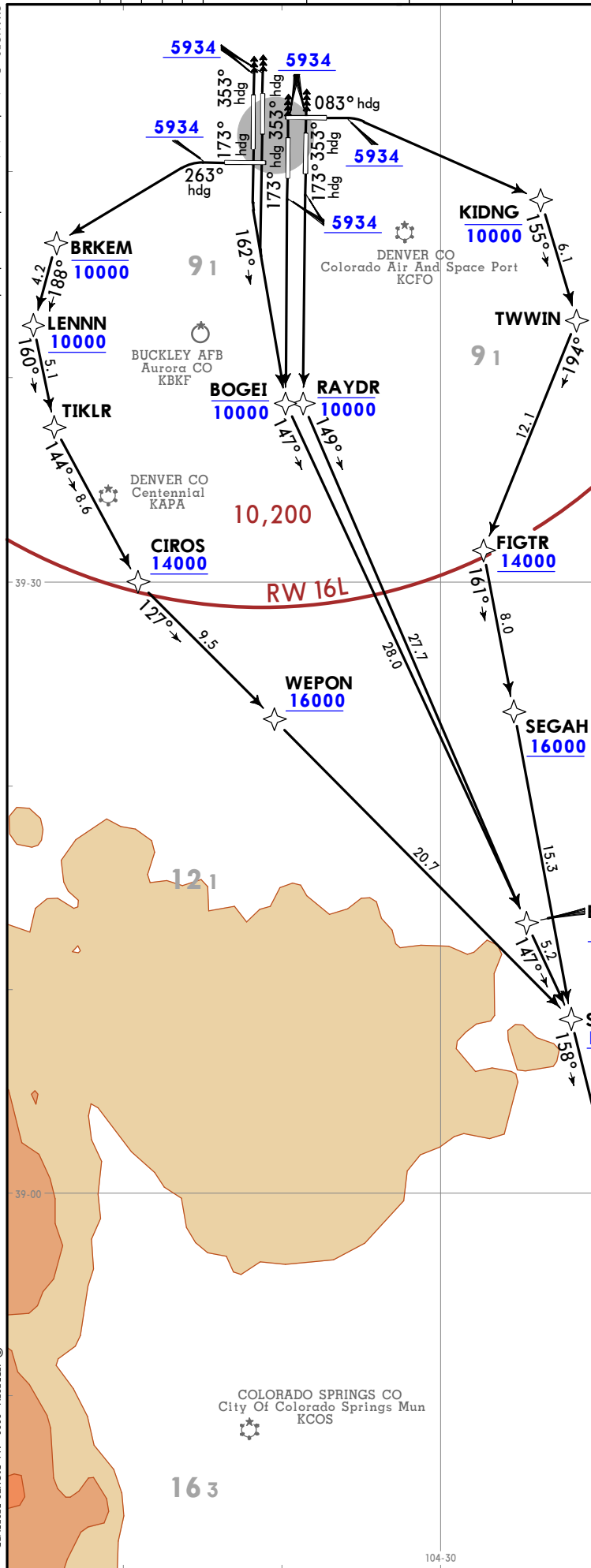
DENVER, COLO
RNAV SID

**SABTH 2 RNAV DEPARTURE
(SABTH2.SABTH)**



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KDEN/DEN
DENVER INTL



DENVER Departure (R) 128.45	Apt Elev 5434	Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required. 5. Takeoff Rwy 8, 16L/R, 17L/R, 25 RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).
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SLEEK 2 RNAV DEPARTURE (SLEEK2.SLEEK)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 161° to cross SEGAH at or above 16000, then on track 161° to cross STAKR at or above FL180.	FL230
16L/R	Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180.	
17L	Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 149° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180.	
17R	Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180.	
25	Climb on heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 127° to cross WEPON at or above 16000, then on track 127° to cross STAKR at or above FL180.	
34L/R, 35L/R	Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross STAKR at or above FL180.	

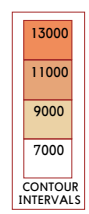
ROUTING

From STAKR on track 158° to AZARO, then on track 132° to SLEEK. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 355 per NM to 5934.
Rwys 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.

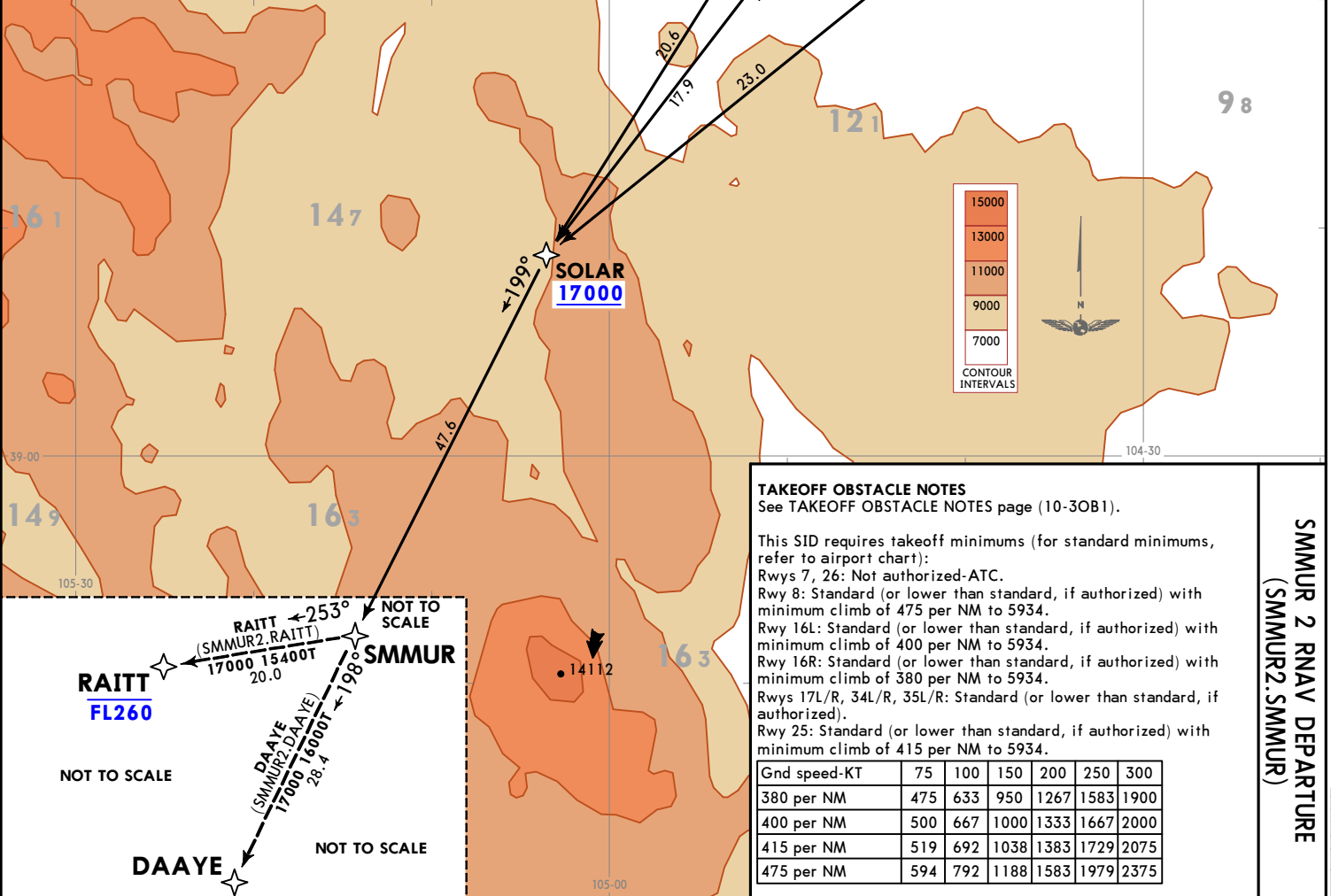
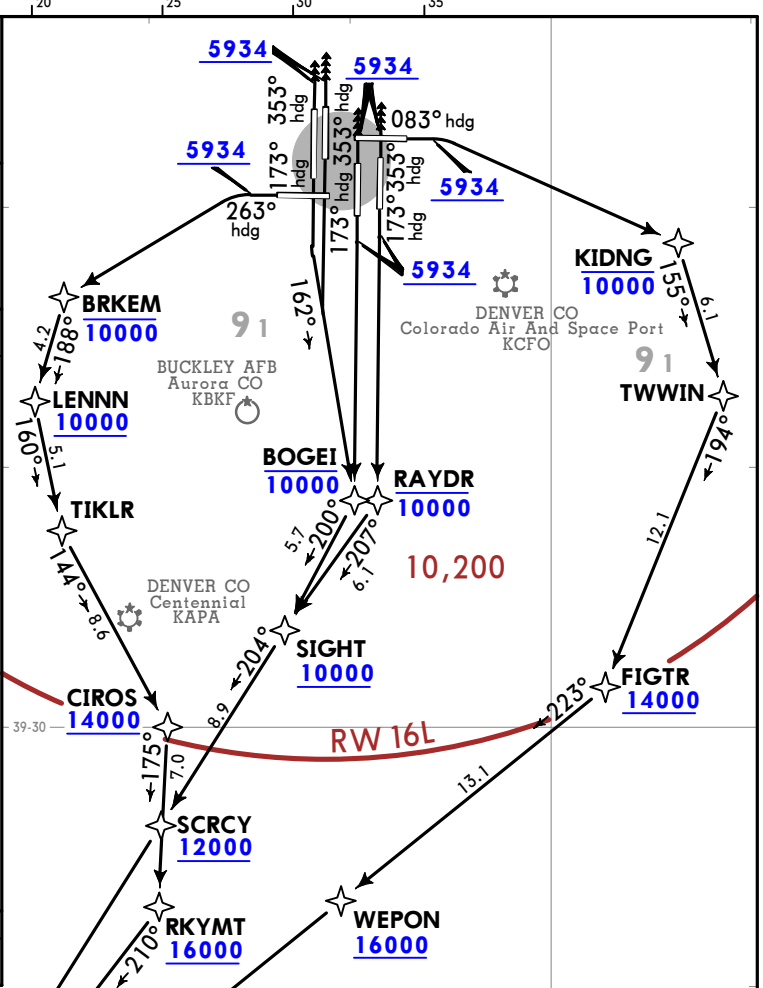
Gnd speed-KT	75	100	150	200	250	300
355 per NM	444	592	888	1183	1479	1775
475 per NM	594	792	1188	1583	1979	2375
500 per NM	625	833	1250	1667	2083	2500



SLEEK 2 RNAV DEPARTURE
(SLEEK2.SLEEK)

CHANGES: Routing description, procedure renumbered.

DENVER Departure (R) 128.45	Apt Elev 5434	Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required. 5. Takeoff Rwy 8, 16L/R, 17L/R, 25 RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page). 7. RAITT enroute transition is ATC assigned only.
SMMUR 2 RNAV DEPARTURE (SMMUR2.SMMUR)		
<div style="border: 1px solid red; padding: 5px; display: inline-block; color: red; font-weight: bold;"> SPEED RESTRICTION Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi. </div>		
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 223° to cross WEPON at or above 16000, then on track 223° to cross SOLAR at or above 17000.	FL230
16L/R	Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SOLAR at or above 12000, then on track 204° to cross SOLAR at or above 17000.	
17L	Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 207° to cross SIGHT at or above 10000, then on track 204° to cross SOLAR at or above 12000, then on track 204° to cross SOLAR at or above 17000.	
17R	Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SOLAR at or above 12000, then on track 204° to cross SOLAR at or above 17000.	
25	Climb on heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 210° to cross SOLAR at or above 17000.	
34L/R, 35L/R	Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross SOLAR at or above 17000.	
ROUTING		
From SOLAR on track 199° to SMMUR. Then on transition, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.		



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380 per NM to 5934.
 Rwy 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415 per NM to 5934.

Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900
400 per NM	500	667	1000	1333	1667	2000
415 per NM	519	692	1038	1383	1729	2075
475 per NM	594	792	1188	1583	1979	2375

KDEN/DEN
 DENVER INTL
 4 SEP 20 (10-30) EFF 10 Sep
 JEPPESEN
 DENVER, COLO
 RNAV SID
 SMMUR 2 RNAV DEPARTURE
 (SMMUR2.SMMUR)

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CHANGES: None

KDEN/DEN
DENVER INTL

DENVER Departure (R) 128.45
Apt Elev 5434
Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required.
5. Takeoff Rwys 8, 16L/R, 17L/R, 25 RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).

SUDDZ 1 RNAV DEPARTURE (SUDDZ1.SUDDZ)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 208° to cross HANGR at or above 16000, then on track 208° to cross SCAGS at or above FL180.	
16L/R	Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180.	
17L	Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 191° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180.	FL230
17R	Climb heading 173° to 5934, then direct BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180.	
25	Climb heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 175° to cross SCAGS at or above FL180.	
34L/R, 35L/R	Climb heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross SCAGS at or above FL180.	

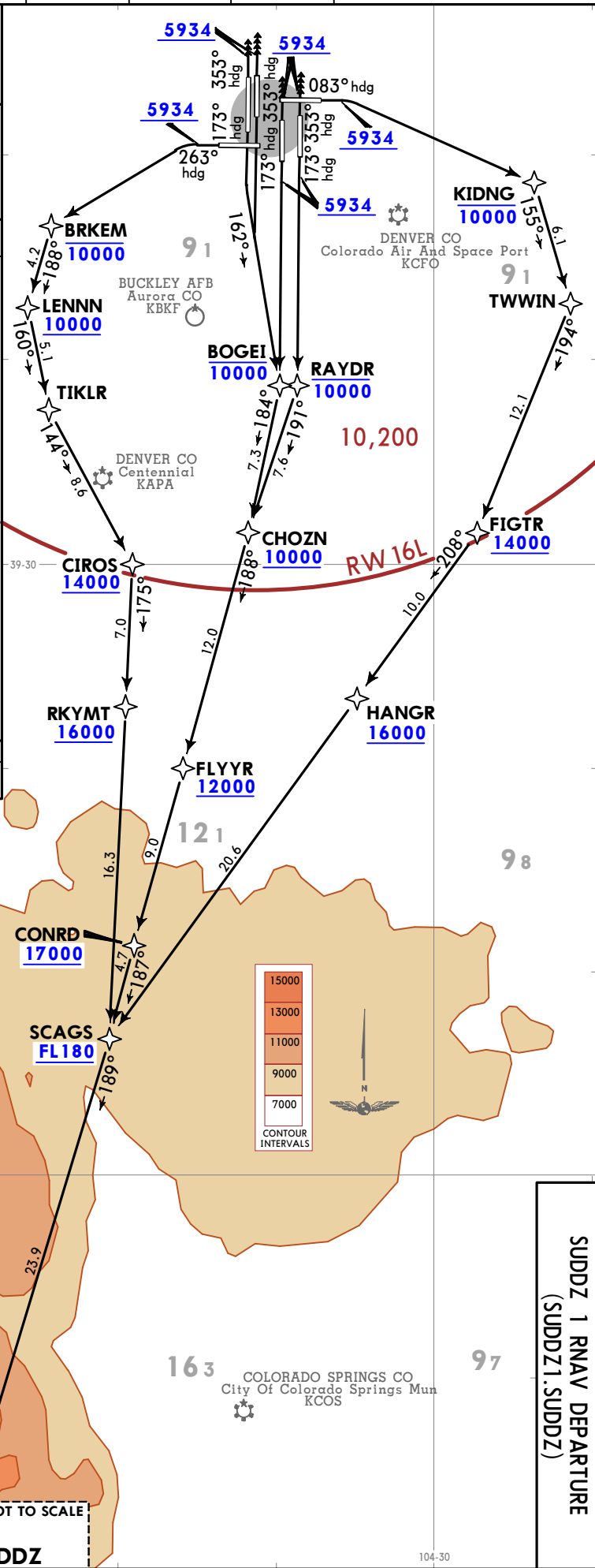
ROUTING

From SCAGS on track 189° to FRNKE at or above FL230, then on track 189° to SUDDZ. MAINTAIN FL230. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380 per NM to 5934.
 Rwy 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415 per NM to 5934.

Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900
400 per NM	500	667	1000	1333	1667	2000
415 per NM	519	692	1038	1383	1729	2075
475 per NM	594	792	1188	1583	1979	2375



25 DEC 20 (10-3V) EFF 31 Dec
JEPPesen DENVER, CO
RNAV SID
SUDDZ 1 RNAV DEPARTURE
(SUDDZ1.SUDDZ)

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CHANGES: XXWNG, renamed XXWNG, reindexed.

XXWNG
NOT TO SCALE

DENVER
Departure (R)
127.05

Apt Elev
5434

- Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only.
 4. Rws 16L/R, 17L/R, RADAR required. 5. Takeoff Rws 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
 6. See additional requirements on AAUP (Attention All Users Page).

XXWNG 1 RNAV DEPARTURE (XXWNG1.XXWNG)

SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then climbing LEFT turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 332° to cross RIKKK at or above 17000.	FL230
16L/R, 17L/R	Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross RIKKK at or above 17000.	
25	Climb on heading 263° to 5934, then climbing RIGHT turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 350° to cross RIKKK at or above 17000.	
34L	Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 359° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000.	
34R	Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000.	
35L	Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000.	
35R	Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000.	

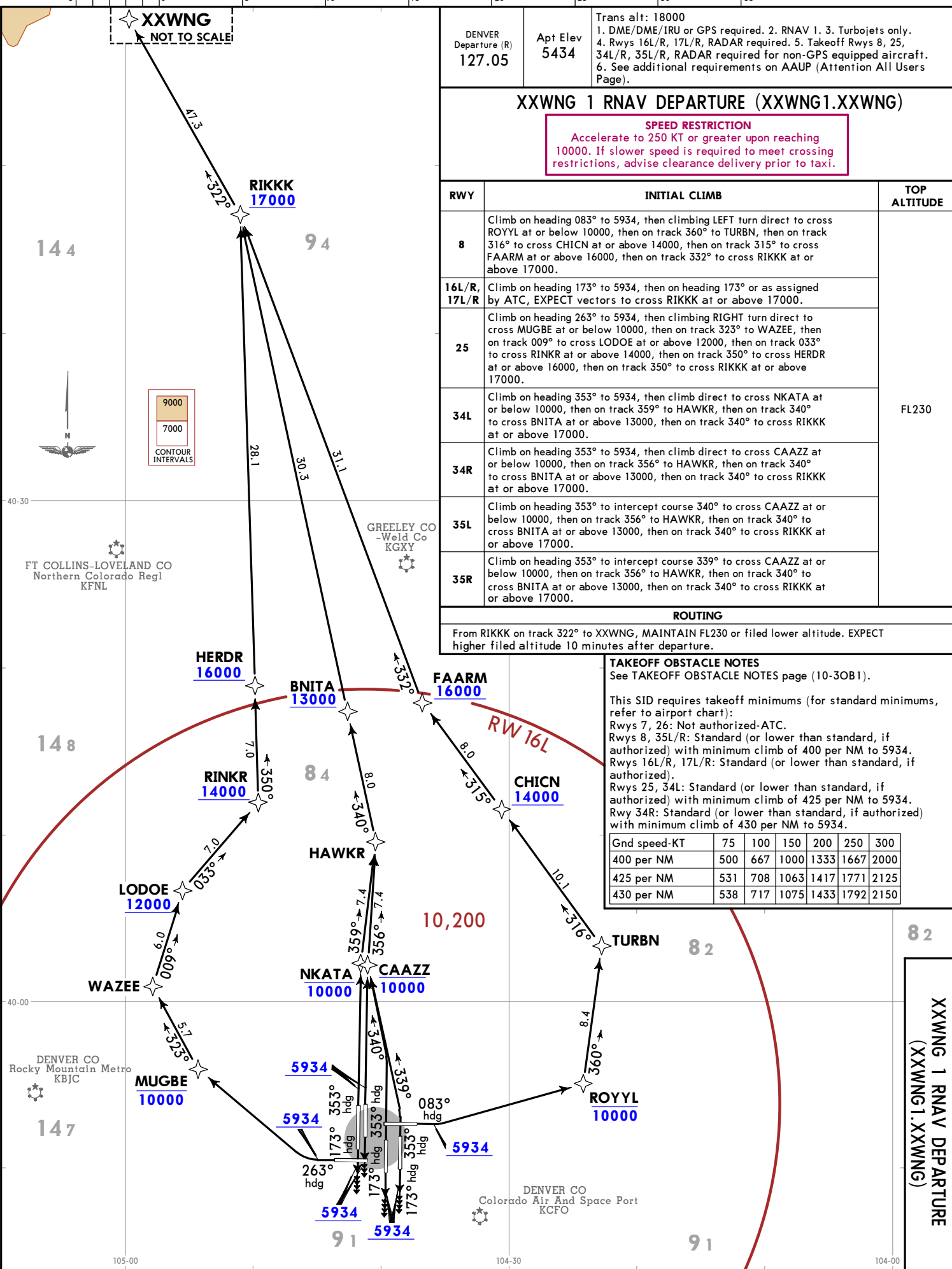
ROUTING

From RIKKK on track 322° to XXWNG, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rws 7, 26: Not authorized-ATC.
 Rws 8, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rws 16L/R, 17L/R: Standard (or lower than standard, if authorized).
 Rws 25, 34L: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934.
 Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 430 per NM to 5934.

Gnd speed-KT	75	100	150	200	250	300
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



KDEN/DEN
DENVER INTL

JEPPesen
25 DEC 20 (10-3W) Eff. 31 Dec

DENVER, COLO
RNAV SID

XXWNG 1 RNAV DEPARTURE
(XXWNG1.XXWNG)

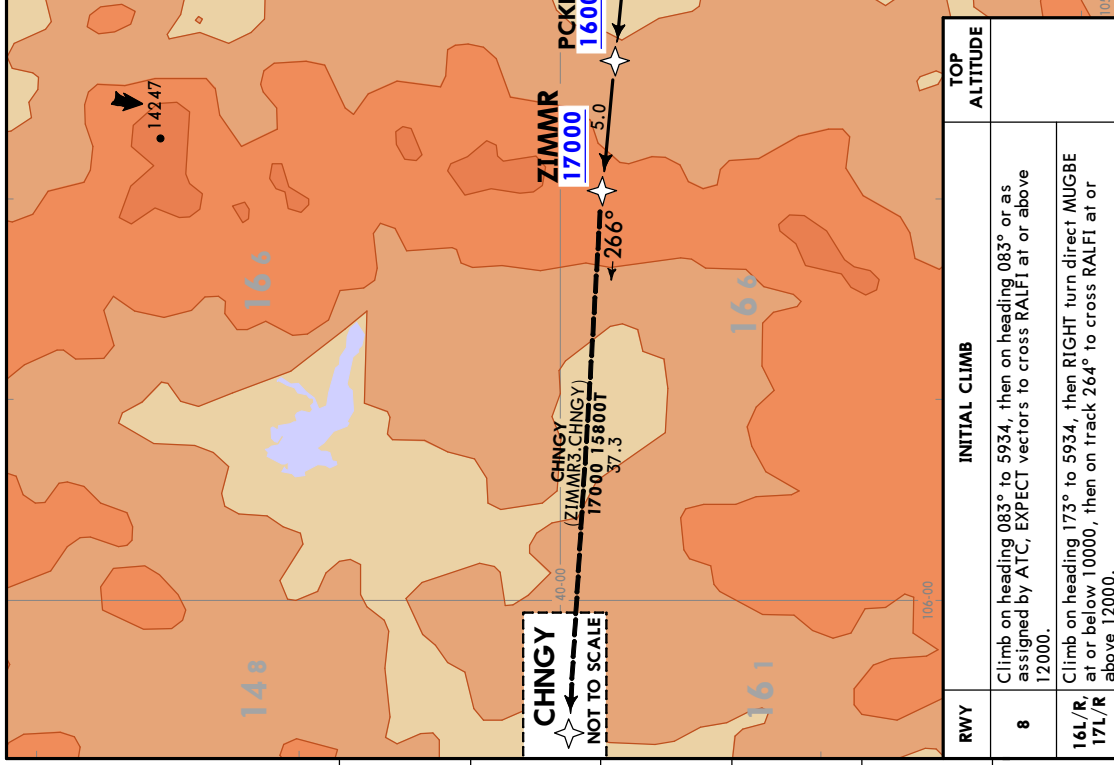
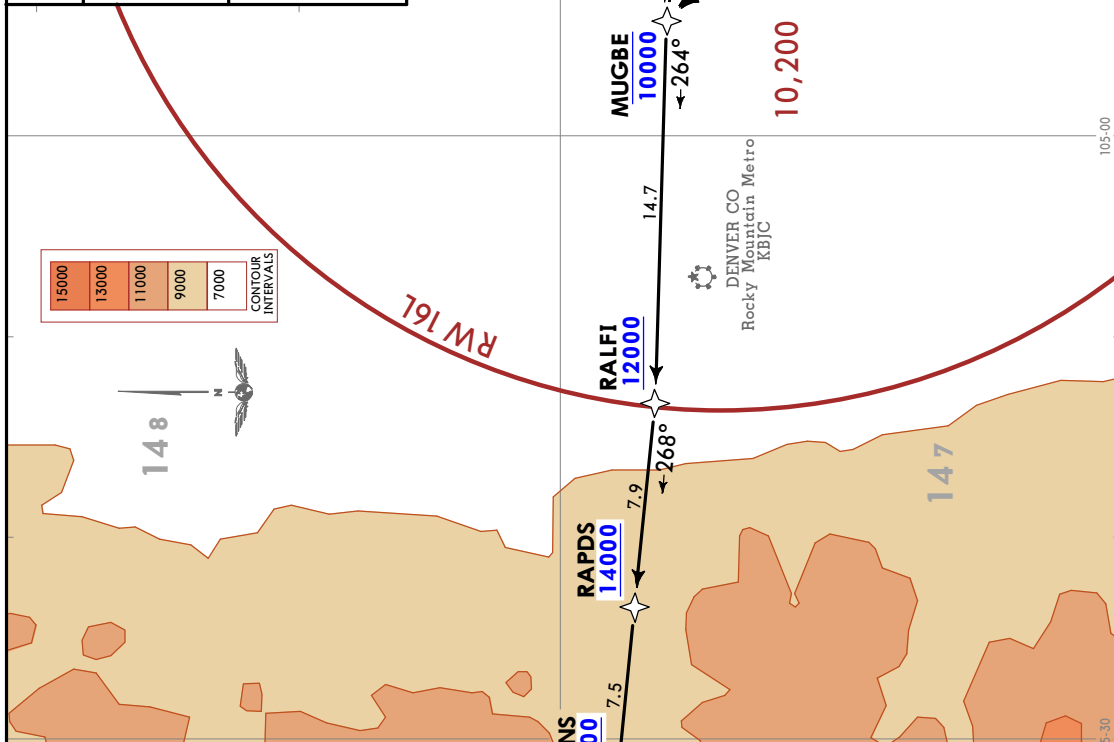
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DENVER
 Departure (R)
 126.1
 Apt Elev
 5434

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. Rwy 8 RADAR required. 3. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft. 4. Turbojet only. 5. RNAV 1. 6. See additional requirements on AAUP (Attention All Users Page).

**ZIMMR 3 RNAV DEPARTURE
 (ZIMMR3.ZIMMR)**

SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 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 210 per NM to 14500.
 Rwy 16L: 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 16R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 225 per NM to 14800.
 Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 210 per NM to 15500.
 Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 215 per NM to 14300.
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 230 per NM to 15700.
 Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 230 per NM to 14600.
 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 15700.
 Rwy 35L: 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.

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
215 per NM	269	358	538	717	896	1075
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
400 per NM	500	667	1000	1333	1667	2000
425 per NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross RALFI at or above 12000.	
16L/R, 17L/R	Climb on heading 173° to 5934, then RIGHT turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000.	FL230
25	Climb on heading 263° to 5934, then RIGHT turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000.	
34L/R	Climb on heading 353° to intercept course 263° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000.	
35L	Climb on heading 353° to intercept course 271° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000.	
35R	Climb on heading 353° to intercept course 269° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000.	

ROUTING
 From RALFI on track 268° to cross RAPDS at or above 14000, then on track 268° to cross PCKNS at or above 16000, then on track 268° to cross ZIMMR at or above 17000. Then on transition, MAINTAIN FL230, or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.
 CHANGES: Initial climb Rwy 34L/R, takeoff minimums, procedure renumbered.

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 121.35 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 121.35 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 121.35 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 121.35 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 121.35 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 121.35 when number one at Ramp Control Marking 7W.

KDEN/DEN
DENVER INTL

JEPPESEN
20 DEC 24 (10-6A) Eff 26 Dec

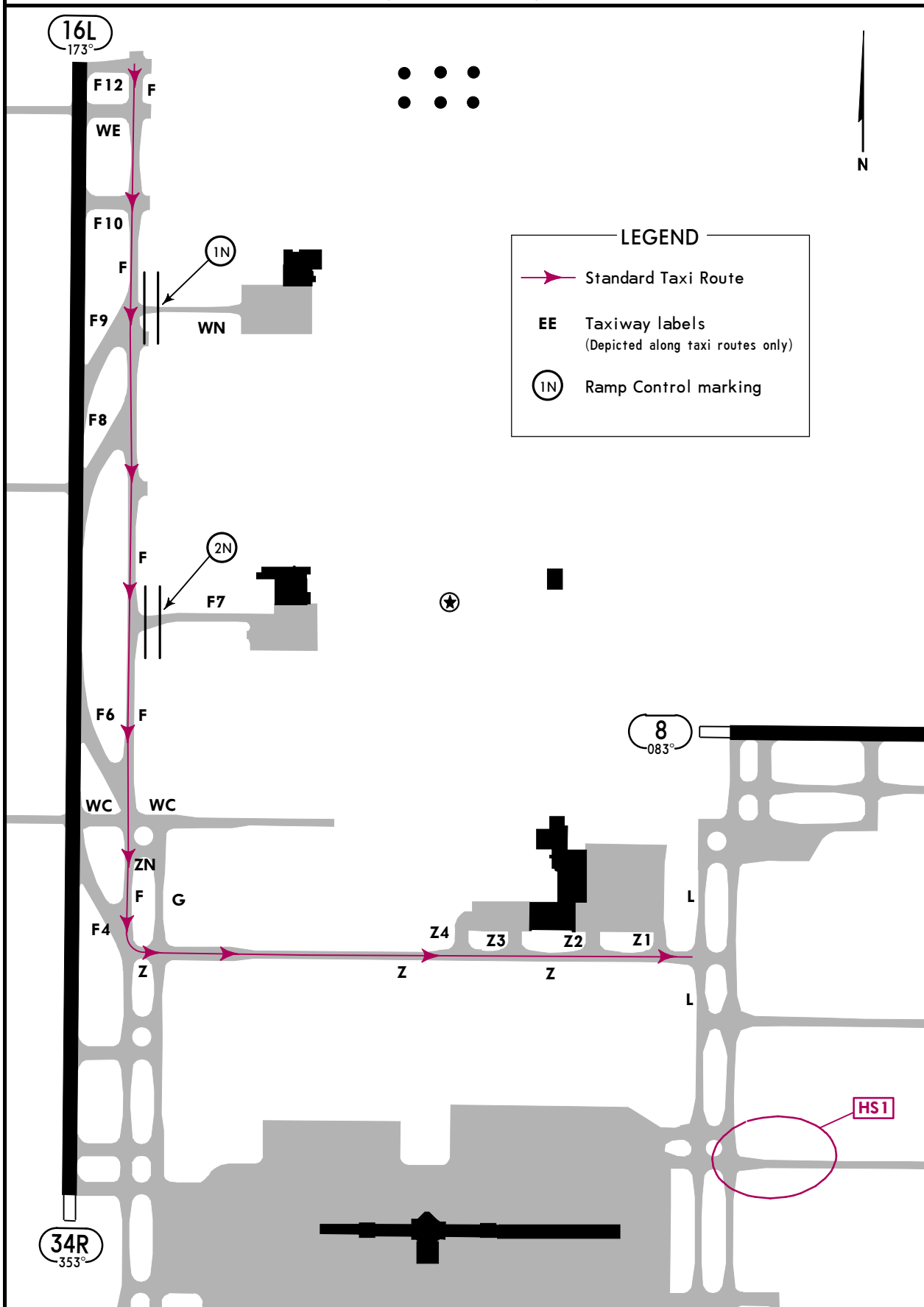
TAXI
DENVER, COLO

STANDARD TAXI ROUTES (FREEZE ROUTE)

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

Starting Point: Exiting Runway 34R
End Point: East Airfield

Exit Runway 34R to join Taxiway Foxtrot, monitor Ground 127.5, taxi south via Foxtrot, turn left on Zulu, then **HOLD SHORT** of Taxiway Lima. At Taxiway Zulu 4, contact Ground on 121.85.



KDEN/DEN
DENVER INTL

JEPPESEN
20 DEC 24 **10-6B** Eff 26 Dec

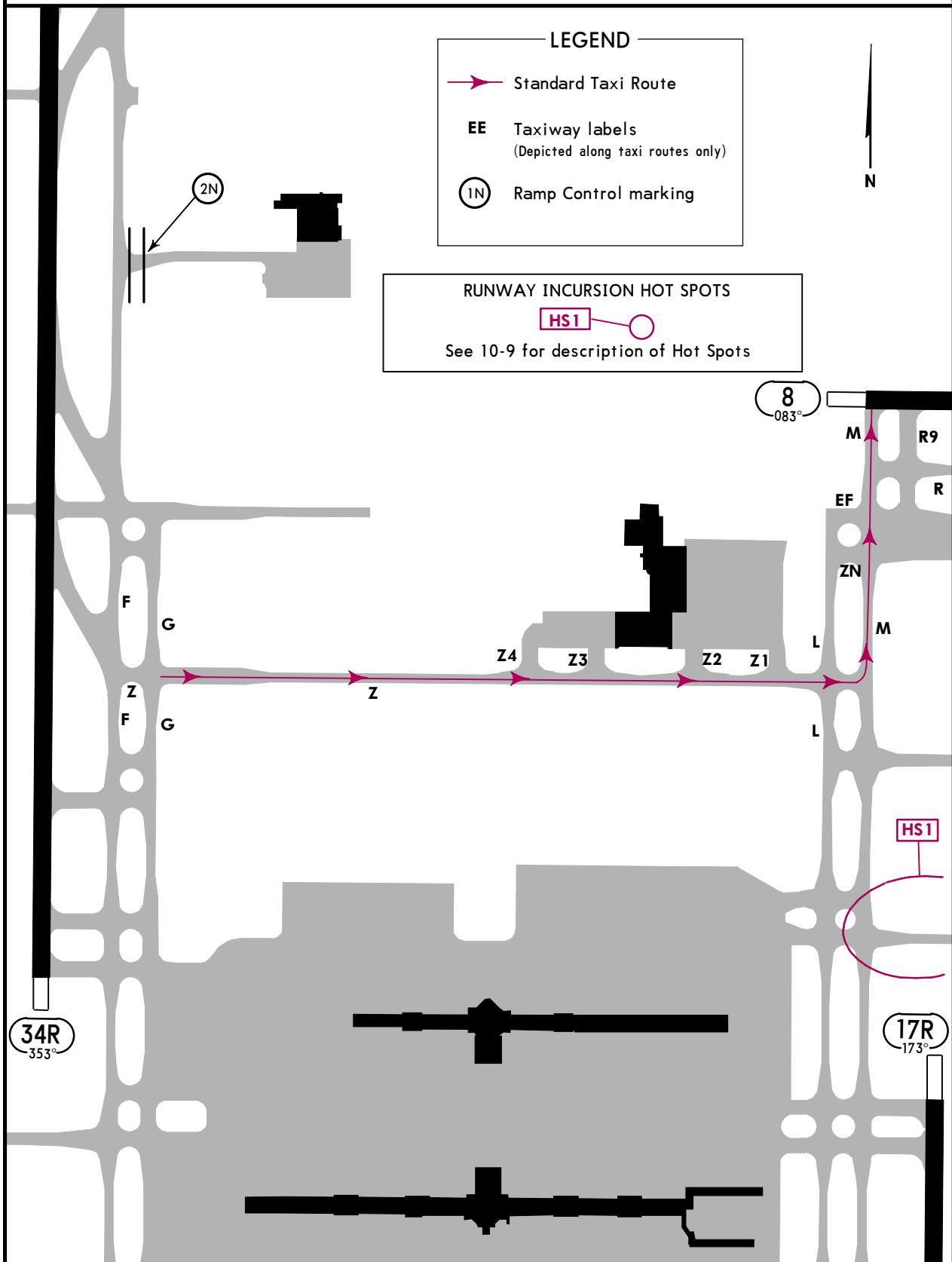
TAXI
DENVER, COLO

STANDARD TAXI ROUTES (EAST ROUTE)

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

Starting Point: West Airfield
End Point: Runway 8

Taxi via east on Zulu, then turn left on Mike. At Mike, monitor Tower 132.35, **HOLD SHORT** of Runway 8.



LEGEND

- Standard Taxi Route
- EE** Taxiway labels (Depicted along taxi routes only)
- Ramp Control marking

RUNWAY INCURSION HOT SPOTS

HS1

See 10-9 for description of Hot Spots

KDEN/DEN
DENVER INTL

JEPPESEN
20 DEC 24 10-6C Eff 26 Dec

TAXI
DENVER, COLO

STANDARD TAXI ROUTES (NORTH ROUTE)

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

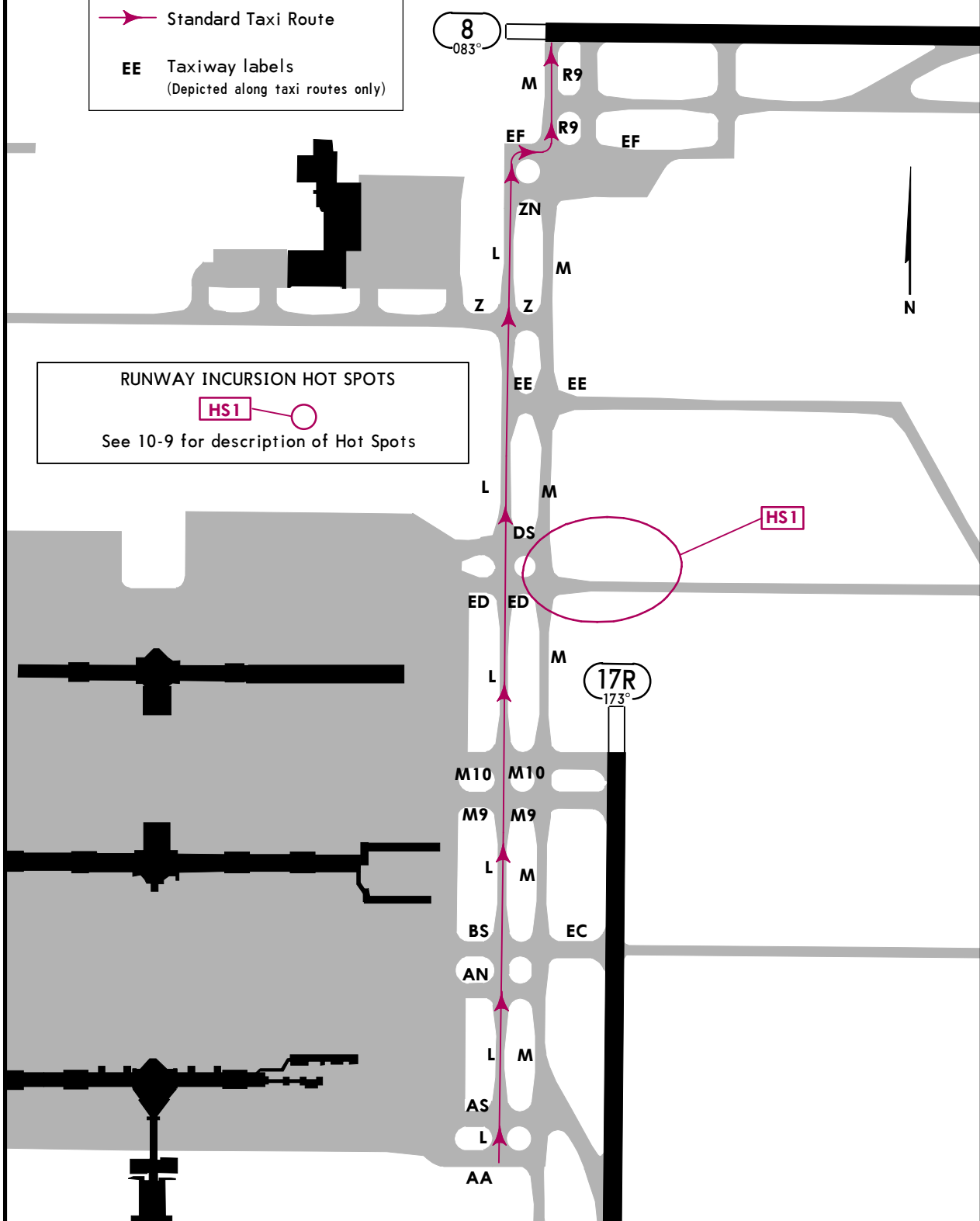
Starting Point: East Airfield
End Point: Runway 8

Taxi north via Taxiway Lima, turn right on Echo Foxtrot, then turn left on Mike.
At Zulu, monitor Tower, **HOLD SHORT** of Runway 8.

LEGEND

- Standard Taxi Route
- EE Taxiway labels (Depicted along taxi routes only)

RUNWAY INCURSION HOT SPOTS
See 10-9 for description of Hot Spots



KDEN/DEN
DENVER INTL

JEPPESEN
20 DEC 24 (10-6D) Eff 26 Dec

TAXI
DENVER, COLO

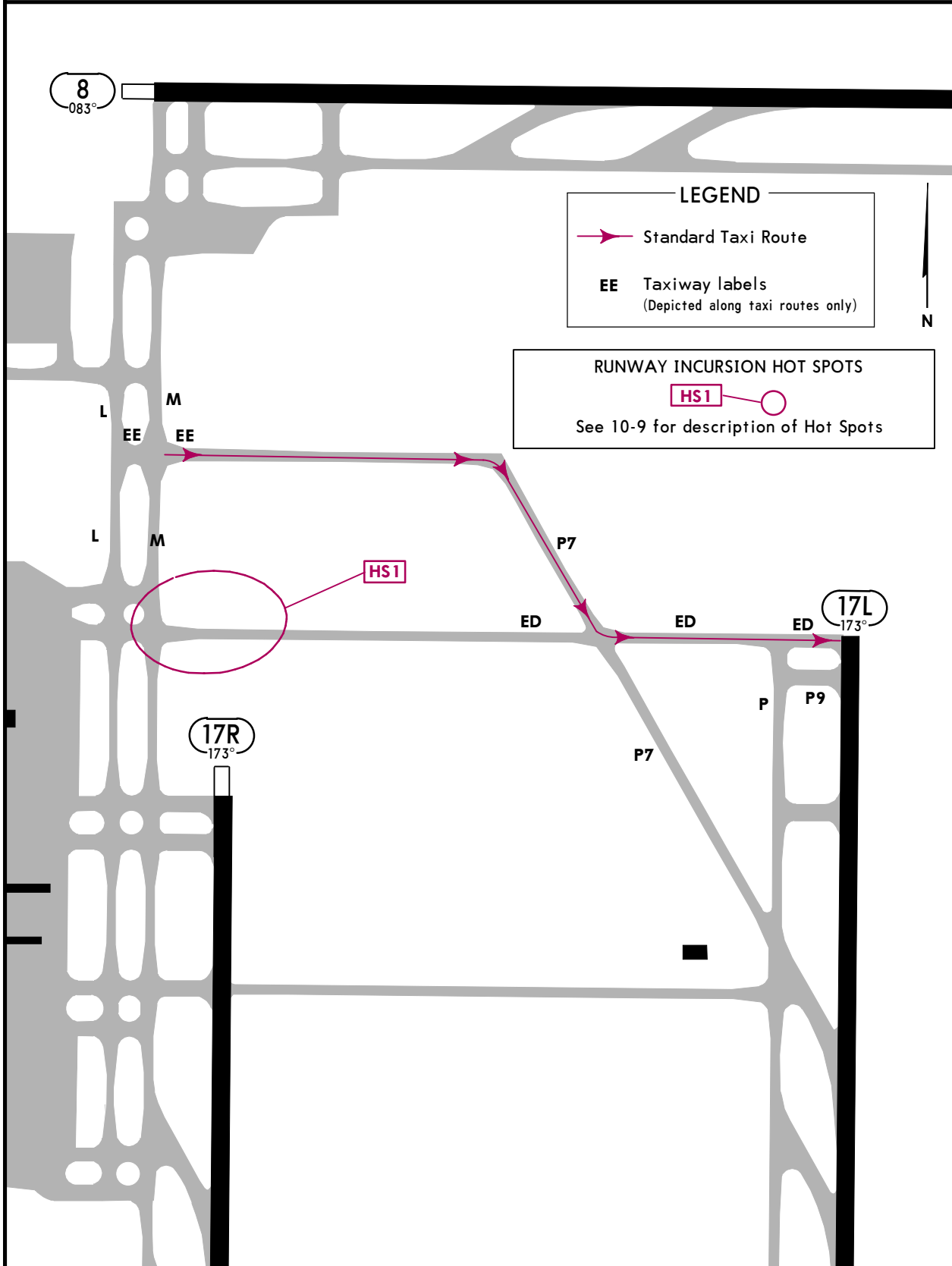
STANDARD TAXI ROUTES (LONG ROUTE)

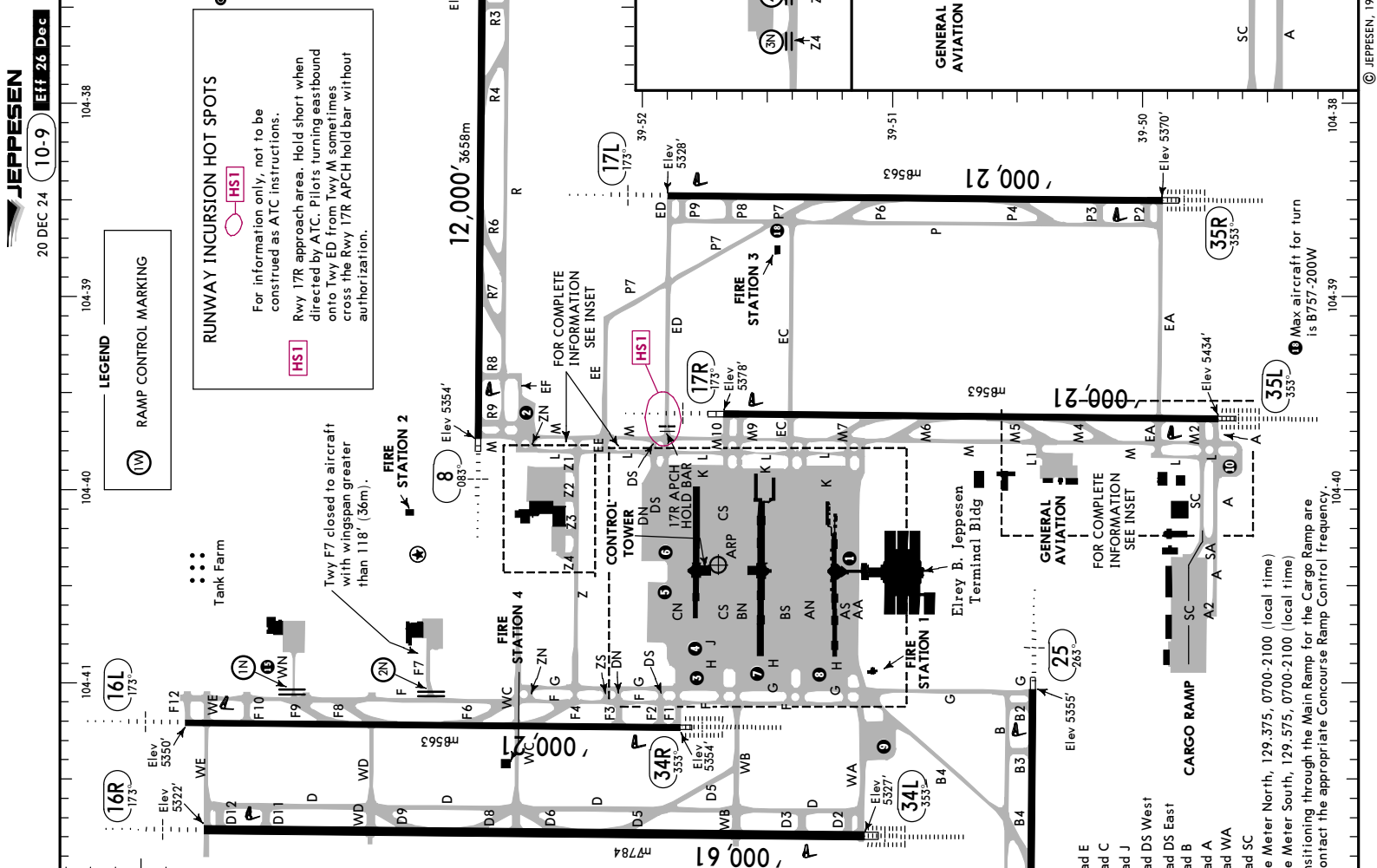
When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

Starting Point: East Airfield
End Point: Runway 17L

Taxi via Echo Echo, Papa 7, then turn left on Echo Delta. At Papa 7, monitor Tower 124.3, **HOLD SHORT** of Runway 17L.

NOTE: **DO NOT** turn on Echo Delta from Mike or Lima.





D-ATIS Departure	Data Comm	DENVER Clearance	Ground	East
VOT 110.0 (Limited)	ACARS: CPDLC: PDC, TWIP	118.75	121.35	121.85
Rwys 8/26, 17L/35R	Tower	Rwy 7/25	128.75	North 127.05
East Rwy 17R/35L	Ramp Control	Rwys 16L/34R, 16R/34L	135.3	South 128.45
		East Rwy 17R/35L	128.25	West 126.1

CONCOURSE A	CONCOURSE B	CONCOURSE C	CARGO RAMP
(North Side) (South Side)	(North Side) (South Side)	(North Side) (South Side)	(North Side) (South Side)
129.05 131.975	130.95 119.475	131.3	131.975

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

RAMP CONTROL

118.75 Tower
121.35 Ground
121.85 East
127.05 North
128.45 South
128.25 West
126.1 West

WINGSpan RESTRICTIONS

- 1 Overhead passenger bridge south side of Concourse A provides 42' (13m) tail and 118' (36m) wingspan clearance when on taxiway centerline.
- 2 Closed to aircraft with wingspan greater than or equal to 79' (24m).
- 3 Closed to aircraft with wingspan greater than or equal to 118' (36m).
- 4 Closed to aircraft with wingspan greater than or equal to 171' (52m).
- 5 Closed to aircraft with wingspan greater than or equal to 214' (65m).

LEGEND

- (RV) RAMP CONTROL MARKING
- Tank Farm
- (HS1) RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.
Rwy 17R approach area. Hold short when directed by ATC. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar without authorization.

WINGSpan RESTRICTIONS

- 1 Departure Meter North, 129.375, 0700-2100 (local time)
- 2 Departure Meter South, 129.575, 0700-2100 (local time)
- 3 Aircraft transitioning through the Main Ramp for the Cargo Ramp are required to contact the appropriate Concourse Ramp Control frequency.

1 Max aircraft for turn is B/57-200W

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Deice pads adjusted, taxiways DN and DS added, taxiway depiction.

GENERAL
 Waterfowl and birds in vicinity of airport.
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B if equipped enabled on all airport surfaces.
 Low Level Wind Shear Alert System.
 Terminal Doppler Weather Radar.
 All runways grooved.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
7	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR	10,958' 3340m		150' 46m
	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
	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
	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
	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
	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
	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR	10,899' 3322m		

TERPS
 TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 3)

Rwy 34L

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling except far end, which is advisory only.			
HUD & CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 3	TDZ RVR 5	TDZ RVR 10	TDZ RVR 16
Mid RVR 3	Mid RVR 5	Mid RVR 10	(if TDZ inop) MID RVR 16
Rollout RVR 3	Rollout RVR 5	Rollout RVR 10	or 1/4

Rwys 34R, 35L/R

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling			
HUD & CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 3	TDZ RVR 5	TDZ RVR 10	TDZ RVR 16
Mid RVR 3	Mid RVR 5	Mid RVR 10	(if TDZ inop) MID RVR 16
Rollout RVR 3	Rollout RVR 5	Rollout RVR 10	or 1/4

Rwy 16R

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling except far end, which is advisory only.			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling except far end, which is advisory only.			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
Both RVRs are required & controlling			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

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.

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)
 Rwys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R, 35L, 35R: Heading as assigned by ATC.

LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

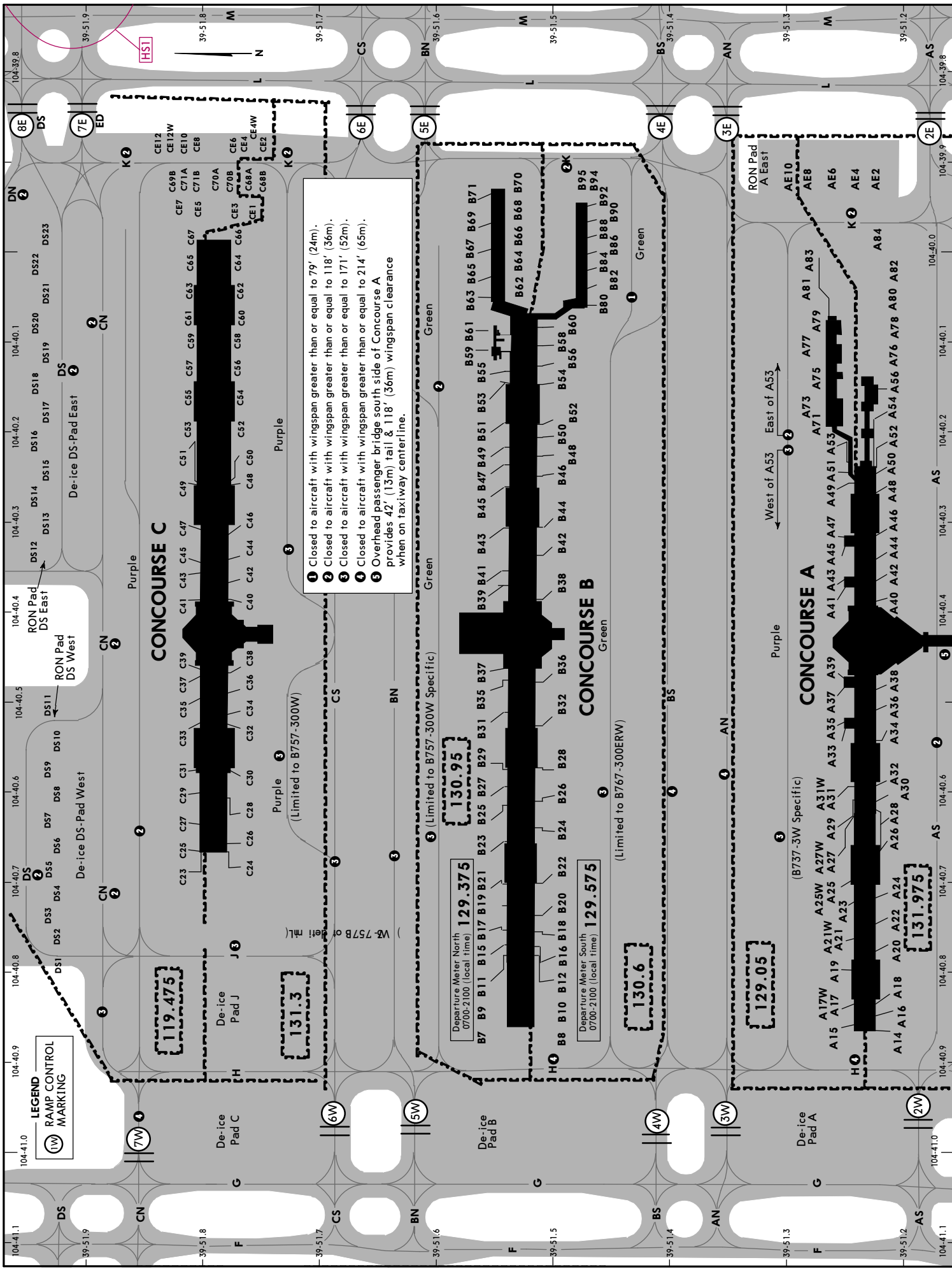
LOWER THAN STANDARD		STANDARD	
OpSpec Authorization Required			
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4

CHANGES: None.

DENVER, COLO
DENVER INTL

20 DEC 24 10-9B Eff 26 Dec

KDEN/DEN



PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		CONCOURSE B	
A14, A15 A16 thru A21W A22 thru A24 A25/25W, A27/27W A28, A30, A32	N39 51.2 W104 40.9 N39 51.2 W104 40.8 N39 51.2 W104 40.7 N39 51.3 W104 40.7 N39 51.2 W104 40.6	B7, B9 B8, B10 B11, B15, B17 B12, B16, B18 B19, B21, B23	N39 51.6 W104 40.9 N39 51.5 W104 40.9 N39 51.6 W104 40.8 N39 51.5 W104 40.8 N39 51.6 W104 40.7
A29, A31, A31W A34, A36, A38 A33, A35 A37, A39 A40, A42	N39 51.3 W104 40.6 N39 51.2 W104 40.5 N39 51.2 W104 40.5 N39 51.2 W104 40.5 N39 51.2 W104 40.4	B20, B22 B24, B26, B28 B25, B27, B29 B32, B36 B31, B35, B37	N39 51.5 W104 40.7 N39 51.5 W104 40.6 N39 51.6 W104 40.6 N39 51.6 W104 40.6 N39 51.5 W104 40.5 N39 51.6 W104 40.5
A41, A43 A44, A46, A48 A50, A52, A54 A51, A53 A56, A76, A78	N39 51.3 W104 40.4 N39 51.2 W104 40.3 N39 51.2 W104 40.2 N39 51.3 W104 40.2 N39 51.2 W104 40.1	B38 B39, B41 B42, B44 B43, B45 B46, B48, B50	N39 51.5 W104 40.4 N39 51.6 W104 40.4 N39 51.5 W104 40.3 N39 51.6 W104 40.3 N39 51.5 W104 40.2
A71, A73 A75, A77, A79	N39 51.3 W104 40.2 N39 51.3 W104 40.1	B47, B49, B51 B52 B53	N39 51.6 W104 40.2 N39 51.5 W104 40.2 N39 51.6 W104 40.2
A81, A83 A80, A82, A84	N39 51.3 W104 40.0 N39 51.2 W104 40.0	B54, B56, B58 B55, B59, B61	N39 51.5 W104 40.1 N39 51.6 W104 40.1
RON PAD A EAST		RON PAD DS WEST	
AE2, AE4 AE6, AE8, AE10	N39 51.2 W104 39.9 N39 51.3 W104 39.9	DS1, DS2 DS3 thru DS6 DS7 thru DS9 DS10, DS11	N39 51.9 W104 40.8 N39 51.9 W104 40.7 N39 51.9 W104 40.6 N39 51.9 W104 40.5
RON PAD DS EAST		CONCOURSE C	
DS12 thru DS14 DS15 thru DS17 DS18 thru DS20 DS21 thru DS23	N39 51.6 W104 39.9 N39 51.6 W104 39.9 N39 51.5 W104 40.1 N39 51.5 W104 40.0 N39 51.5 W104 40.0 N39 51.5 W104 39.9	CE1 CE2 CE3 thru CE12W C23 thru C26 C27 thru C31 C32 thru C39 C40 thru C43 C44 thru C49 C50 thru C55 C56 thru C61 C62 thru C67 C68A C68B C69B C70A thru C71B	N39 51.8 W104 39.9 N39 51.7 W104 39.9 N39 51.8 W104 39.9 N39 51.8 W104 40.7 N39 51.8 W104 40.6 N39 51.8 W104 40.5 N39 51.8 W104 40.4 N39 51.8 W104 40.3 N39 51.8 W104 40.2 N39 51.8 W104 40.1 N39 51.8 W104 40.0 N39 51.8 W104 39.9 N39 51.8 W104 39.9 N39 51.8 W104 39.9

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.

A-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
A1, A2, A3, A4, A5	B737-10MAX	MD 88	—
A1W	B777-300ER	A340-600	Overlaps Spots A1/A2
A4W	B777-300ER	A340-600	Overlaps Spots A4/A5

B-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
B1W	B777-300ER	A340-600	—
B2, B3	B757-300W	B757-300W	—
B4, B5	B737-10MAX	MD 88	—

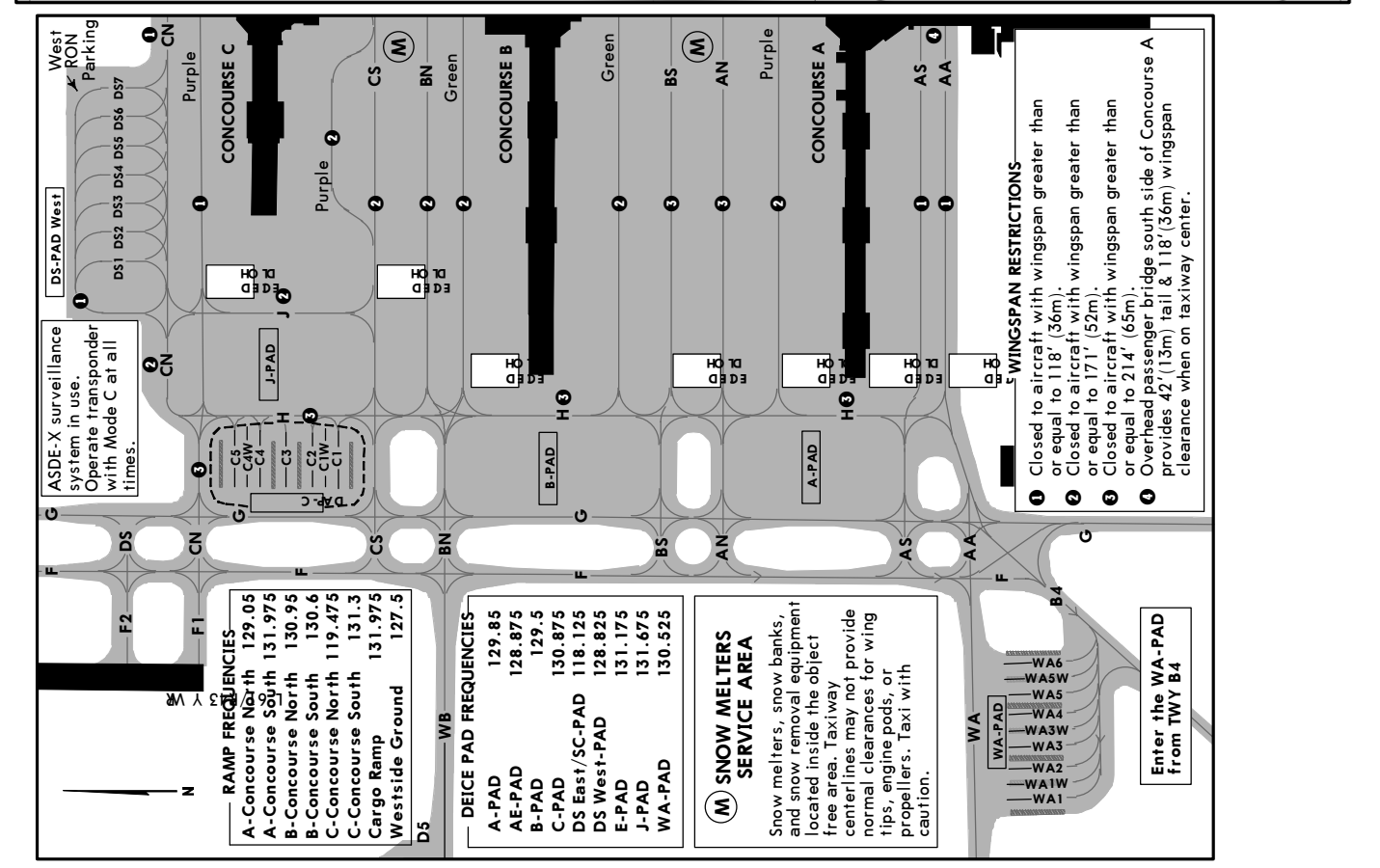
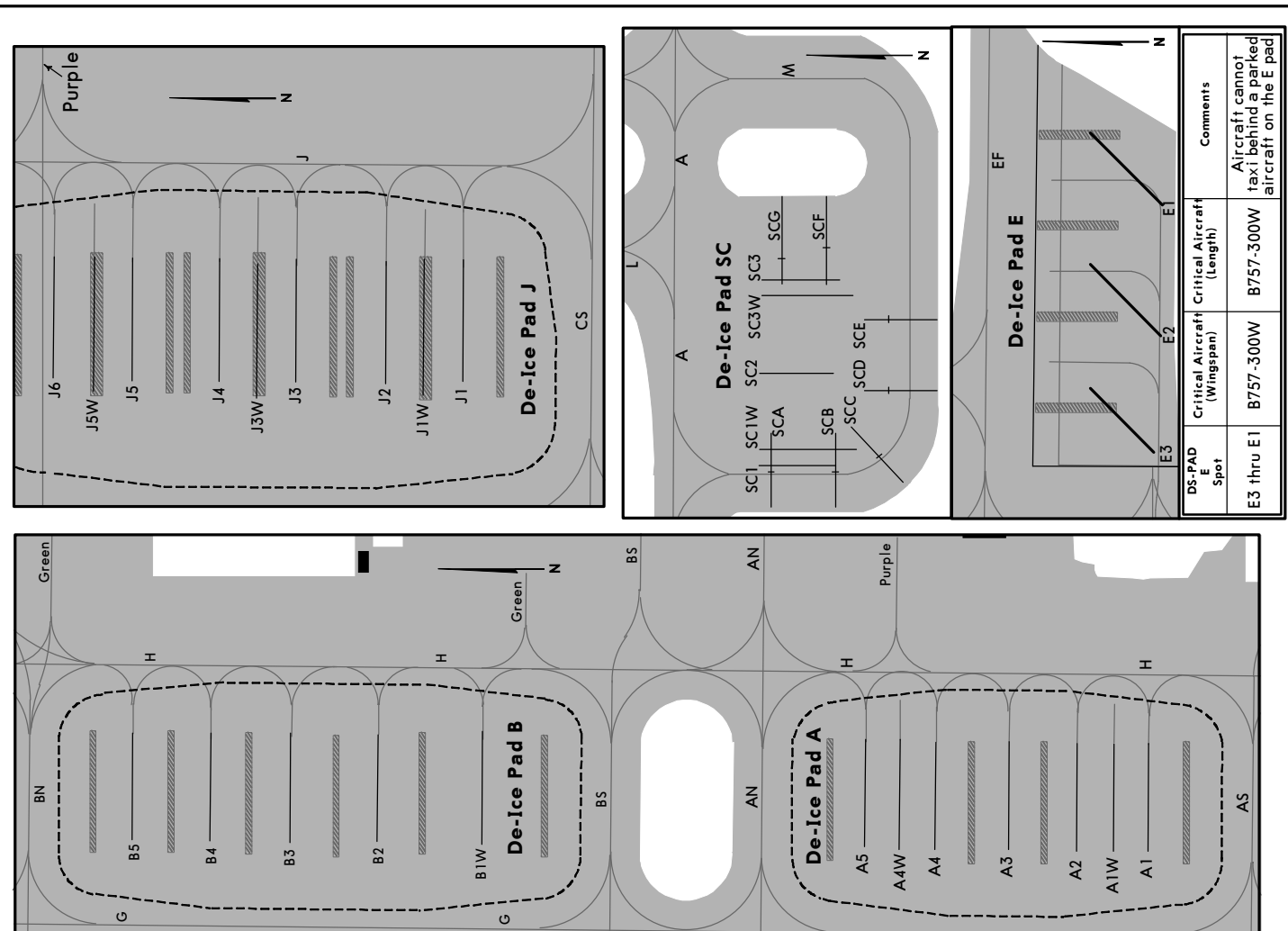
C-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
C1, C2	B737-10MAX	MD 88	—
C1W	B777-300ER	A340-600	Overlaps Spots C1/C2
C3, C4	B737-10MAX	MD 88	—
C4W	B777-300ER	A340-600	Overlaps Spots C4/C5
C5	B737-10MAX	MD 88	—

SC-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
SC1, SC3	B767-300	B767-300	—
SC1W	B747-8F	B747-8F	Overlaps Spots SC1/SC2
SC2	B757-300	B757-300	—
SC3W	A380-800	A380-800	Overlaps Spots SC2/SC3

J-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
J1, J2, J3, J4, J5, J6	B737-10MAX	MD 88	—
J1W	B747-400	B747-400	Overlaps Spots J1/J2
J3W	B747-400	B747-400	Overlaps Spots J3/J4
J5W	B747-400	B747-400	Overlaps Spots J5/J6

WA-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
WA1, WA2, WA3, WA4, WA5, WA6	B757-300	B757-300	—
WA1W	A380-800	A380-800	Overlaps Spots WA1/WA2
WA3W	A380-800	A380-800	Overlaps Spots WA3/WA4
WA5W	A380-800	A380-800	Overlaps Spots WA5/WA6

DEICING PROCEDURES (CONTD)



RAMP FREQUENCIES

A-Concourse North	129.05
A-Concourse South	131.975
B-Concourse North	130.95
B-Concourse South	130.6
C-Concourse North	119.475
C-Concourse South	131.3
Cargo Ramp	131.975
Westside Ground	127.5

DEICE PAD FREQUENCIES

A-PAD	129.85
AE-PAD	128.875
B-PAD	129.5
C-PAD	130.875
DS East/SC-PAD	118.125
DS West-PAD	128.825
E-PAD	131.175
J-PAD	131.675
WA-PAD	130.525

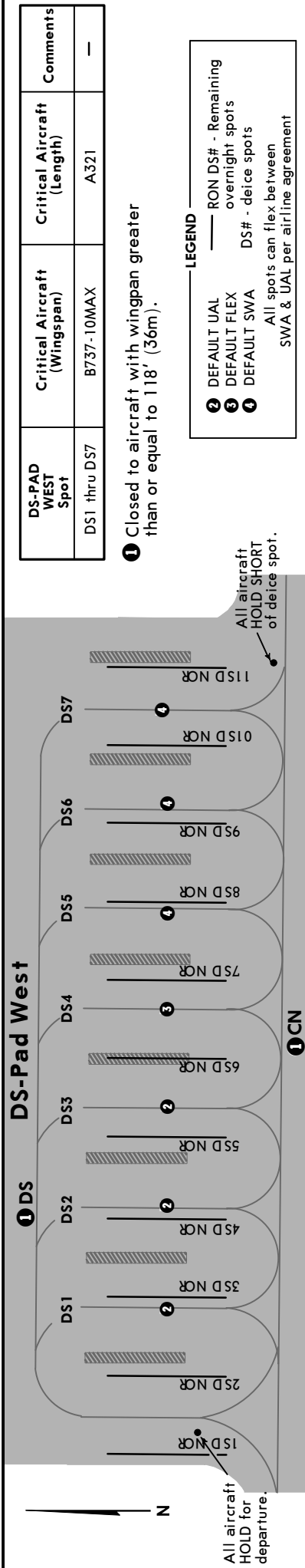
(M) SNOW MELTERS SERVICE AREA
Snow melters, snow banks, and snow removal equipment located inside the object free area. Taxiway centerlines may not provide normal clearances for wing tips, engine pods, or propellers. Taxi with caution.

- WINGSPAN RESTRICTIONS**
- 1 Closed to aircraft with wingspan greater than or equal to 118' (36m).
 - 2 Closed to aircraft with wingspan greater than or equal to 171' (52m).
 - 3 Closed to aircraft with wingspan greater than or equal to 214' (65m).
 - 4 Overhead passenger bridge south side of Concourse A provides 42' (13m) tail & 118' (36m) wingspan clearance when on taxiway center.

Enter the WA-PAD from TWY B4

DS-PAD Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
E3 thru E1	B757-300W	B757-300W	Aircraft cannot taxi behind a parked aircraft on the E pad

DEICING PROCEDURES (CONTD 1)

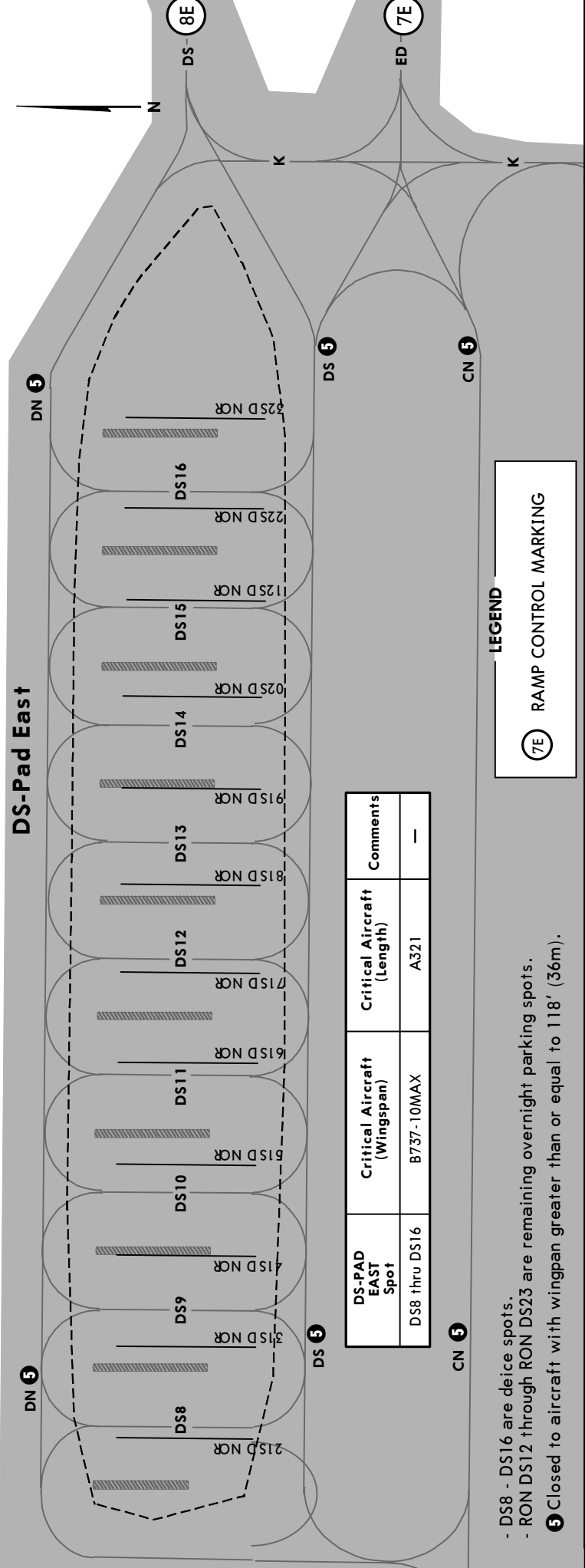


DS-PAD WEST Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
DS1 thru DS7	B737-10MAX	A321	—

1 Closed to aircraft with wingspan greater than or equal to 118' (36m).

LEGEND

2	DEFAULT UAL	RON DS# - Remaining overnight spots
3	DEFAULT FLEX	DS# - deice spots
4	DEFAULT SWA	All spots can flex between SWA & UAL per airline agreement



DS-PAD EAST Spot	Critical Aircraft (Wingspan)	Critical Aircraft (Length)	Comments
DS8 thru DS16	B737-10MAX	A321	—

- DS8 - DS16 are deice spots.
 - RON DS12 through RON DS23 are remaining overnight parking spots.
5 Closed to aircraft with wingspan greater than or equal to 118' (36m).

KDEN/DEN

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DENVER INTL

20 DEC 24

10-9E

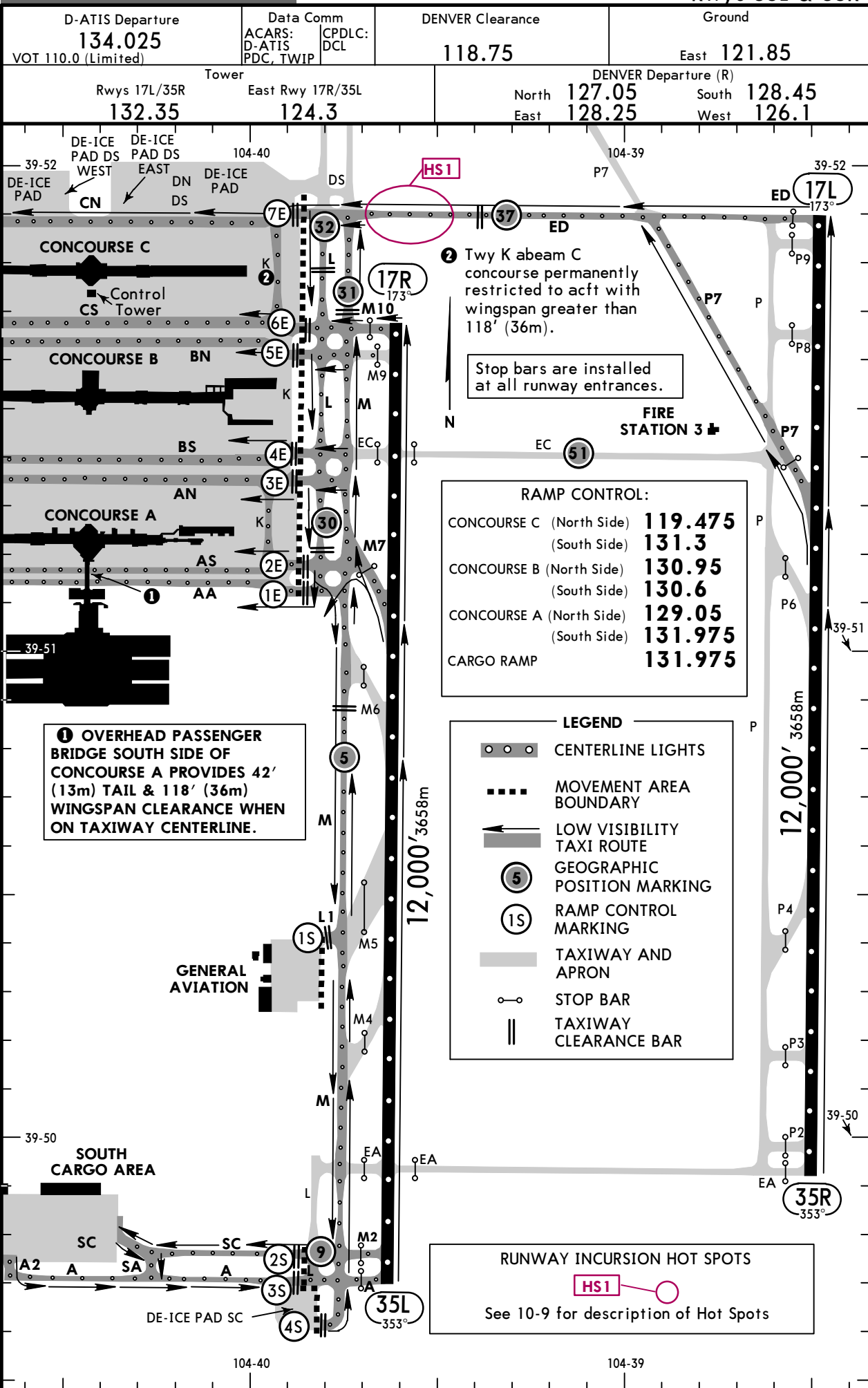
Eff 26 Dec

DENVER, COLO

LOW VISIBILITY TAXI ROUTES

Rwys 35L & 35R

LESS THAN RVR 500



KDEN/DEN
DENVER INTL

JEPPesen

SMGCS

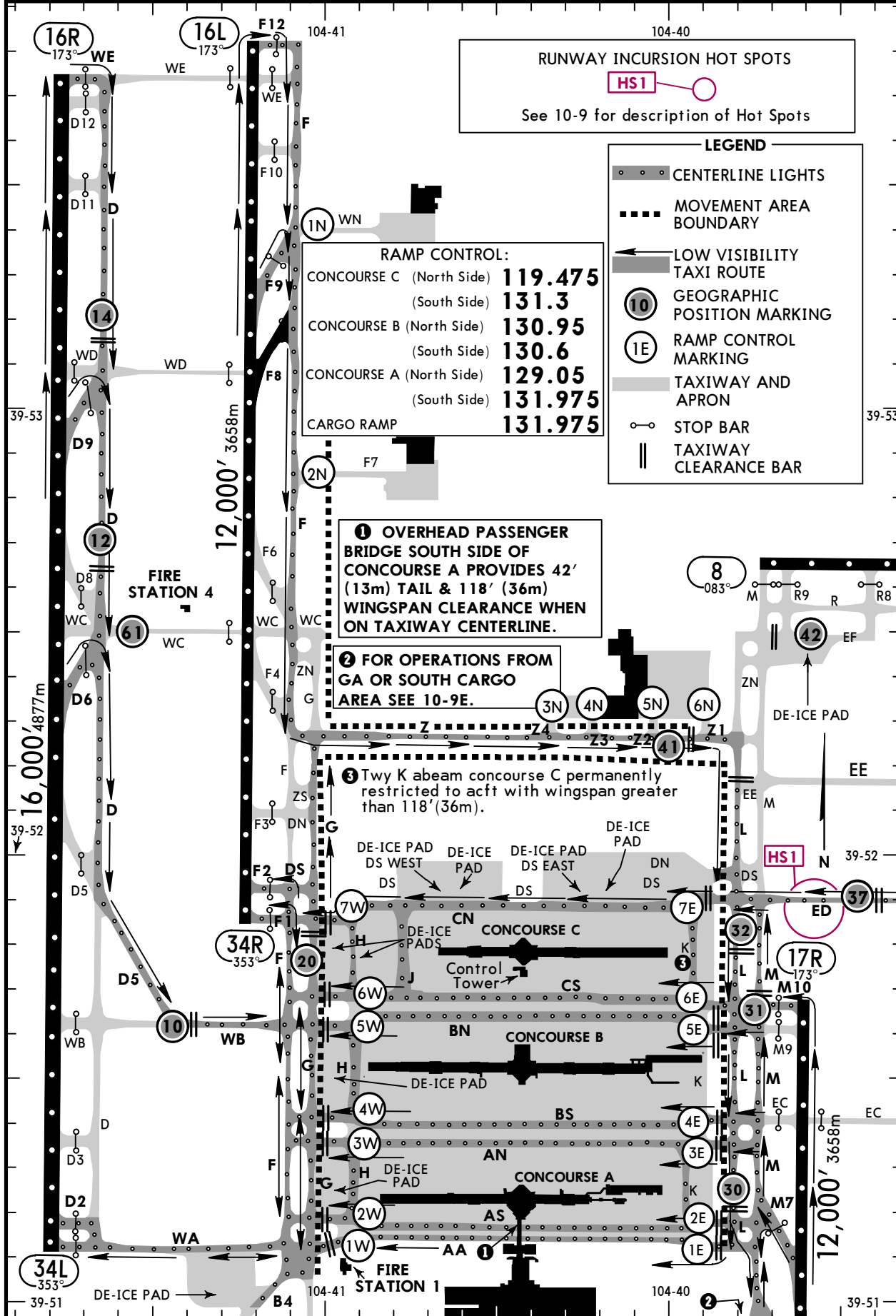
20 DEC 24

10-9F Eff 26 Dec

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

LESS THAN RVR 500

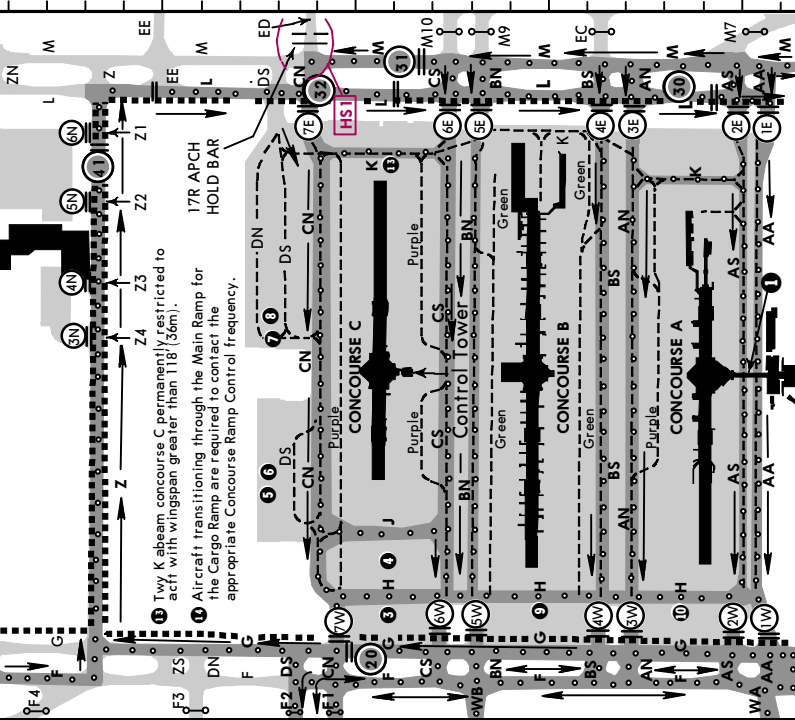
D-ATIS Departure 134.025 VOT 110.0 (Limited)	Data Comm ACARS: D-ATIS PDC, TWIP	CPDLC: DCL	DENVER Clearance 118.75	Ground West 121.35
Tower Rwys 16R/34L, 16L/34R 135.3	DENVER Departure (R) North 127.05 South 128.45 East 128.25 West 126.1			



D-ATIS Departure	134.025	East	121.85
A-ATIS	121.35	West	121.85
D-ATIS	127.05	North	128.45
PDC, TWIP	128.25	East	126.1
Tower			
Rwys 8/26, 17L/35R	132.35	Rwy 7/25	128.75
East Rwy 17R/35L	124.3	Rwys 16L/34R, 16R/34L	135.3
RAMP CONTROL			
Contact the Ramp Control frequency associated with the parking location, regardless of the ramp entry points used.			
CONCOURSE A			
(North Side)	129.05	(South Side)	130.95
CONCOURSE B			
(North Side)	130.95	(South Side)	131.3
CONCOURSE C			
(North Side)	131.975	(South Side)	131.475
CARGO RAMP			
(North Side)	131.975	(South Side)	131.975

1 Overhead passenger bridge south side of Concourse A provides 42' (13m) tail & 118' (36m) wingspan clearance when on taxiway centerline.

2 De-ice Pad E
3 De-ice Pad C
4 De-ice Pad J
5 De-ice Pad DS West
6 RON Pad DS West
7 De-ice Pad DS East
8 RON Pad DS East
9 De-ice Pad B
10 De-ice Pad A
11 De-ice Pad WA
12 De-ice Pad SC



LEGEND

- CENTERLINE LIGHTS
- MOVEMENT/NON-MOVEMENT AREA
- BOUNDARY
- LOW VISIBILITY TAXI ROUTE
- GEOGRAPHIC POSITION MARKING
- RAMP CONTROL MARKING
- TAXIWAY AND APRON
- STOP BAR
- TAXIWAY CLEARANCE BAR

RUNWAY INCURSION HOT SPOTS

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

HSI Rwy 17R approach area. Hold short when directed by ATC. Pilots turning eastbound onto Twy M sometimes cross the Rwy 17R APCH hold bar without authorization.

Stop bars are installed at all runway entrances.

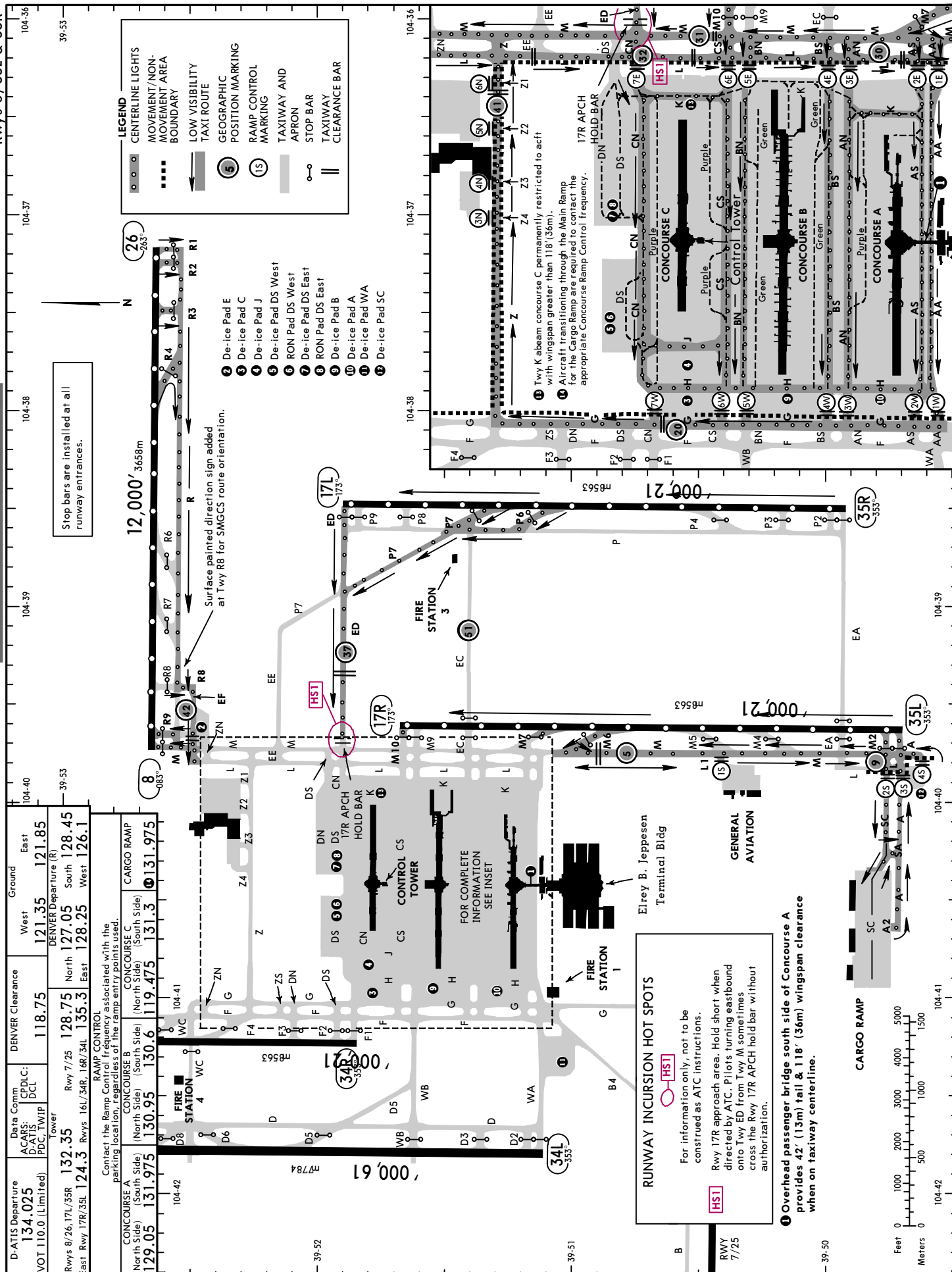
FOR COMPLETE INFORMATION SEE INSET

Eirey B. Jeppesen Terminal Bldg

FOR OPERATIONS FROM GA OR SOUTH CARGO AREA SEE INSET

General Aviation, Cargo Ramp

Scale: Feet 0 1000 2000 3000 4000 5000; Meters 0 500 1000 1500



Stop bars are installed at all runway entrances.

Surface painted direction sign added at Twy R8 for SMGCS route orientation.

LEGEND

- CENTERLINE LIGHTS
- MOVEMENT / NON-MOVEMENT AREA
- BOUNDARY
- LOW VISIBILITY TAXI ROUTE
- GEOMETRIC POSITION MARKING
- RAMP CONTROL MARKING
- TAXIWAY AND APRON
- STOP BAR
- TAXIWAY CLEARANCE BAR

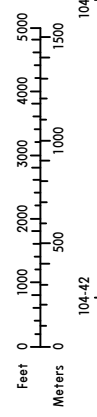
- 2 De-ice Pad E
- 3 De-ice Pad C
- 4 De-ice Pad J
- 5 De-ice Pad DS West
- 6 RON Pad DS West
- 7 De-ice Pad DS East
- 8 RON Pad DS East
- 9 De-ice Pad B
- 10 De-ice Pad A
- 11 De-ice Pad WA
- 12 De-ice Pad SC

RUNWAY INCURSION HOT SPOTS

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

HS1 Rwy 17R approach area. Hold short when directed by ATC. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar without authorization.

Overhead passenger bridge south side of Concourse A provides 42' (13m) tail & 118' (36m) wingspan clearance when on taxiway centerline.



D-ATIS Departure	Data Comm	CPDLC:	DENVER Clearance	West	East
VOT 110.0 (Limited)	ACARS: PDC TWIP	DCL	118.75	121.35	121.85
Rwys 8/26, 17L/35R	Rwy 7/25	Rwy 127.05	128.75	128.75	128.45
East Rwy 17R/35L	Rwys 16L/34R, 16R/34L	East 128.25	135.3	128.25	126.1

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

CONCOURSE A (North Side)	CONCOURSE B (North Side)	CONCOURSE C (South Side)	CARGO RAMP
129.05	131.975	130.95	131.3
130.6	119.475	131.3	131.975

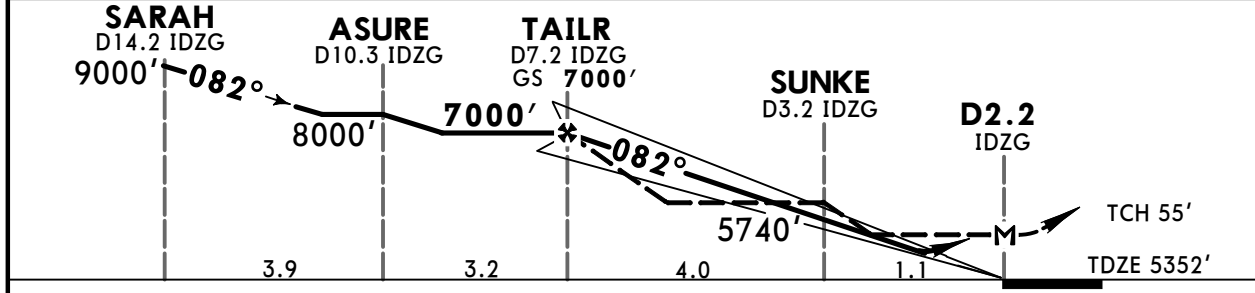
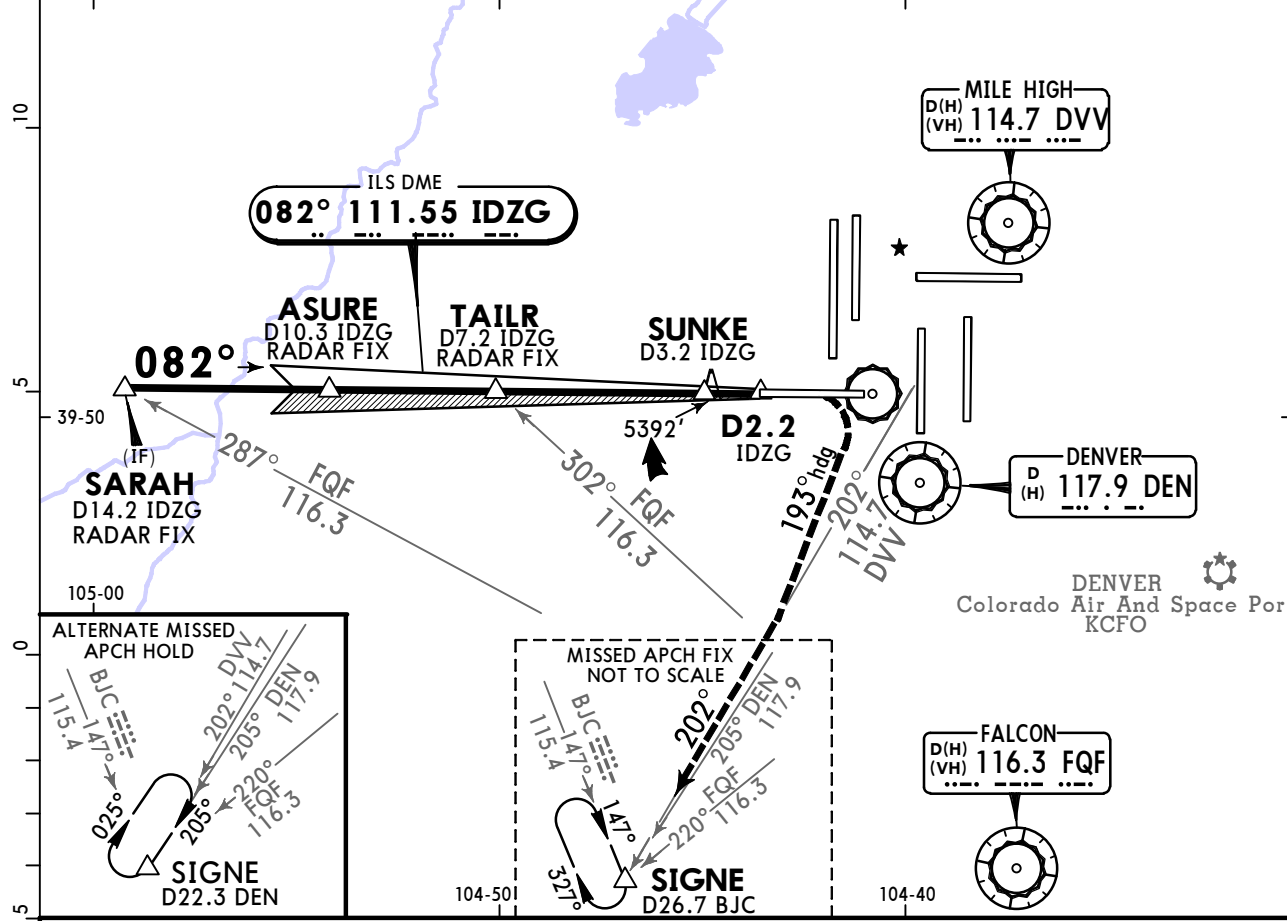
KDEN/DEN DENVER INTL

JEPPESEN
14 APR 23 **(11-1) Eff 20 Apr**

DENVER, COLO ILS or LOC Rwy 7

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 128.75	Ground 121.35
LOC IDZG 111.55	Final Apch Crs 082°	TAILR 7000' (1648')	ILS DA(H) 5552' (200')	Apt Elev 5434' 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. Continue climb-in-hold to 11000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5900' 11000' 193° DVV ↑ on RT hdg and 114.7 R-202
GS	3.00°	372	478	531	637	743	
MAP at D2.2 IDZG or TAILR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

TERPS STRAIGHT-IN LANDING RWY 7						
ILS			LOC (GS out)			
DA(H) 5552' (200')			MDA(H) 5660' (308') With SUNKE		MDA(H) 5740' (388') Without SUNKE	
TDZ/CL out		RAIL/ALS out	RAIL/ALS out		RAIL/ALS out	
A			RVR 50 or 1		RVR 24 or 1/2	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2		RVR 50 or 1	
C		RVR 40 or 3/4	RVR 45 or 7/8		RVR 35 or 5/8	
D					RVR 60 or 1/4	

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

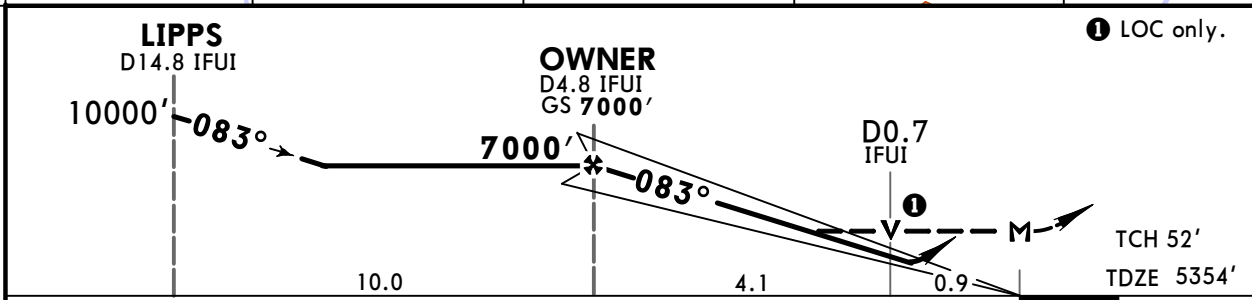
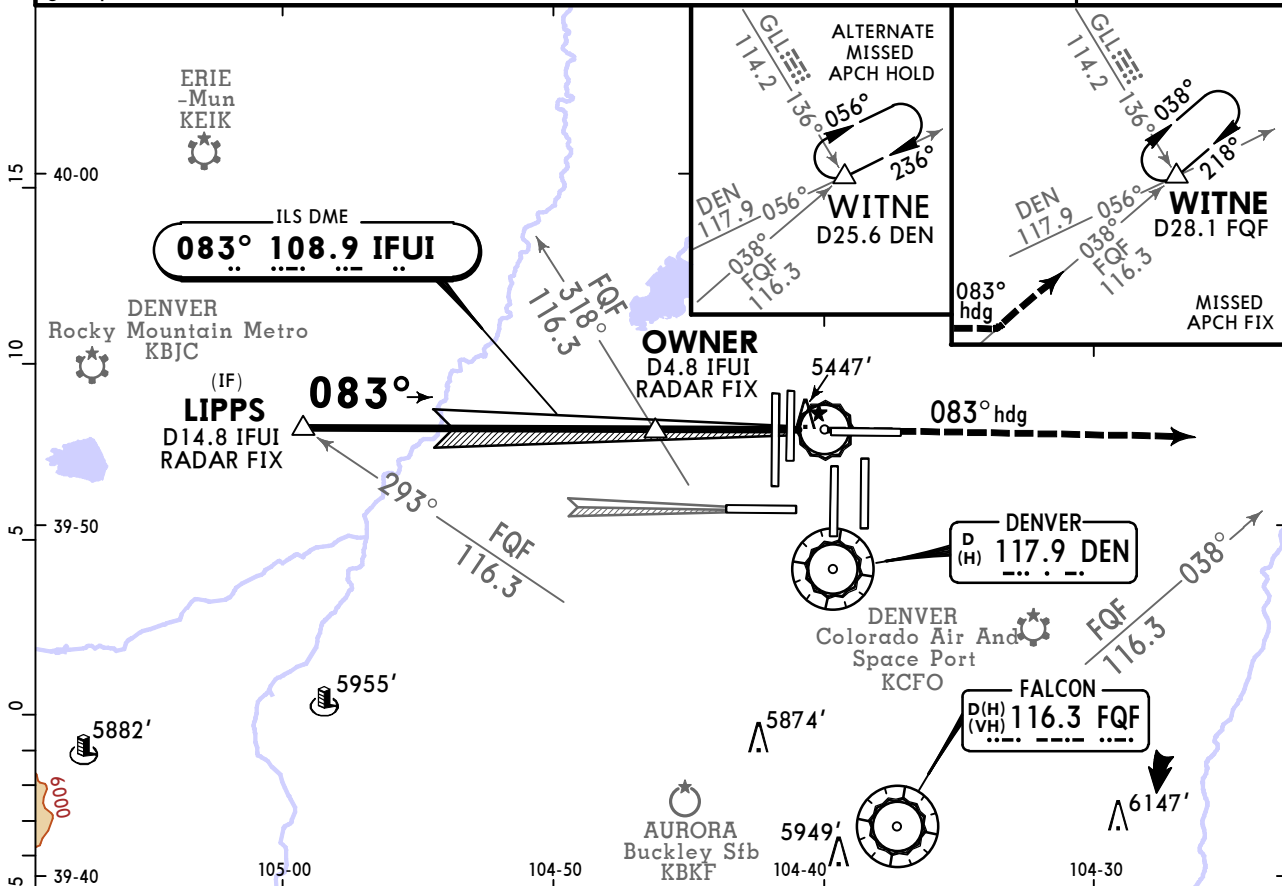
TERPS AMEND 4 20 APR 2023

KDEN/DEN DENVER INTL

JEPPesen
14 APR 23 **(11-2) Eff 20 Apr**

DENVER, COLO ILS or LOC Rwy 8

BRIEFING STRIP™	D-ATIS Arrival	DENVER Approach (R) North South		DENVER Tower	Ground	
	125.6	119.3	120.35	132.35	121.85	
	LOC IFUI 108.9	Final Apch Crs 083°	OWNER 7000' (1646')	ILS DA(H) 5554' (200')	Apt Elev 5434' TDZE 5354'	9200
	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.					MSA DEN VOR	



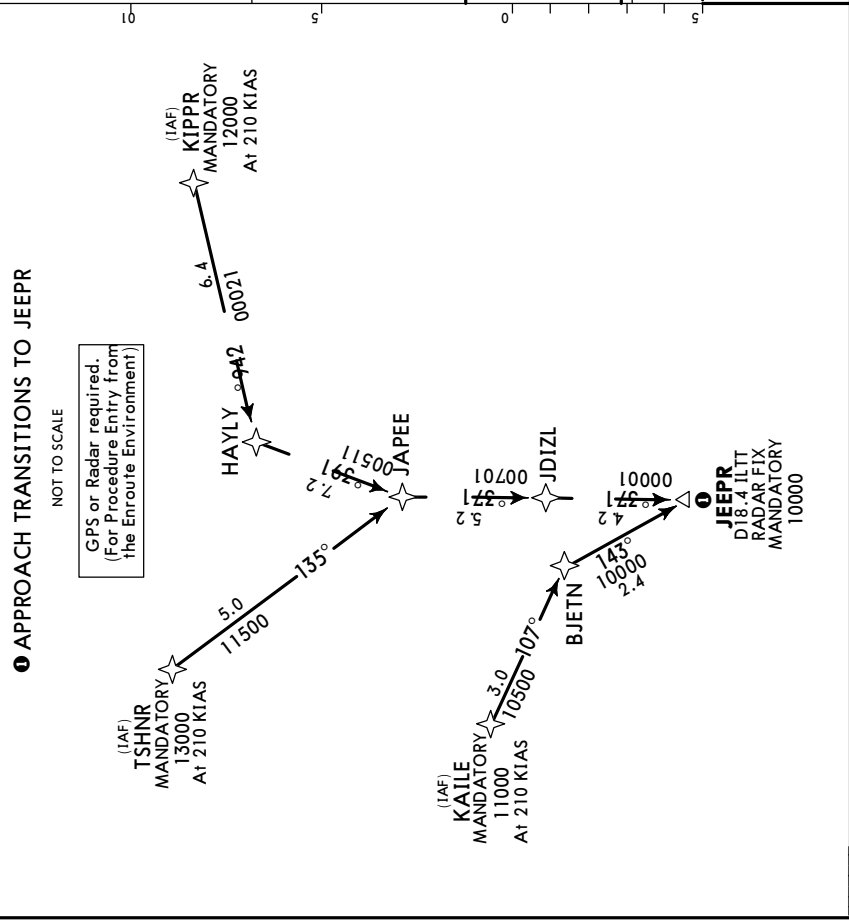
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000' on 083° hdg and 116.3 FQF R-038
GS	3.00°	372	478	531	637	743		
OWNER to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

TERPS			
STRAIGHT-IN LANDING RWY 8			
ILS		LOC (GS out)	
DA(H) 5554' (200')		MDA(H) 5700' (346')	
RAIL/ALS out		RAIL/ALS out	
A	1	RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C		RVR 30 or 5/8	
D			

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

TERPS AMEND 5A 11 DEC 2014

D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground	
LOC ILTT	125.6	North	119.3	South	120.35	135.3	121.35
Final Appch Crs	173°	LEETS	7000' (1643')		5557' (200')	ILS DA(H)	Apt Elev 5434'
							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.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME required. 2. Simultaneous approach authorized with Rwy 17L/17R. 3. VGSI and ILS glidespath not coincident.							



TERPS

STRAIGHT-IN LANDING RWY 16L

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

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 DME or Radar required.

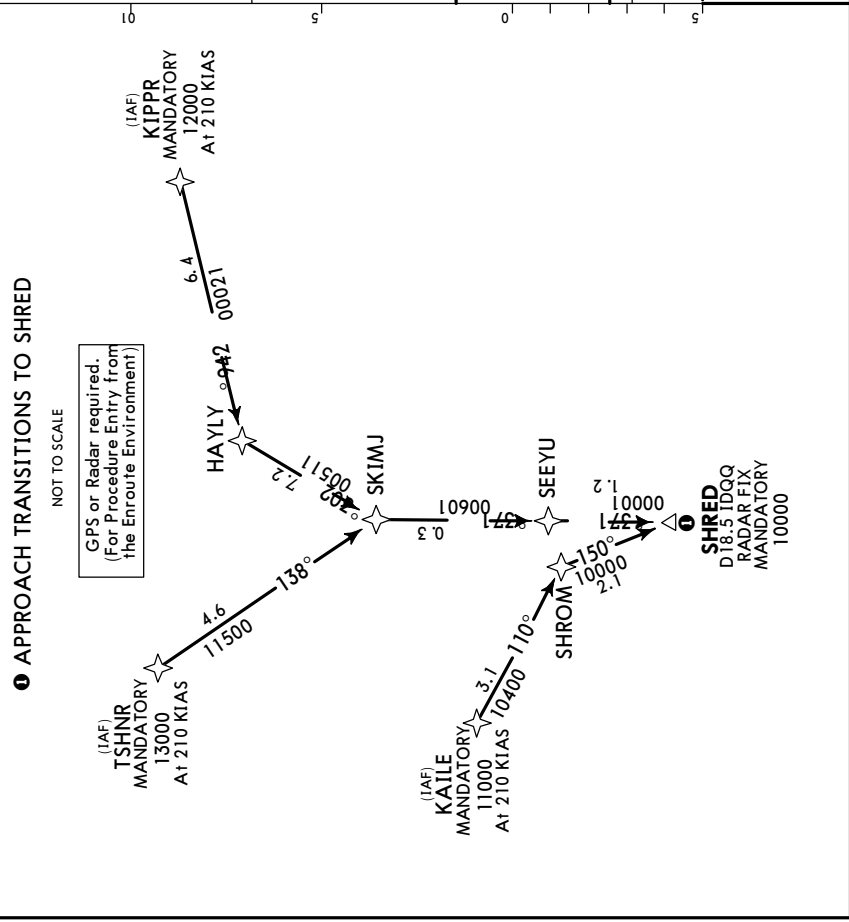
LOC only.	LOC	5900'	12000'	218°	FQF
					116.3 BREWS
					R-254

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JEPPESEN
 14 APR 23
 Eff: 20 Apr
 (1-4)
DENVER, COLO
 ILS or LOC Rwy 16R

KDEN/DEN
 DENVER INTL

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	121.35
LOC IDQQ 111.9	Final Appch Crs 173°	JETSN 7000' (1674')	ILS DA(H) 5526' (200')	Apt Elev 5434' 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. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Simultaneous approach authorized with Rwy 17L/17R. 3. VGSI and ILS glidespath not coincident.				



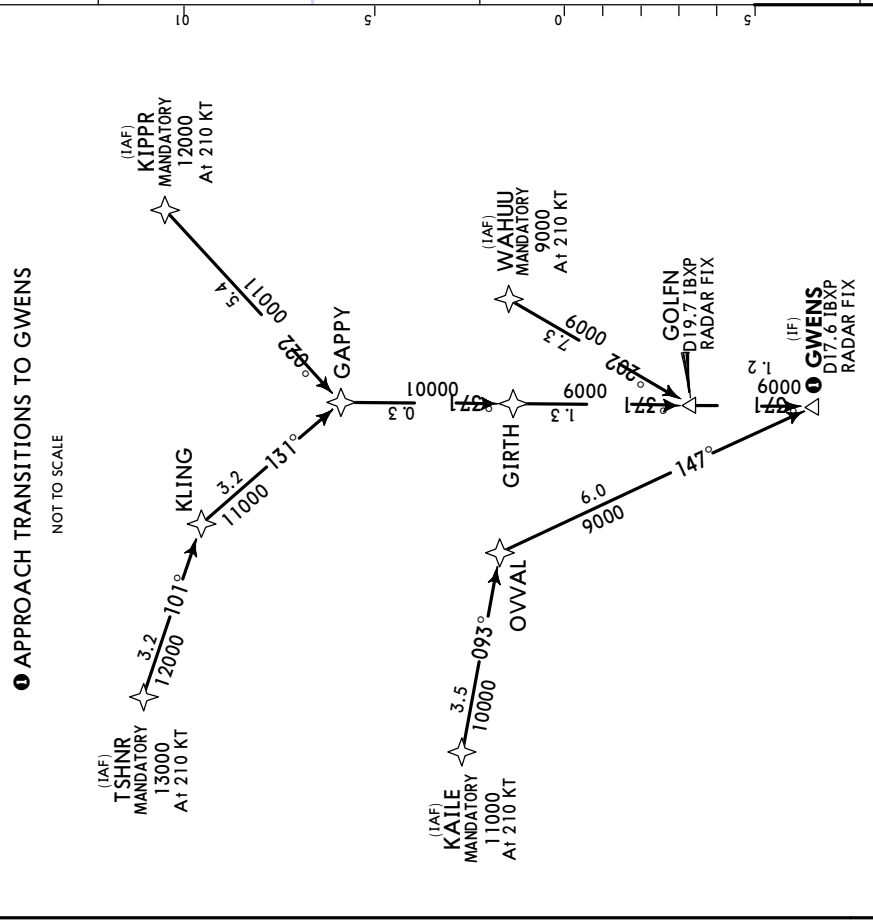
TERPS

STRAIGHT-IN LANDING RWY 16R	
ILS DA(H) 5526' (200')	LOC (GS out) MDA(H) 5640' (314')
TDZ/CL out	RAIL/ALS out
RVR 18 or 1/2	RVR 24 or 1/2
RVR 24 or 1/2	RVR 40 or 3/4
RVR 50 or 1	RVR 50 or 1
RVR 45 or 7/8	RVR 45 or 7/8

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

MAJLSR	5900'	12000'	218°	FQF	BREWS
PAPI	↑	↑	↑	↑	↑
JETSN to MAP	5.1	4:22	3:24	3:04	2:33
	2:11	1:55			

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85
LOC IBXP 110.15	Final Apch Crs 173°	IRINE 7000' (1661')	ILS DA(H) 5539' (200')	Apt Elev 5434' TDZE 5339'
<p>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.</p>				
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p>				
<p>1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy 17R and Rwys 16L/16R. 3. VGSI and ILS glidepath not coincident.</p>				



TERPS		STRAIGHT-IN LANDING RWY 17L	
ILS DA(H) 5539' (200')	LOC (GS out) MDA(H) 5620' (281')	RAIL/ALS out	RAIL/ALS out
A		RVR 24 or 1/2	RVR 50 or 1
B		RVR 40 or 3/4	RVR 45 or 7/8
C		RVR 24 or 1/2	RVR 45 or 7/8
D		RVR 24 or 1/2	RVR 45 or 7/8
<p>1. RVR 18 with Flight Director or Autopilot or HUD to DA. 2. DME or Radar required.</p>			

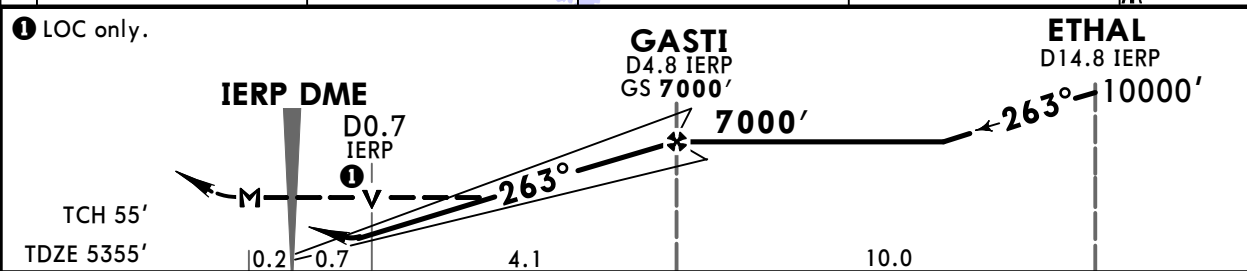
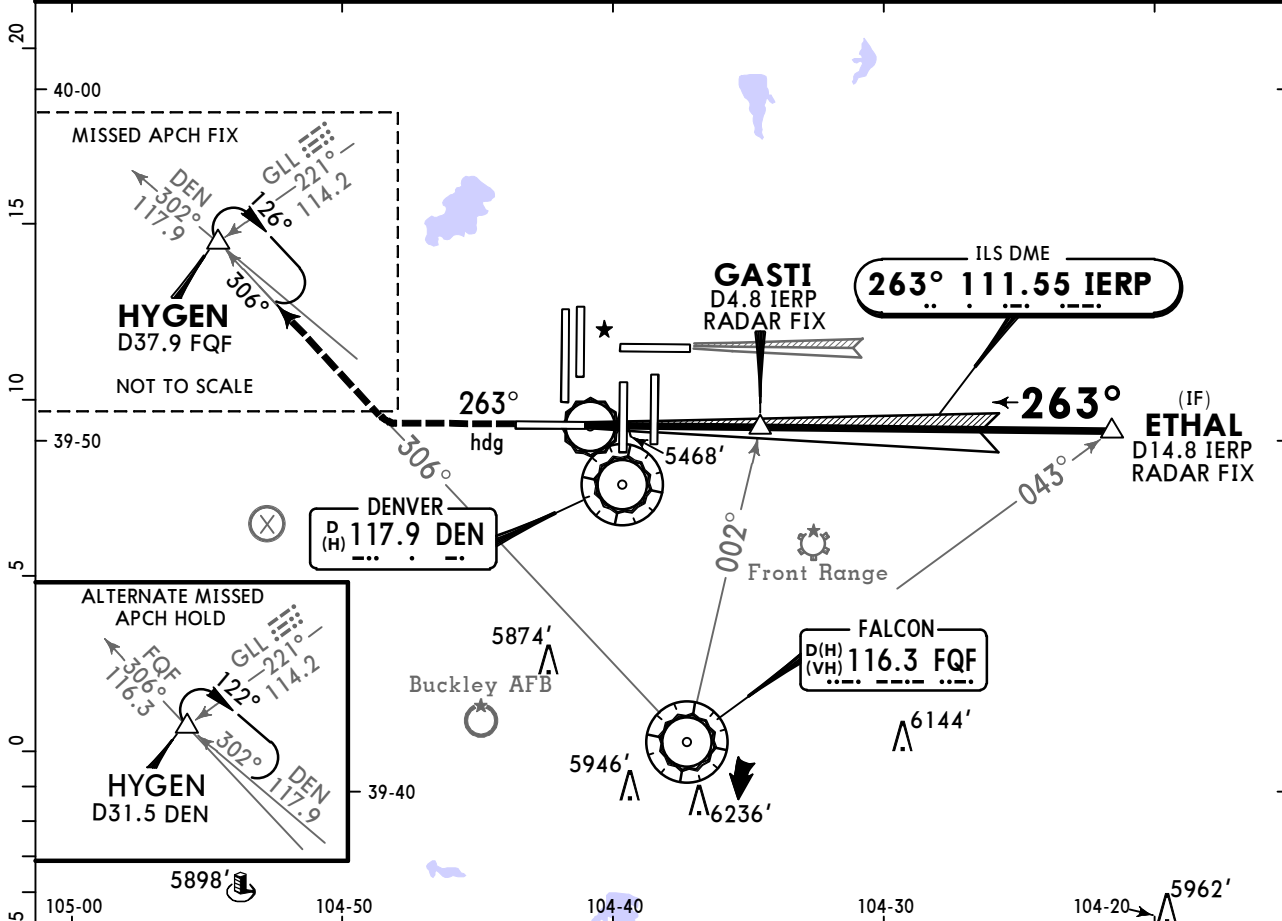
LOC (GS out) MDA(H) 5620' (281')	RAIL/ALS out	RAIL/ALS out
A	RVR 24 or 1/2	RVR 50 or 1
B	RVR 40 or 3/4	RVR 45 or 7/8
C	RVR 24 or 1/2	RVR 45 or 7/8
D	RVR 24 or 1/2	RVR 45 or 7/8

KDEN/DEN DENVER INTL

JEPPESSEN
14 APR 23
Eff 20 Apr (11-7)

DENVER, COLO ILS or LOC Rwy 25

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 128.75	Ground 121.35
LOC IERP 111.55	Final Apch Crs 263°	GASTI 7000' (1645')	ILS DA(H) 5555' (200')	Apt Elev 5434' TDZE 5355'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>9200</p> <p>MSA DEN VOR</p>
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.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 10000' on 263° hdg and 116.3 FQF R-306 HYGEN
GS	3.00°	372	478	531	637	849	
GASTI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

TERPS STRAIGHT-IN LANDING RWY 25			
ILS DA(H) 5555' (200')		LOC (GS out) MDA(H) 5720' (365')	
RAIL/ALS out		RAIL/ALS out	
A		RVR 24 or 1/2	RVR 50 or 1
B	1 RVR 24 or 1/2	RVR 40 or 3/4	
C		RVR 35 or 5/8	RVR 55 or 1
D			
1 RVR 18 with Flight Director or Autopilot or HUD to DA.			

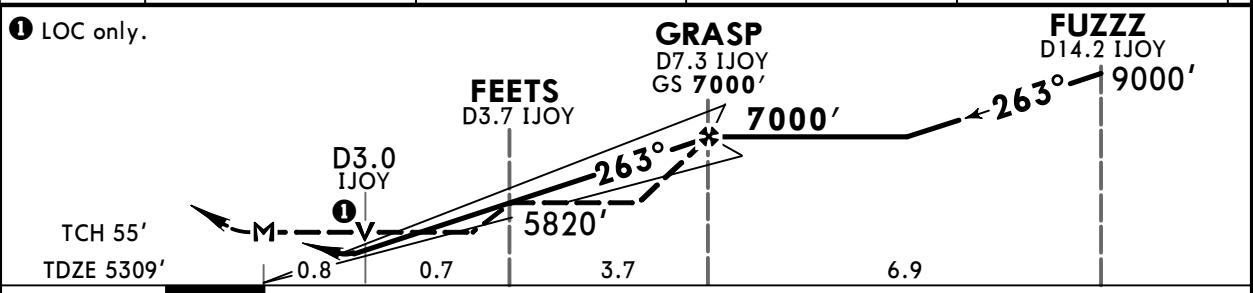
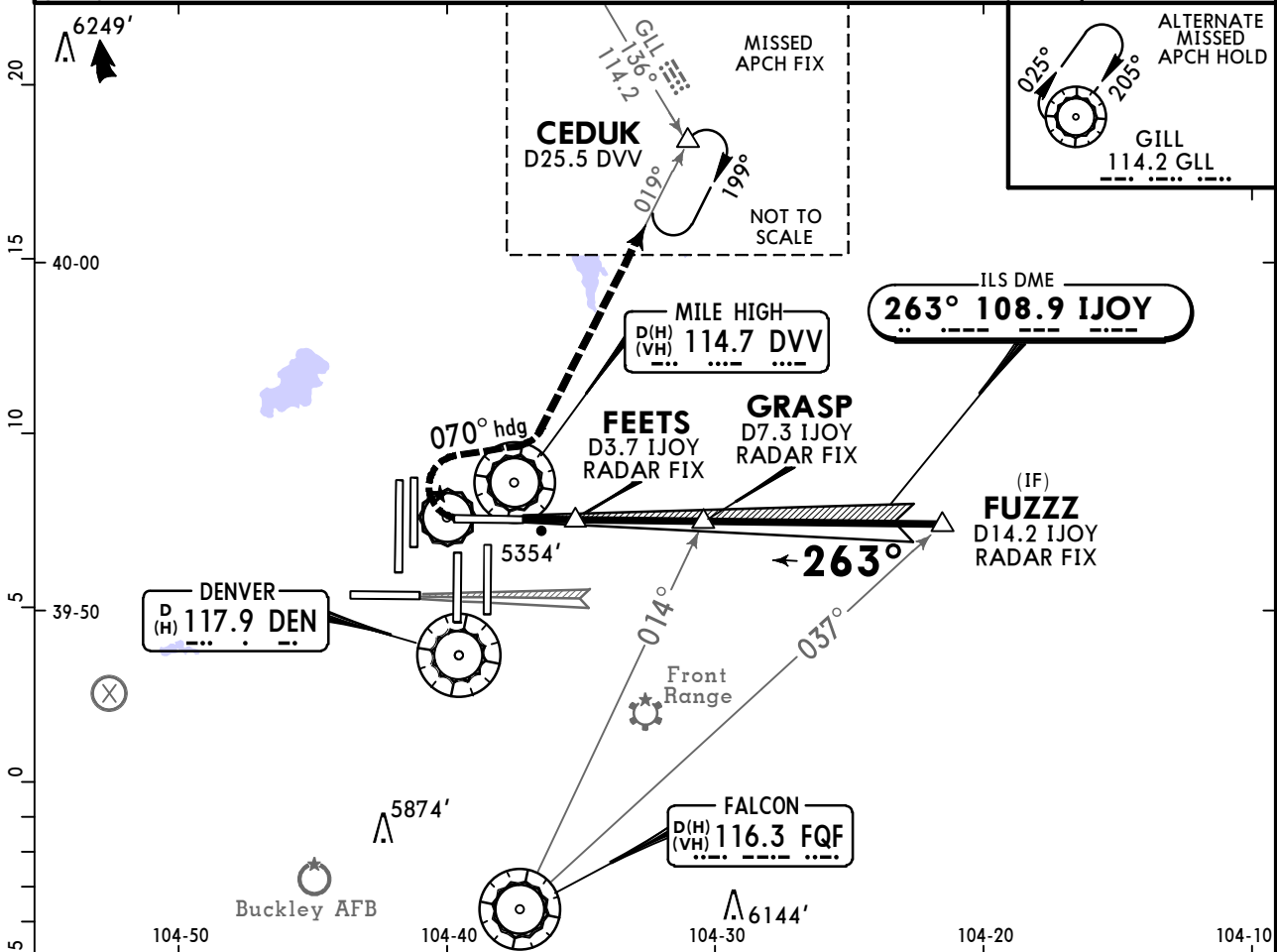
TERPS AMEND 3A 11 DEC 2014

KDEN/DEN DENVER INTL

JEPPESSEN
14 APR 23 **11-8** Eff 20 Apr

DENVER, COLO ILS or LOC Rwy 26

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 121.85
LOC IJOY 108.9	Final Apch Crs 263°	GRASP 7000' (1691')	ILS DA(H) 5509' (200')	Apt Elev 5434' 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.				9200 MSA DEN VOR
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.				

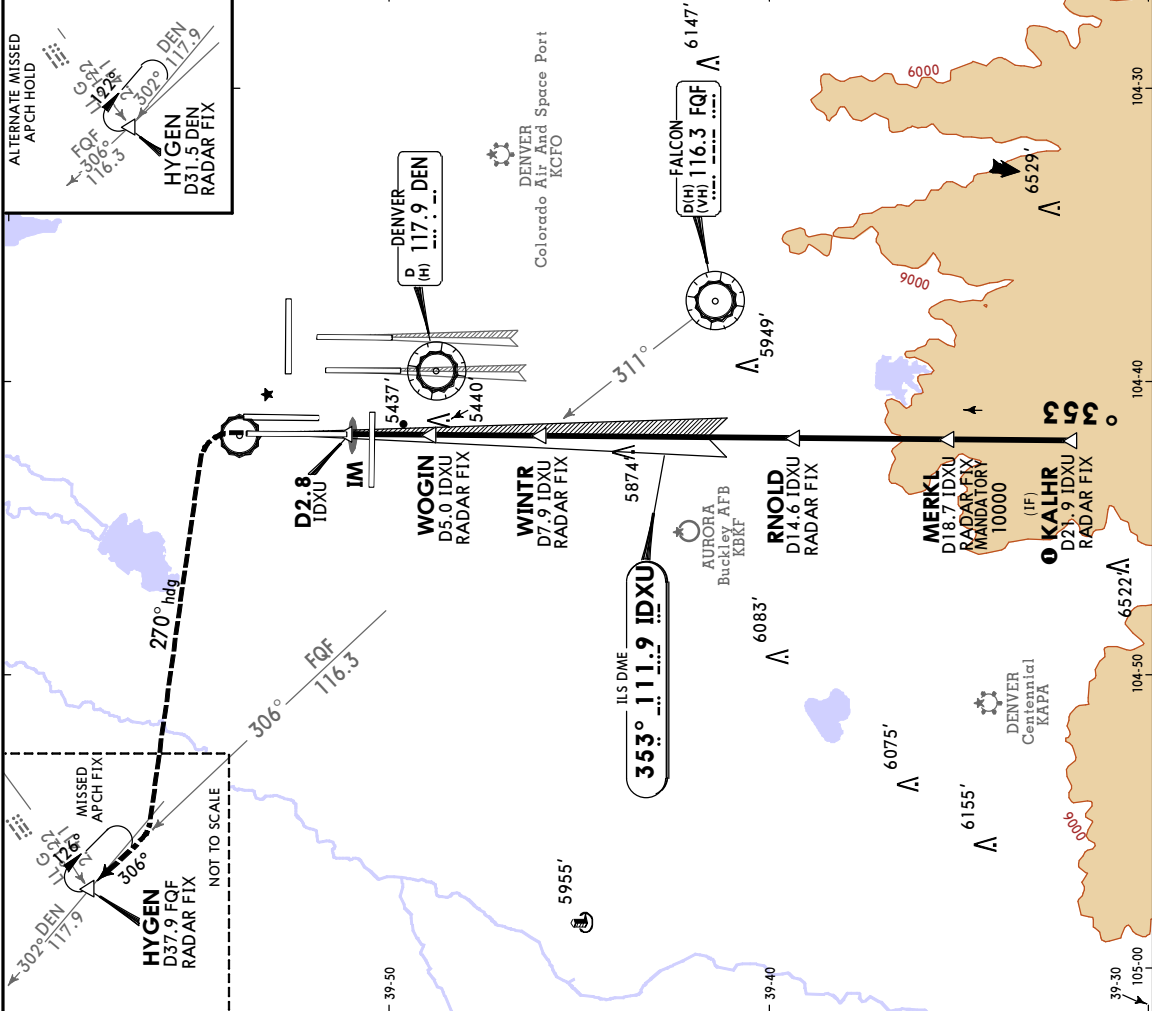


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5900'	9000'	070° on	DVV and 114.7 R-019
GS	3.00°	372	478	531	637	849					
GRASP to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

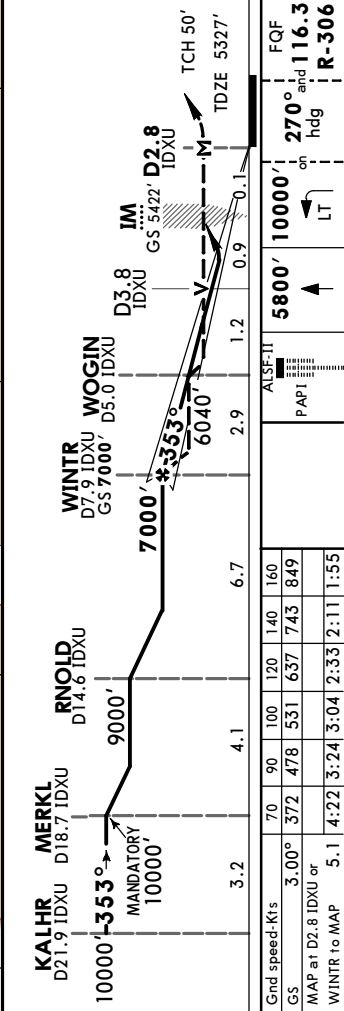
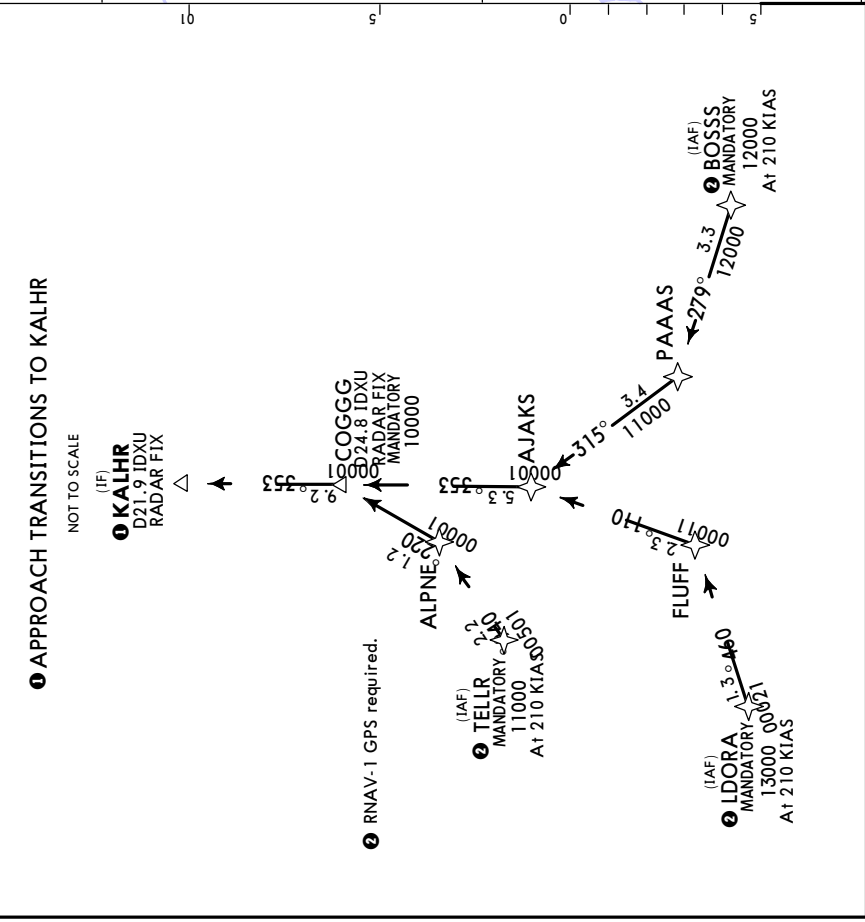
ILS			STRAIGHT-IN LANDING RWY 26		
DA(H) 5509' (200')			LOC (GS out)		
TDZ/CL out			MDA(H) 5620' (311') With FEETS		MDA(H) 5820' (511') Without FEETS
RAIL/ALS out			RAIL/ALS out		RAIL/ALS out
A			RVR 24 or 1/2		RVR 24 or 1/2
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1		RVR 50 or 1
C		RVR 40 or 3/4			RVR 55 or 1
D			RVR 26 or 1/2		1 1/2

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

JEPPESEN
DENVER, COLO
DENVER INTL ILS or LOC RWY 34L
(11-9)



D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground	
125.6	North 119.3	South 120.35	135.3	135.3		121.35	
LOC ID XU	Final Apch Crs	WINTR	ILS DA(H)	Apt Elev 5434'		9200	
111.9	353°	7000' (1673')	5527' (200')	TDZE 5327'		MSA DEN VOR	
<p>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.</p>							
<p>ALT SET: INCHES Trans level: FL 180</p>							
<p>RNAV 1: GPS or RADAR required for procedure entry.</p>							
<p>RNAV 2: DME or RADAR required.</p>							
<p>RNAV 3: VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').</p>							



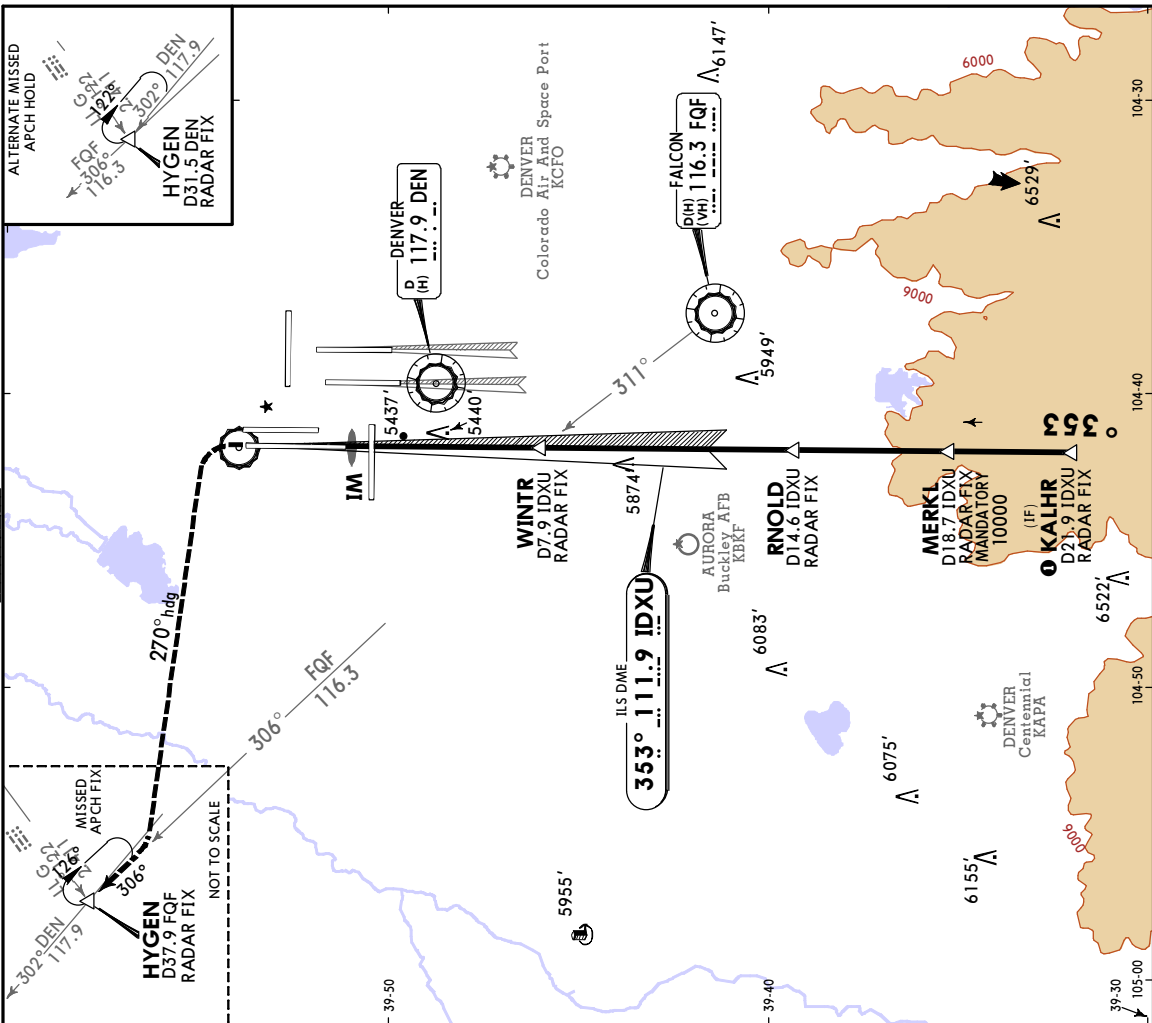
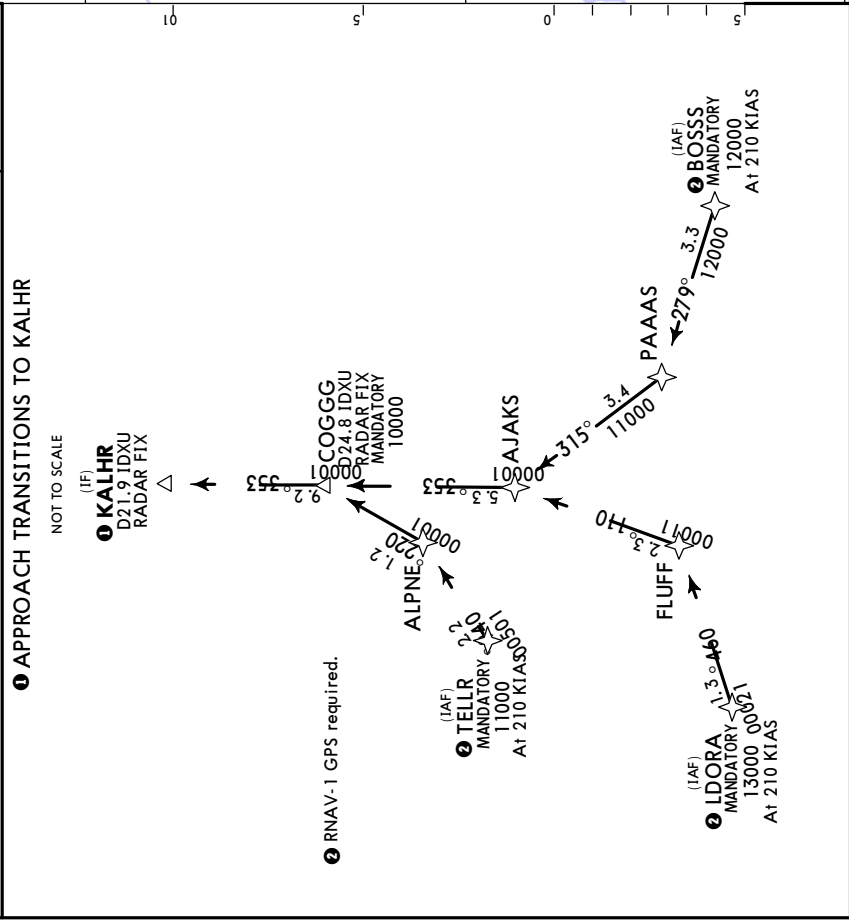
TERPS STRAIGHT-IN LANDING RWY 34L

ILS		LOC (GS out)	
DA(H)	5527' (200')	MDA(H)	5700' (373')
TDZ/CL out	ALS out	ALS out	ALS out
RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1
RVR 35 or 5/8	RVR 55 or 1		

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

JEPPESEN
 14 APR 23
 Eff 20 Apr
DENVER, COLO
DENVER INTL
ILS Rwy 34L CAT II & III

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3	DENVER Tower 135.3	Ground 121.35
LOC IDXU 111.9	Final Apch Crs 353°	CAT II ILS RA 108 DA(H) 5427 (100')	9200
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.			
ALT-Set: INCHES Trans level: FL 180 Trans alt: 18000 RNAV 1-GPS or RADAR required for procedure entry. 1. Special Aircrew & Actf Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35L/35R. 4. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 70').			



TERPS

STRAIGHT-IN LANDING RWY 34L

CAT III ILS	CAT II ILS RA 108' DA(H) 5427' (100')
RVR 3	1 RVR 12

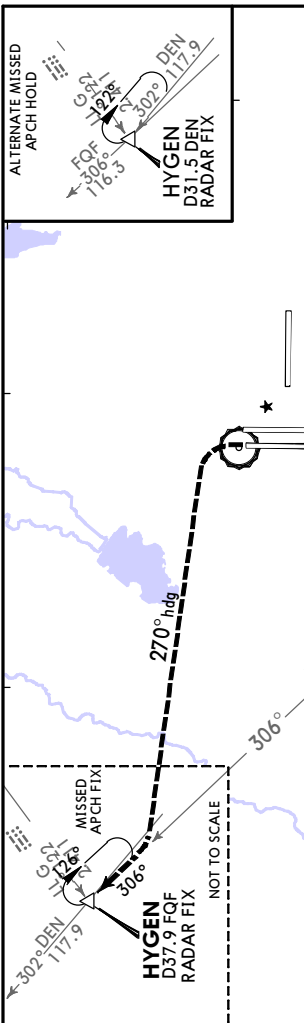
End speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
						849

ALSF-II	5800'	10000'	270°	116.3
PAPI			hdg	
				R-306

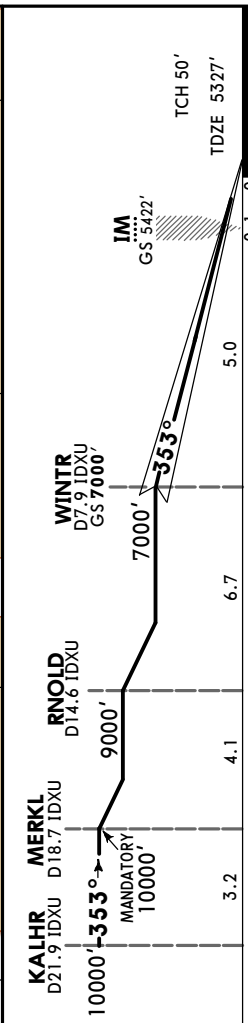
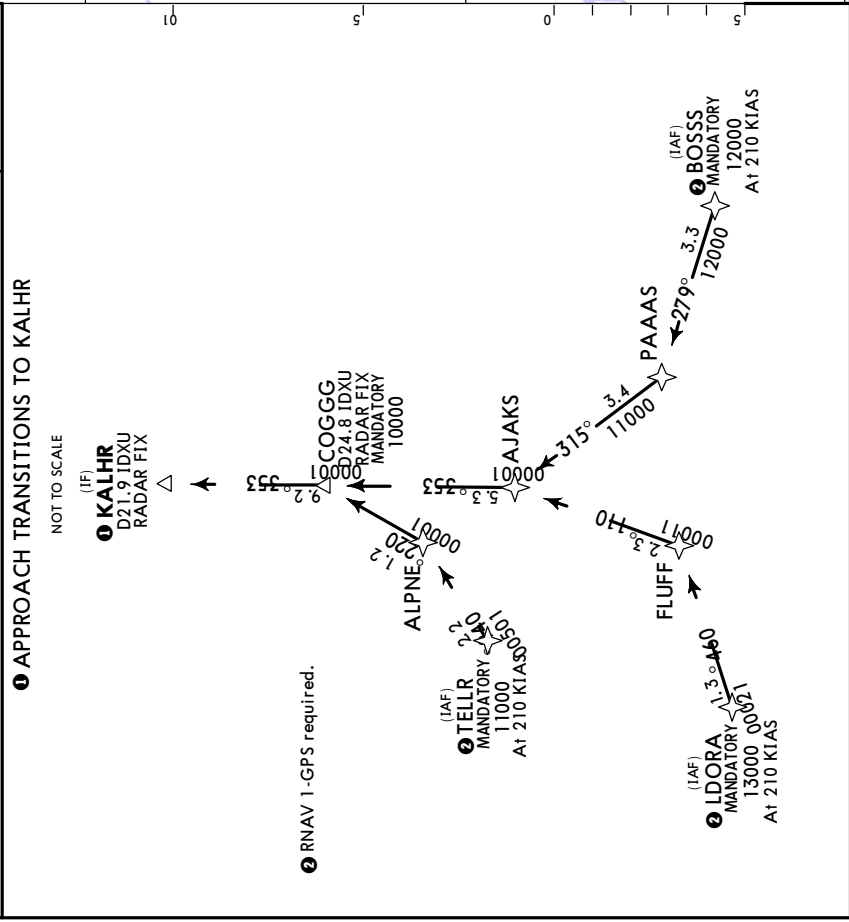
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① RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
 CHANGES: Ground frequency, FQF VOR service volume.

JEPPESEN
DENVER, COLO
DENVER INTL
ILS Rwy 34L SA CAT I
(11-9B)



D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35	DENVER Tower 135.3	Ground 121.35
LOC IDXU 111.9	SA CAT I ILS RA 148' WINTR 7000' (1673') DA(H) 5477' (150')	Apt Elev 5434' TDZE 5327'	9200 MSA DEN VOR
<p>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.</p> <p>Alt Set: INCHES Trans alt: 18000'</p> <p>RNAV 1-GPS or RADAR required for procedure entry.</p> <p>1. Special Aircrew & Actt Certification Required. 2. DME or RADAR required.</p> <p>3. Simultaneous approach authorized with Rwy 35L/35R. 4. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 70').</p>			



TERPS		STRAIGHT-IN LANDING RWY 34L																											
SA CAT I ILS RA 148'	DA(H) 5477' (150')	RVR 14																											
<table border="1"> <tr> <th>GS</th> <th>3.00°</th> <th>372</th> <th>478</th> <th>531</th> <th>637</th> <th>743</th> <th>849</th> </tr> <tr> <td>End speed-Kts</td> <td>70</td> <td>90</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td></td> </tr> </table>		GS	3.00°	372	478	531	637	743	849	End speed-Kts	70	90	100	120	140	160		<table border="1"> <tr> <td>ALSFL</td> <td>5800'</td> <td>10000'</td> <td>270'</td> <td>116.3</td> </tr> <tr> <td>PAPI</td> <td></td> <td></td> <td>hdg</td> <td>R-306</td> </tr> </table>		ALSFL	5800'	10000'	270'	116.3	PAPI			hdg	R-306
GS	3.00°	372	478	531	637	743	849																						
End speed-Kts	70	90	100	120	140	160																							
ALSFL	5800'	10000'	270'	116.3																									
PAPI			hdg	R-306																									

1 Requires specific OPSPEC, MSPEC, or LOA approval.

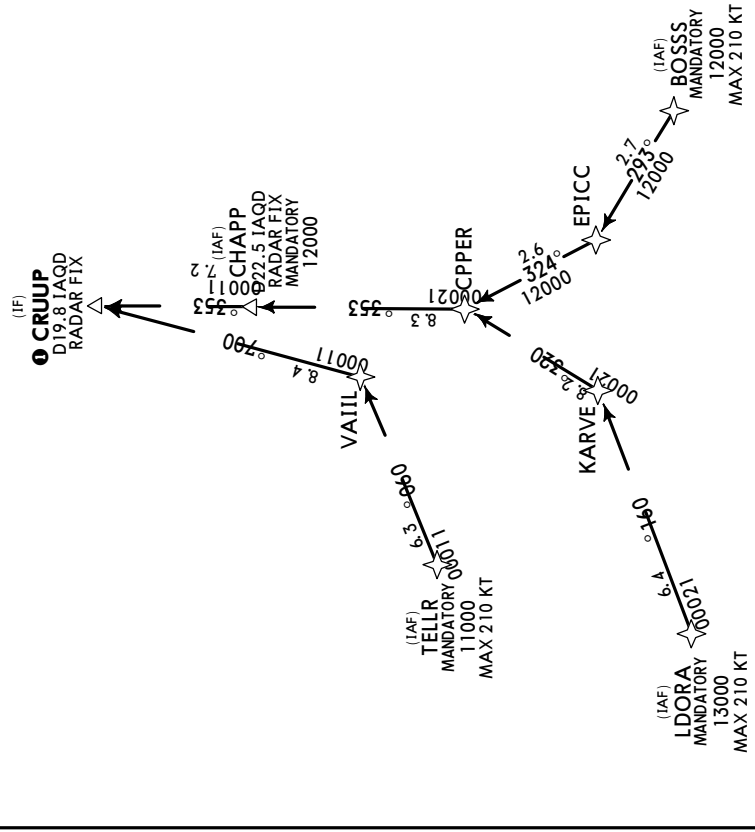
CHANGES: Ground frequency, FQF VOR service volume.

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D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	124.3	121.85
LOC IAQD 108.5	Final Apch Crs 353°	DYMON 7000' (1566')	ILS DA(H) 5634' (200')	9200
MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold.				
Alt. Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RNAV 1-GPS or Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 71').				
MSA DEN VOR				

APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE

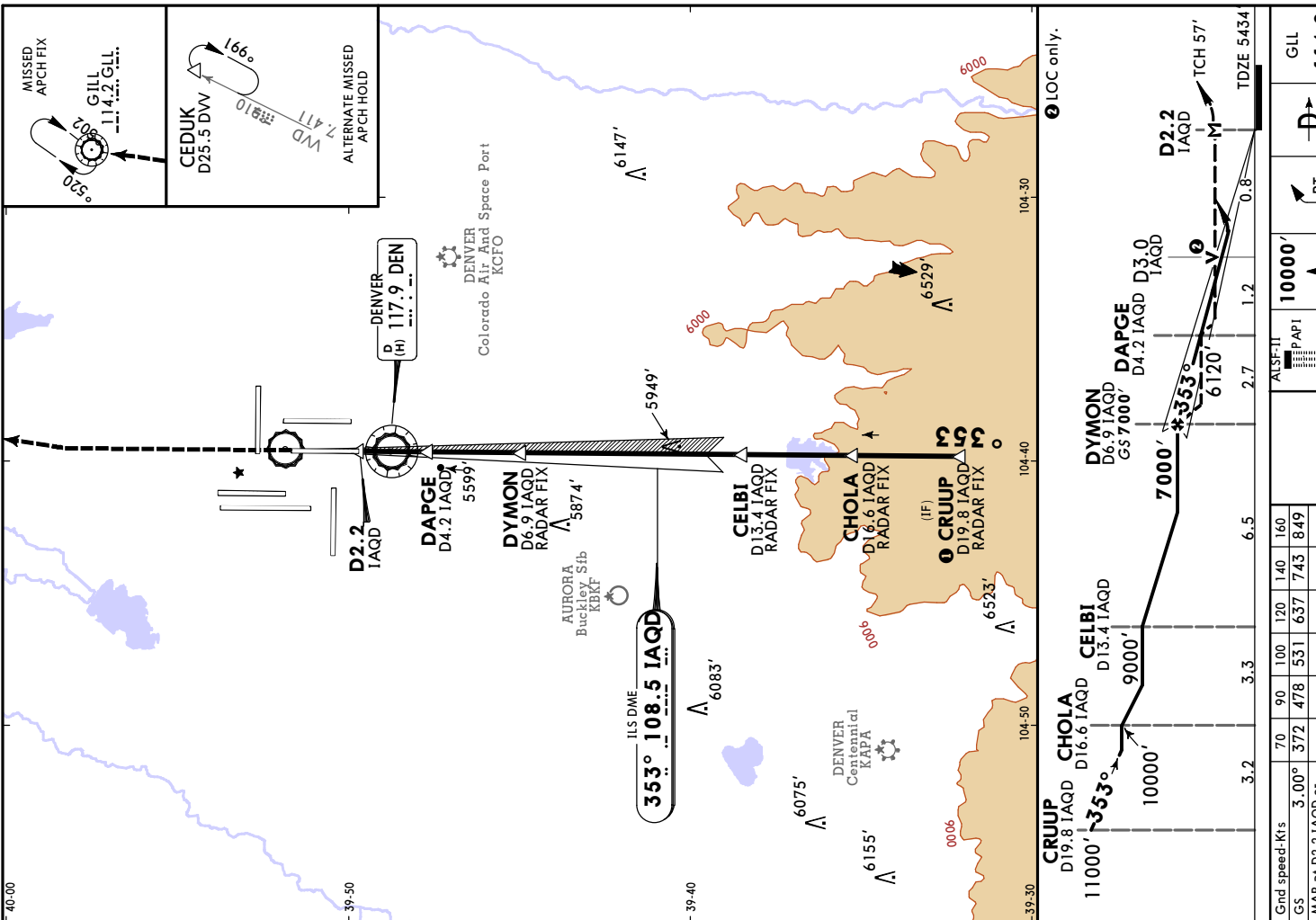


TERPS

STRAIGHT-IN LANDING RWY 35L

ILS	DA(H) 5634' (200')	ALS out	ALS out
	MDA(H) 5760' (326')		
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	
C	RVR 24 or 1/2	RVR 26 or 1/2	
D			

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 DME or Radar required.



End speed-Kts	70	90	100	120	140	160
GS	3:00	3:72	4:78	5:31	6:37	7:43
MAP at D2.2 IAQD or						
DYMON to MAP	4:02	3:08	2:49	2:21	2:01	1:46
ALSFT-IL						
PAPI						
RT						
GLL	114.2					

JEPPESEN

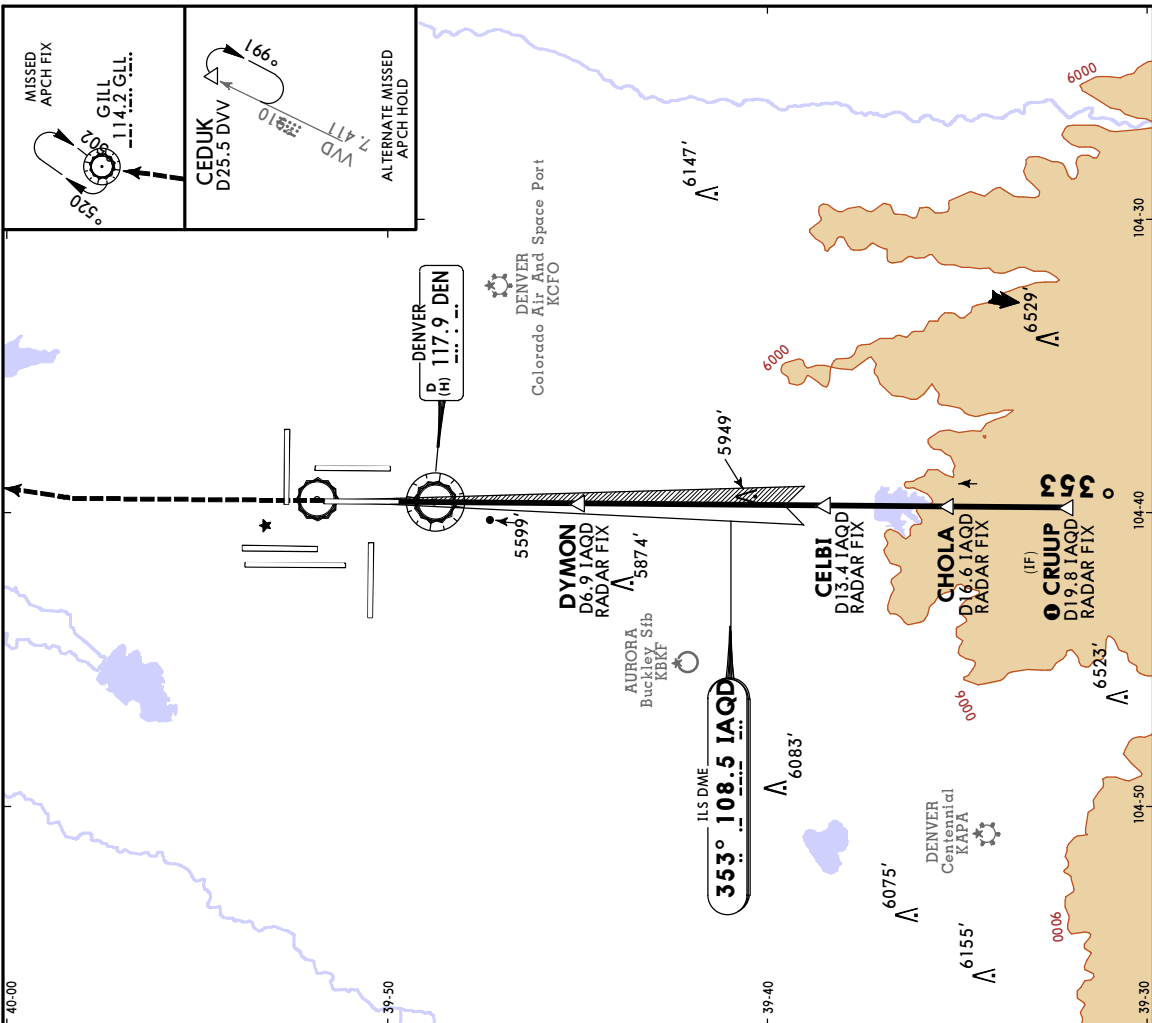
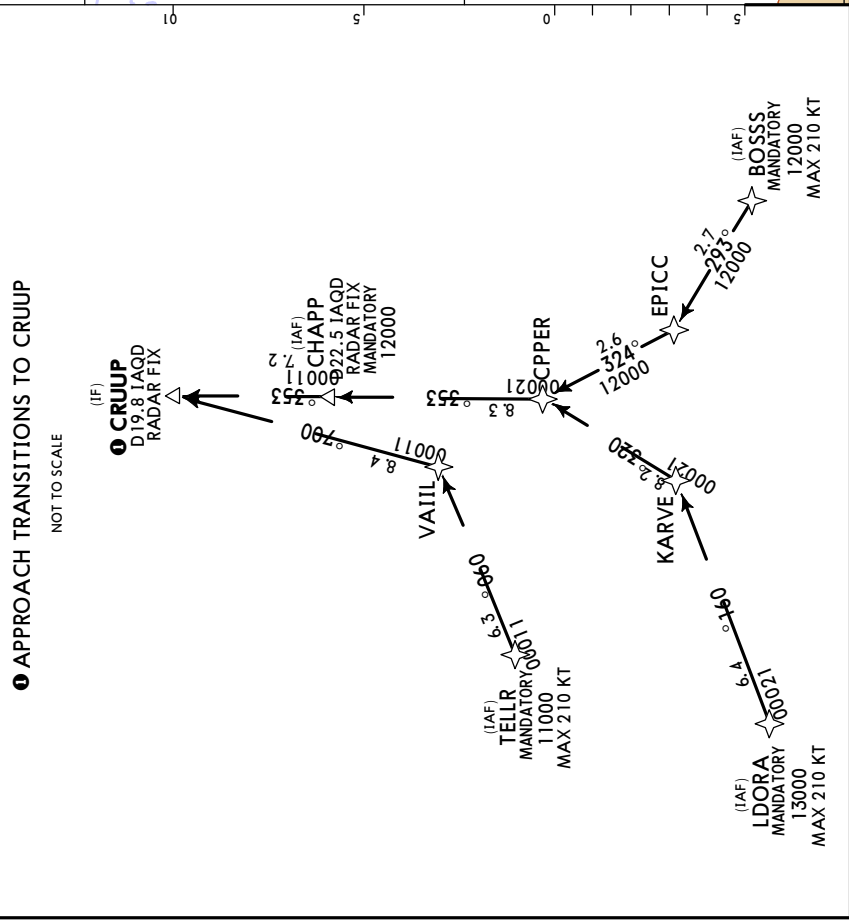
KDEN/DEN
DENVER INTL

DENVER, COLO
DENVER CAT II & III

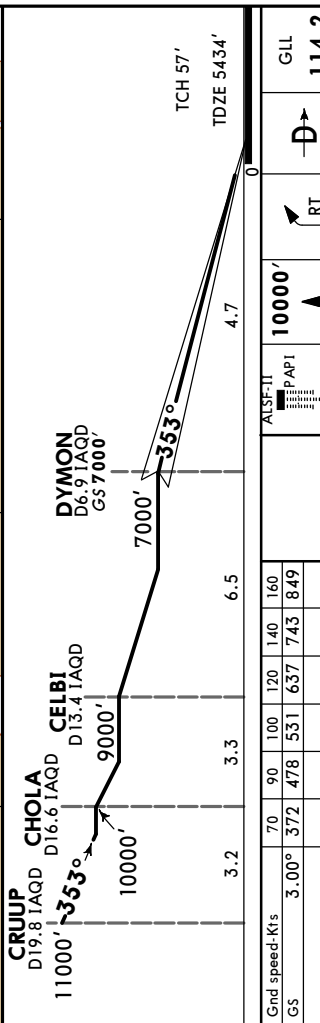
14 APR 23
Eff: 20 Apr

(11-11A) ILS RWY 35L

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	124.3	121.85
LOC IAQD 108.5	Final Appch Crs 353°	DYMON 7000' (1566')	CAT II ILS RA 115' DA(H) 5534'(100')	9200
MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold.		CAT III Refer to Minimums	CAT II ILS RA 115' Apt Elev 5434' DA(H) TDZE 5434'	MSA DEN VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Special Aircrew & Acft Certification Required. 2. RNAV 1-GPS or Radar required for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').				



TERPS		STRAIGHT-IN LANDING RWY 35L	
CAT III ILS	CAT II ILS	RA 115'	DA(H) 5534'(100')
RVR 3	RVR 12		



ALSF-II	ALSF-I	ALSF-III	ALSF-IV
70	90	100	120
372	478	531	637
3.00°	3.00°	3.00°	3.00°
160	140	120	100
849	743	637	531
10000'	10000'	10000'	10000'
RT	RT	RT	RT
GLL	GLL	GLL	GLL
114.2	114.2	114.2	114.2

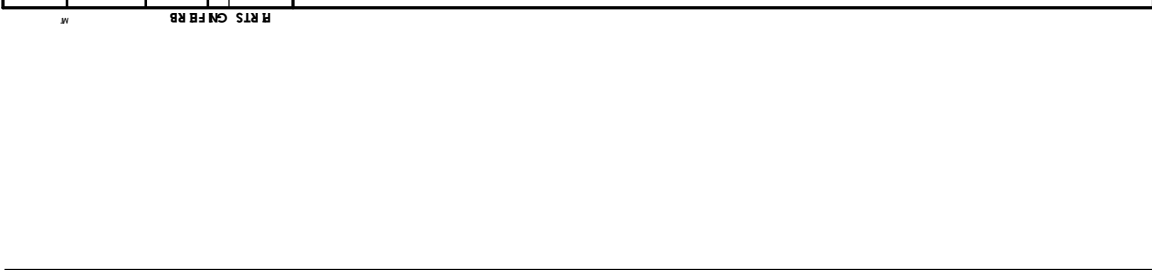
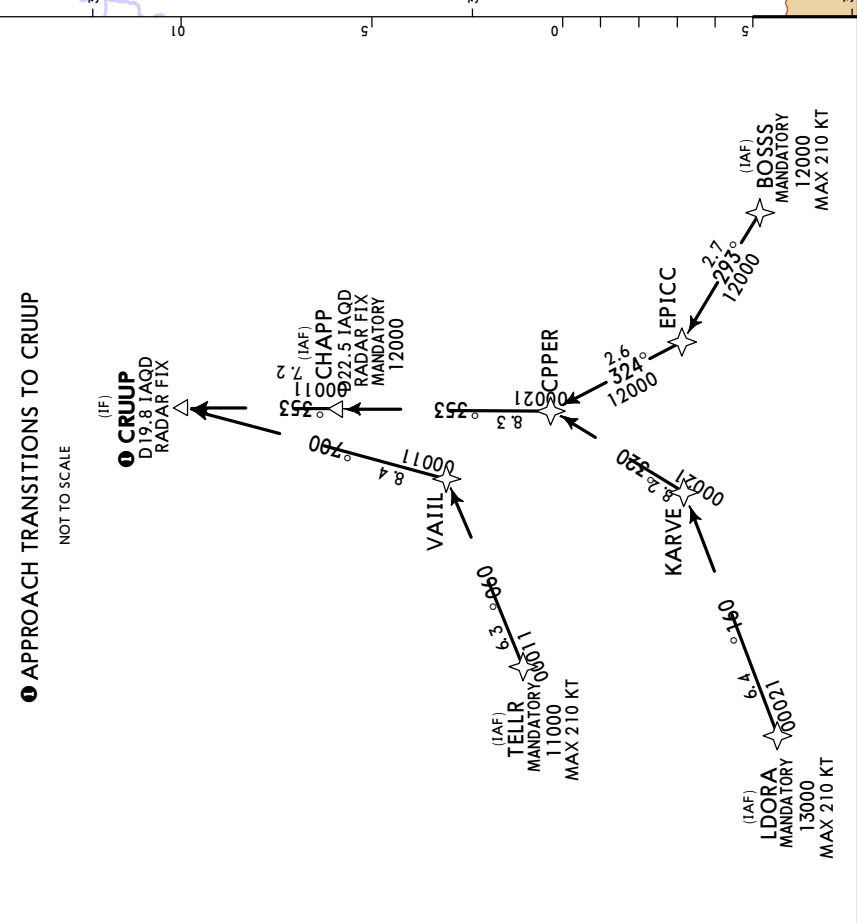
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
CHANGES: Tower frequency.

KDEN/DEN
DENVER INTL
14 APR 23
EFT 20 Apr

JEPPESEN
(11-11B) ILS Rwy 35L SA CAT I

DENVER, COLO
DENVER SA CAT I

D-ATIS Arrival	North 119.3	South 120.35	DENVER Tower	124.3	Ground	121.85
LOC	Final	DYMON	SA CAT I ILS	RA 165'	Apt Elev 5434'	9200
IAQD	353°	7000' (1566')	DA(H) 584' (150')	TDZE 5434'		MSA DEN VOR
MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required; 2. RNAV 1-GPS or Radar required for procedure entry; 3. Simultaneous approach authorized; 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').						



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

ALSFI-II
10000'
PAPI
RT
GLL
114.2

TCH 57'
TDZE 5434'
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KDEN/DEN
DENVER INTL

16 NOV 18

DENVER Tower
132.35

DENVER Approach (R)
North 119.3 South 120.35

D-ATIS Arrival
125.6

Ground
121.85

LOC IDPP
110.15

Final Apch Crs
353°

GS
FRONZ 7000' (1630')

ILS DA(H)
5570' (200')

DENVER Tower
132.35

DENVER Approach (R)
North 119.3 South 120.35

D-ATIS Arrival
125.6

Ground
121.85

LOC IDPP
110.15

Final Apch Crs
353°

GS
FRONZ 7000' (1630')

ILS DA(H)
5570' (200')

Apt Elev 5434'
TDZE 5370'

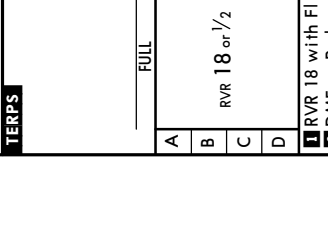
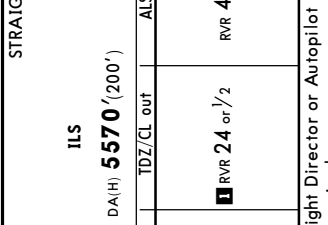
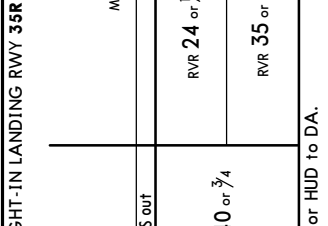
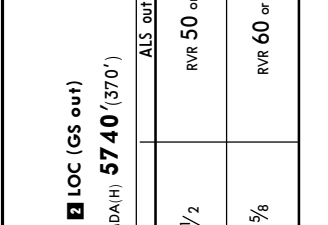
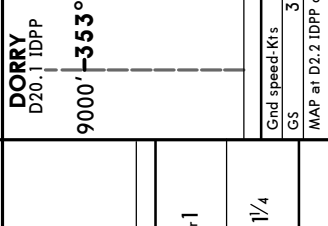
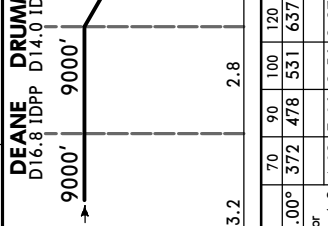
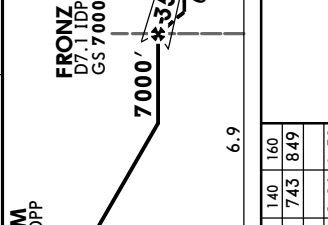
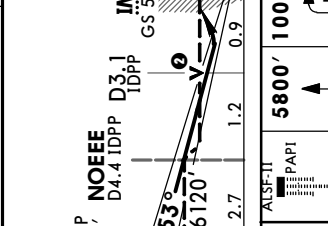
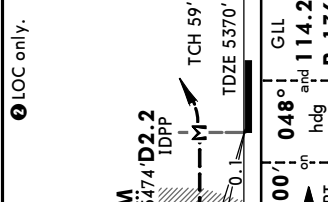
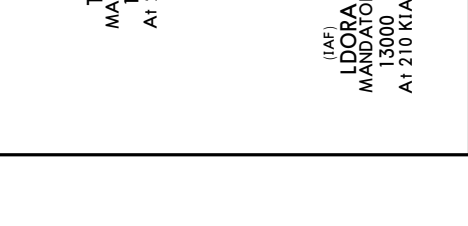
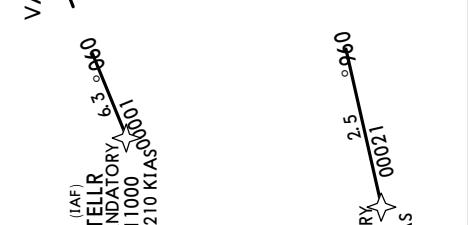
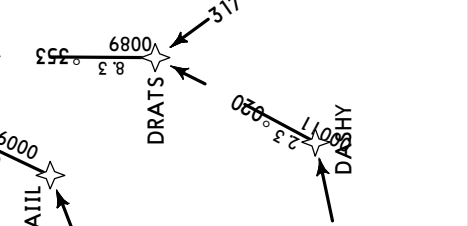
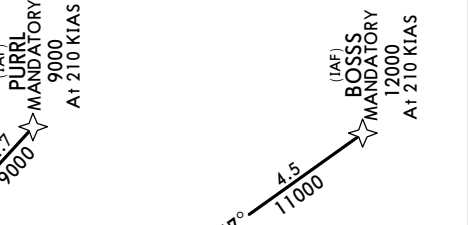
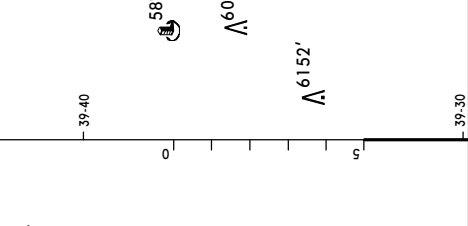
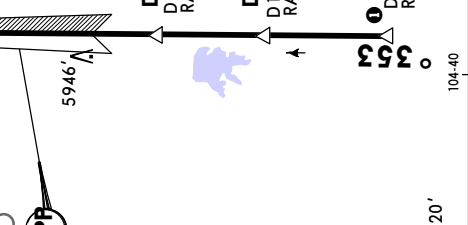
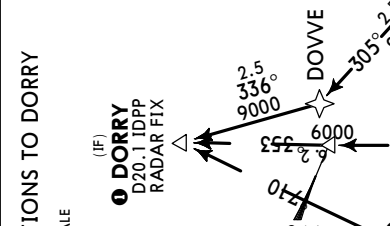
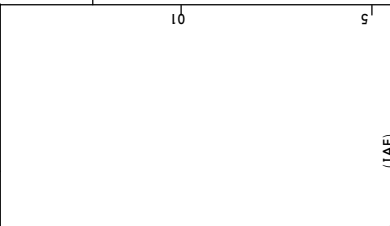
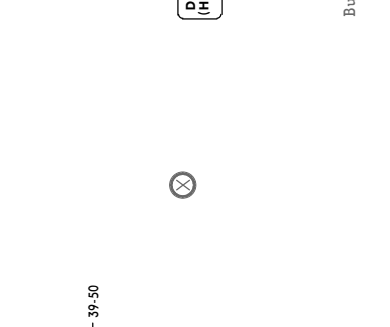
MSA DEN VOR
9200

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

1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy 34L/34R and Rwy 35L. 3. VGSI and ILS glidepath not coincident.

APPROACH TRANSITIONS TO DORRY
NOT TO SCALE



TERPS		STRAIGHT-IN LANDING RWY 35R	
ILS		LOC (GS out)	
DA(H) 5570' (200')		MDA(H) 5740' (370')	
FULL	TDZ/Cl out	ALS out	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 30 or 3/4	RVR 60 or 1/4
C	RVR 30 or 3/4	RVR 35 or 5/8	
D	RVR 35 or 5/8		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DME or Radar required.
CHANGES: Minimums.
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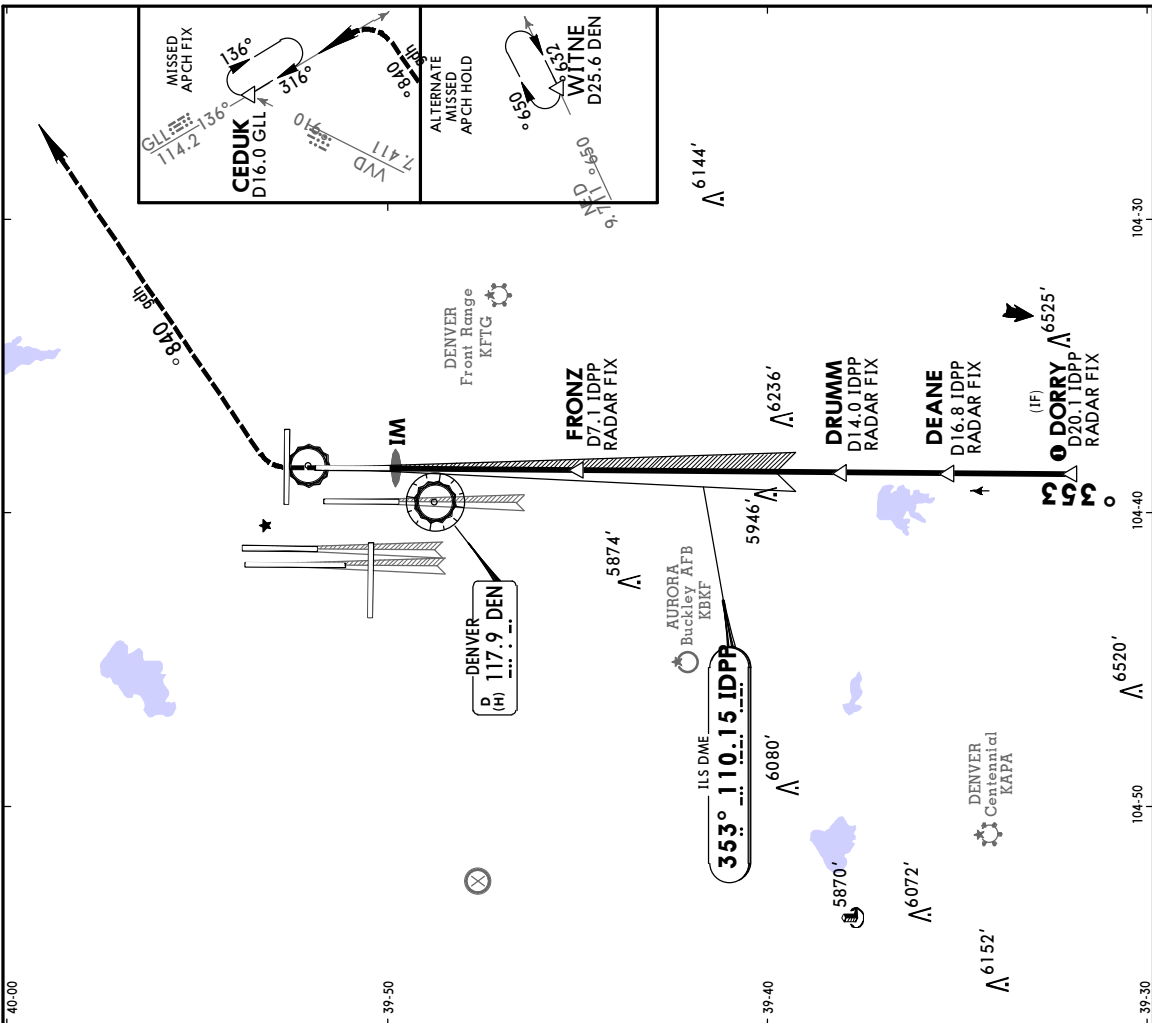
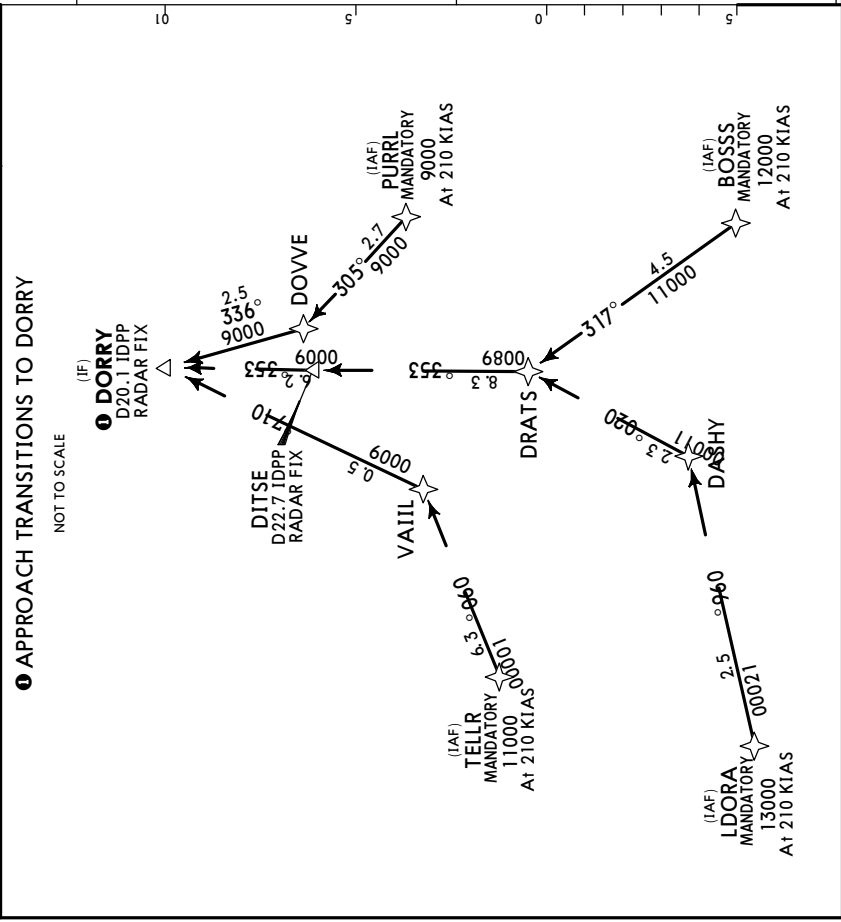
JEPPESEN
 16 NOV 18
 DENVER, COLO
 DENVER INTL
 ILS RWY 35R CAT II & III
 (11-12A)

D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground	
125.6	North 119.3	South 120.35	132.35	121.85		9200	
LOC IDPP	Final Apch Cts	GS FRONZ	CAT IIIA	CAT II ILS	CAT II ILS	RA 111 Apt Elev 5434'	
110.15	353°	7000'	NA	Refer to Minimums	5470' (100')	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.

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

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



TERPS

STRAIGHT-IN LANDING RWY 35R

CAT II ILS	CAT IIIA ILS	CAT II ILS	RA 111'
NA	RVR 3	RVR 7	DA(H) 5470' (100')
		RVR 12	

ALSIF-II	PAPI	5800'	10000'	048°	GLL and 114.2		
						RT	
GS	3.00°	70	90	100	120	140	160
Grd speed-Kts		372	478	531	637	743	849

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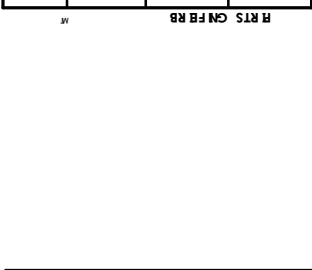
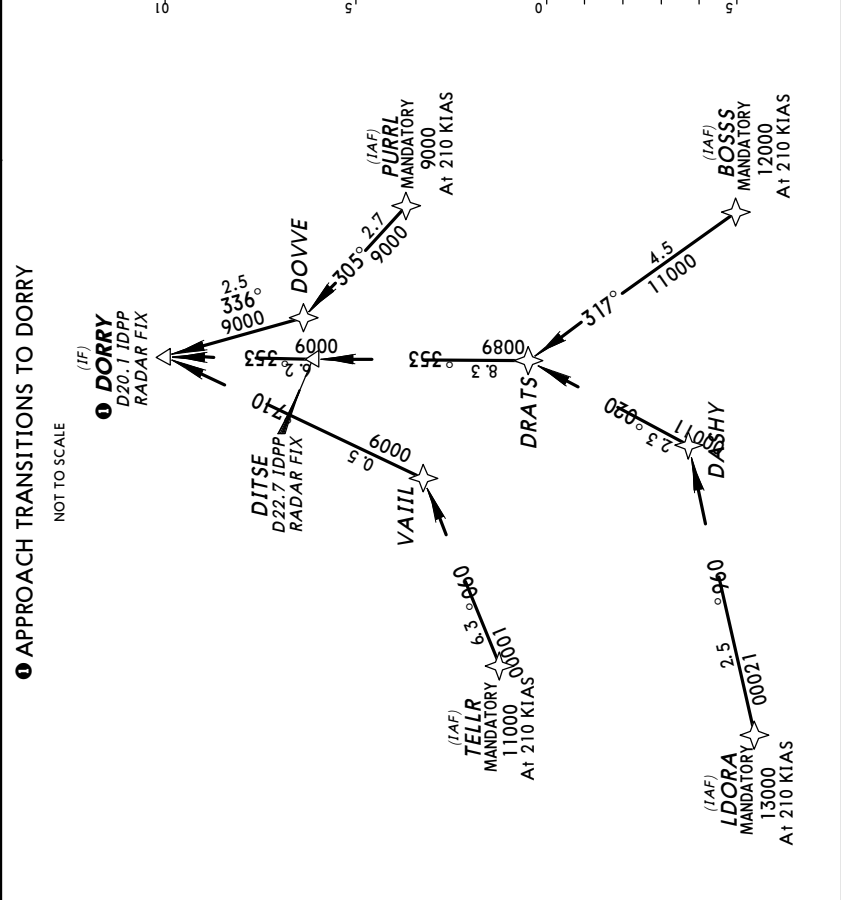
KDEN/DEN
DENVER INTL

5 DEC 14

DENVER, COLO
DENVER SA CAT I

JEPPESEN
(11-12B) ILS Rwy 35R SA CAT I

D-ATIS Arrival	North 119.3	South 120.35	DENVER Tower	132.35	Ground	121.85
LOC IDPP	Final Apch Crs	GS	SA CAT I ILS	Apt Elev	9200'	
110.15	353°	FRONZ	RA 161'	5434'	MISA DEN VOR	
		7000' (1630') DA(H) 5520' (150')		TDZE	5370'	
<p>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.</p> <p>Ait Set: INCHES Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.</p> <p>3. Simultaneous approach authorized with Rwy 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.</p>						



DORRY	D20.1 IDPP	9000'	3.2	3.00°	70	90	100	120	140	160
DEANE	D16.8 IDPP	9000'	2.8		372	478	531	637	743	849
DRUMM	D14.0 IDPP	9000'	6.9							
DORRY (IF)	D20.1 IDPP	6525'	4.8							
FRONZ	D7.1 IDPP	5370'	7.0							
		7000'	3.53°							
		5800'	10000'	0.48°	GLL					
					and 114.2°					
					hdg					
					RT					
					R-136					

TERPS

STRAIGHT-IN LANDING RWY 35R

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

KDEN/DEN DENVER INTL



DENVER, COLO

14 APR 23

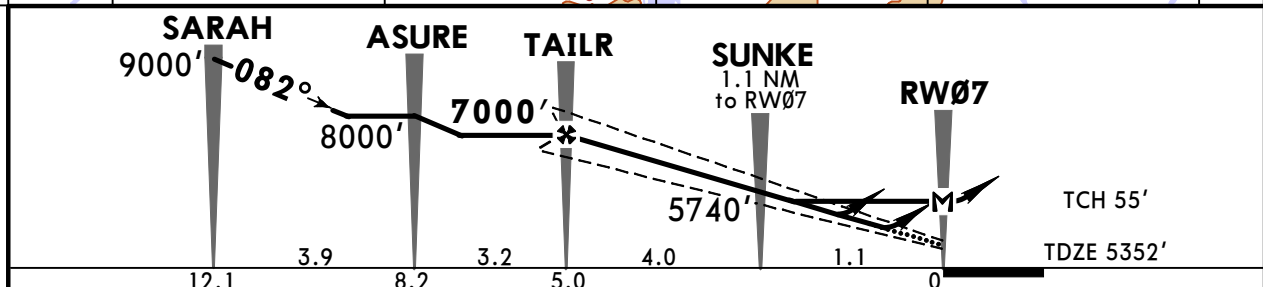
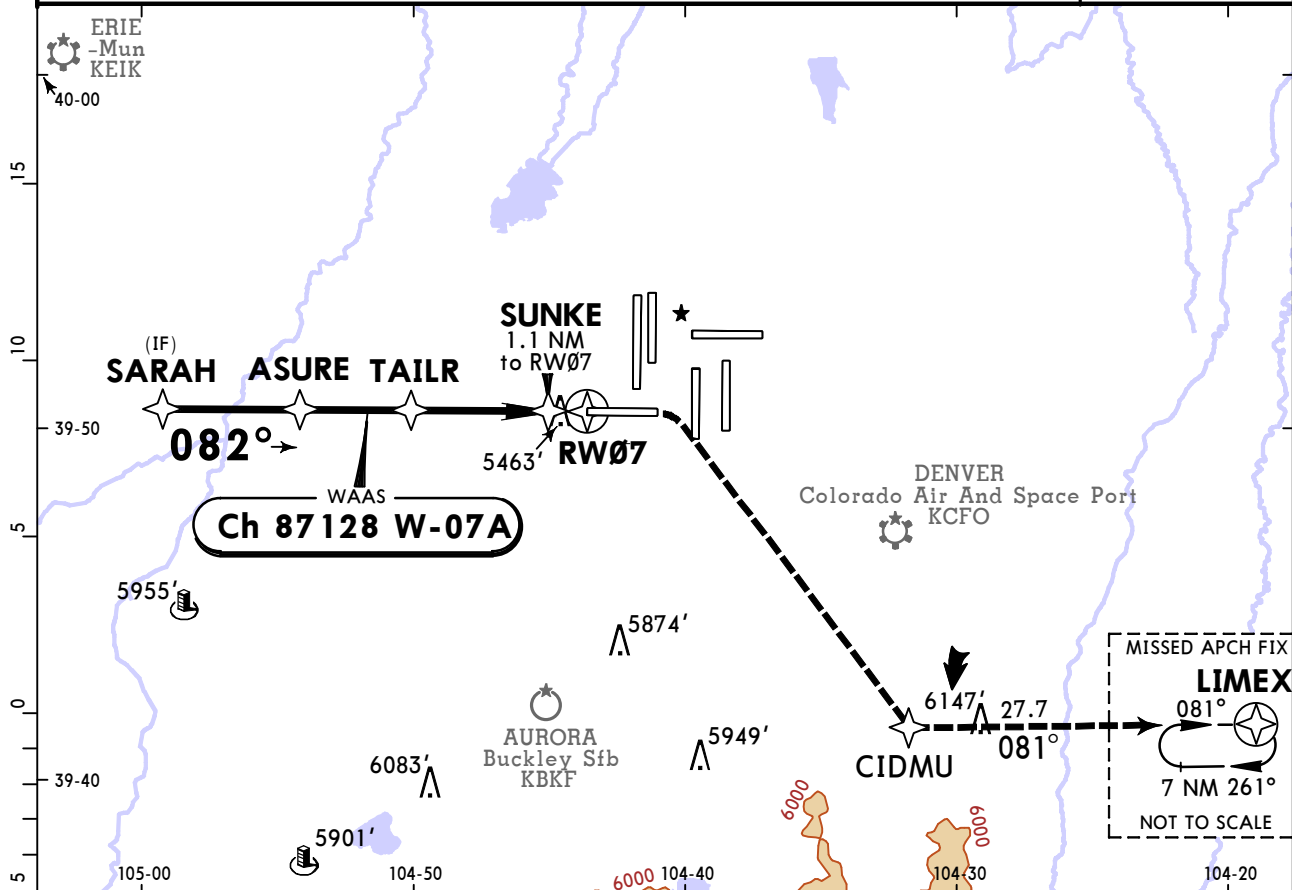
(12-1)

Eff 20 Apr

RNAV (GPS) Y Rwy 7

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 128.75	Ground 121.35
WAAS Ch 87128 W-07A	Final Apch Crs 082°	TAILR 7000' (1648')	LPV DA(H) 5552' (200')	Apt Elev 5434' TDZE 5352'
MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct CIDMU and on track 081° to LIMEX and hold.				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 10,900 </div> MSA RW07
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. Simultaneous approach authorized. 2. Use of Flight Director or Autopilot required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 54°C. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5900'	10000'	D → CIDMU
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	
MAP at RW07										

	TERPS			STRAIGHT-IN LANDING RWY 7		LNAV	
	LPV DA(H) 5552' (200')	LNAV/VNAV DA(H) 5626' (274')		LNAV MDA(H) 5720' (368')			
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A						RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8		
C						RVR 35 or 5/8	RVR 55 or 1
D							

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

CHANGES: Procedure.

TERPS AMEND 2 20 APR 2023

KDEN/DEN
DENVER INTL

JEPPESSEN

DENVER, COLO

14 APR 23

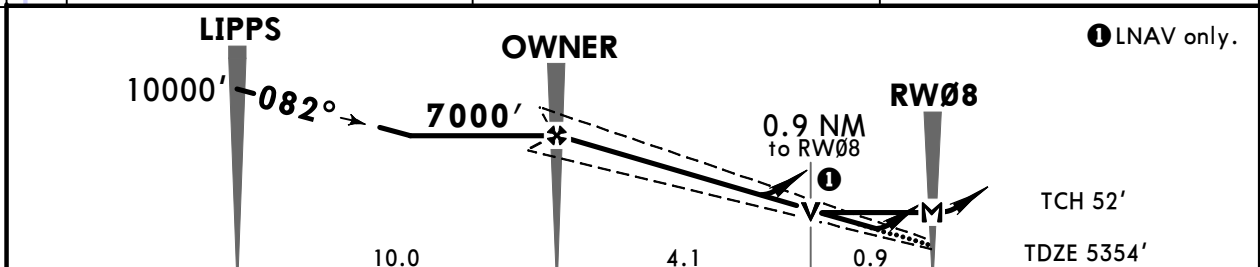
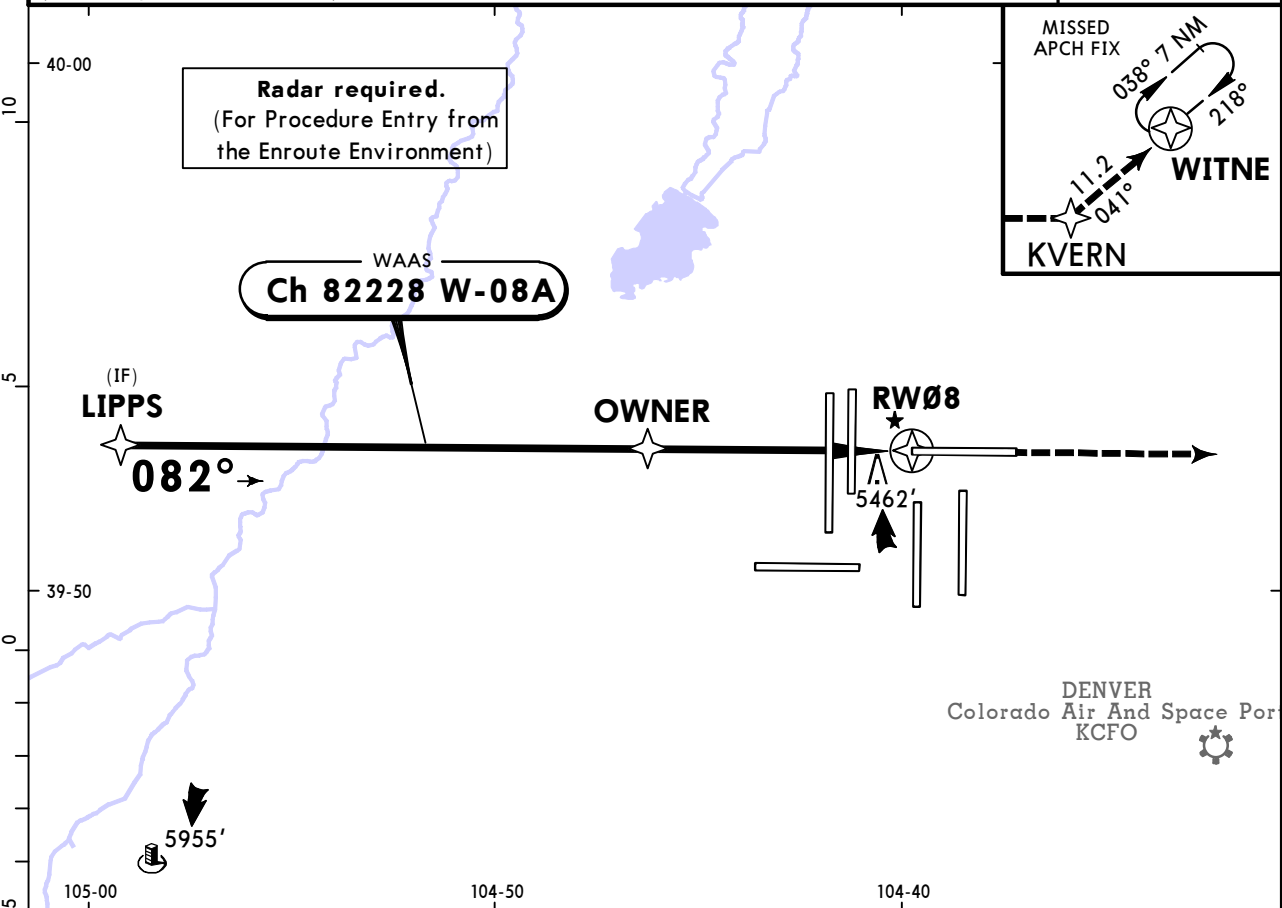
(12-2)

Eff 20 Apr

RNAV (GPS) Y Rwy 8

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 121.85
WAAS Ch 82228 W-08A	Final Apch Crs 082°	OWNER 7000' (1646')	LPV DA(H) 5554' (200')	Apt Elev 5434' TDZE 5354'	
MISSED APCH: Climb to 10000' direct KVERN and on track 041° to WITNE and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	

1. Simultaneous approach authorized with Rwy 7. 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 47°C (117°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').



Gnd speed-Kts	70	90	100	120	140	160	MALSR	10000'	KVERN
Glide Path Angle	3.00°	372	478	531	637	849	PAPI		
MAP at RW08									

TERPS						STRAIGHT-IN LANDING RWY 8	
LPV		LNAV/VNAV		LNAV			
DA(H) 5554' (200')		DA(H) 5833' (479')		MDA(H) 5720' (366')			
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	1					RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4		RVR 35 or 5/8	RVR 55 or 1
C							
D							

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

CHANGES: Topography, format.

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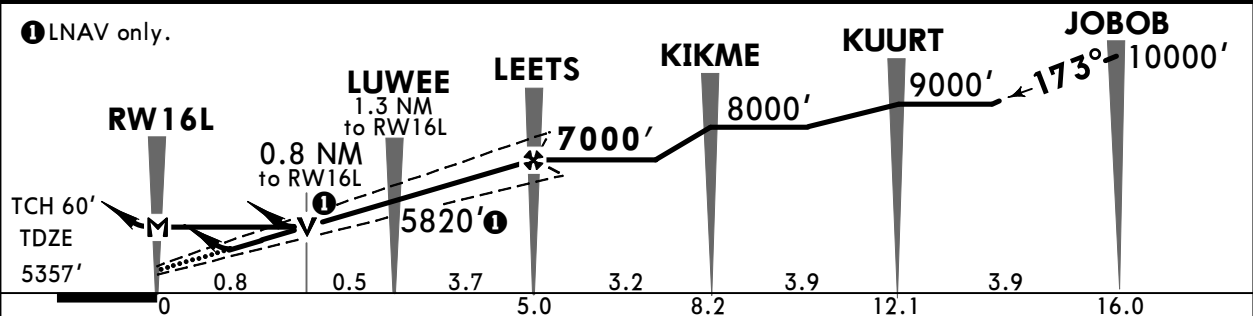
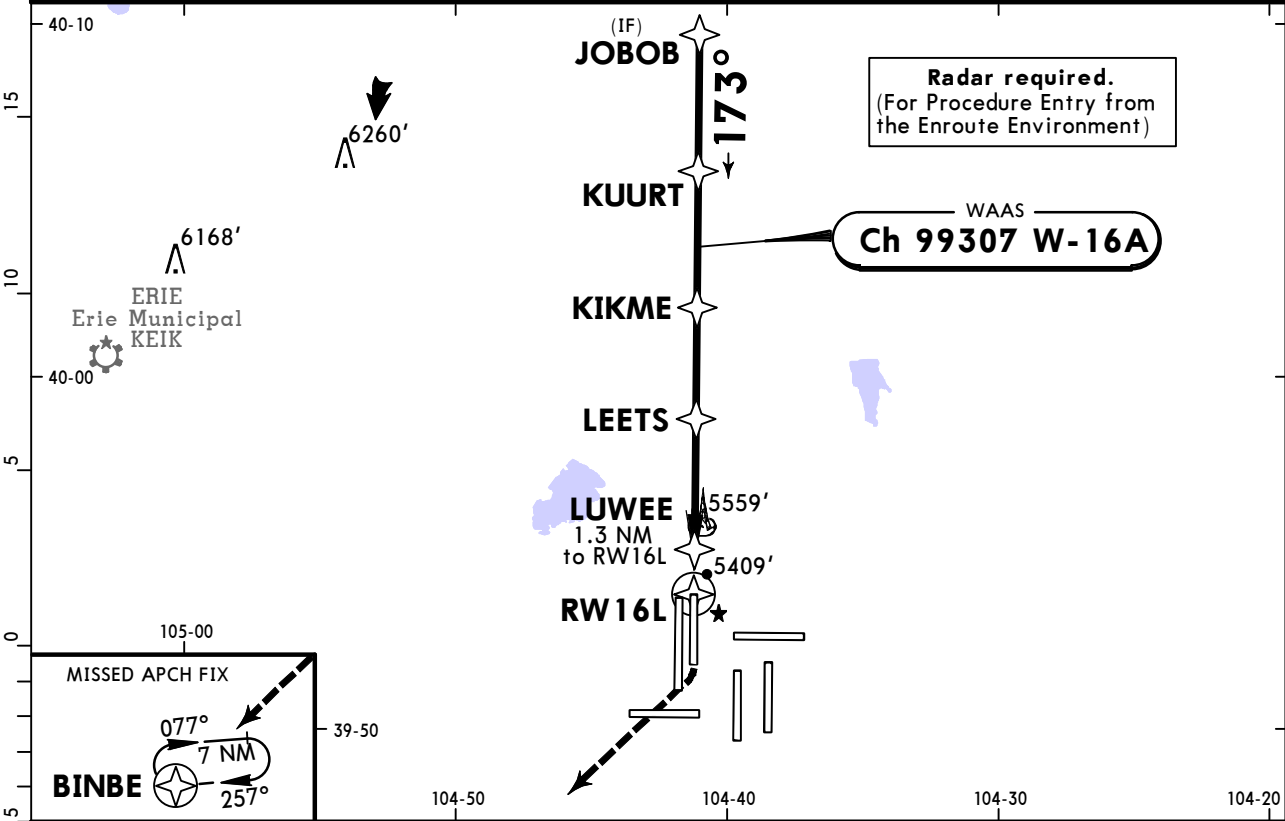
TERPS AMEND 1C 7 DEC 2017

KDEN/DEN
DENVER INTL

JEPPESEN
24 NOV 23
Eff 30 Nov (12-3)

DENVER, COLO
RNAV (GPS) Y Rwy 16L

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 121.35
WAAS Ch 99307 W-16A	Final Apch Crs 173°	LEETS 7000' (1643')	LPV DA(H) 5557' (200')	Apt Elev 5434' TDZE 5357'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>10,200</p> <p>MSA RW16L</p>
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'					
<p>1. Simultaneous approach authorized with Rwy 17L/17R. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.</p> <p>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.</p>					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5900'	10000'		
Glide Path Angle	3.00°	372	478	531	637	743	849				

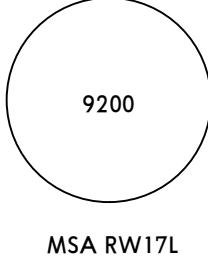
TERPS			STRAIGHT-IN LANDING RWY 16L			2 LNAV			
LPV DA(H) 5557' (200')		LNAV/VNAV DA(H) 5647' (290')			MDA(H) 5660' (303')				
TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out			
A								RVR 55 or 1	
B	RVR 18 or $\frac{1}{2}$	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 24 or $\frac{1}{2}$	RVR 45 or $\frac{7}{8}$	RVR 24 or $\frac{1}{2}$		RVR 45 or $\frac{7}{8}$	
C									
D									

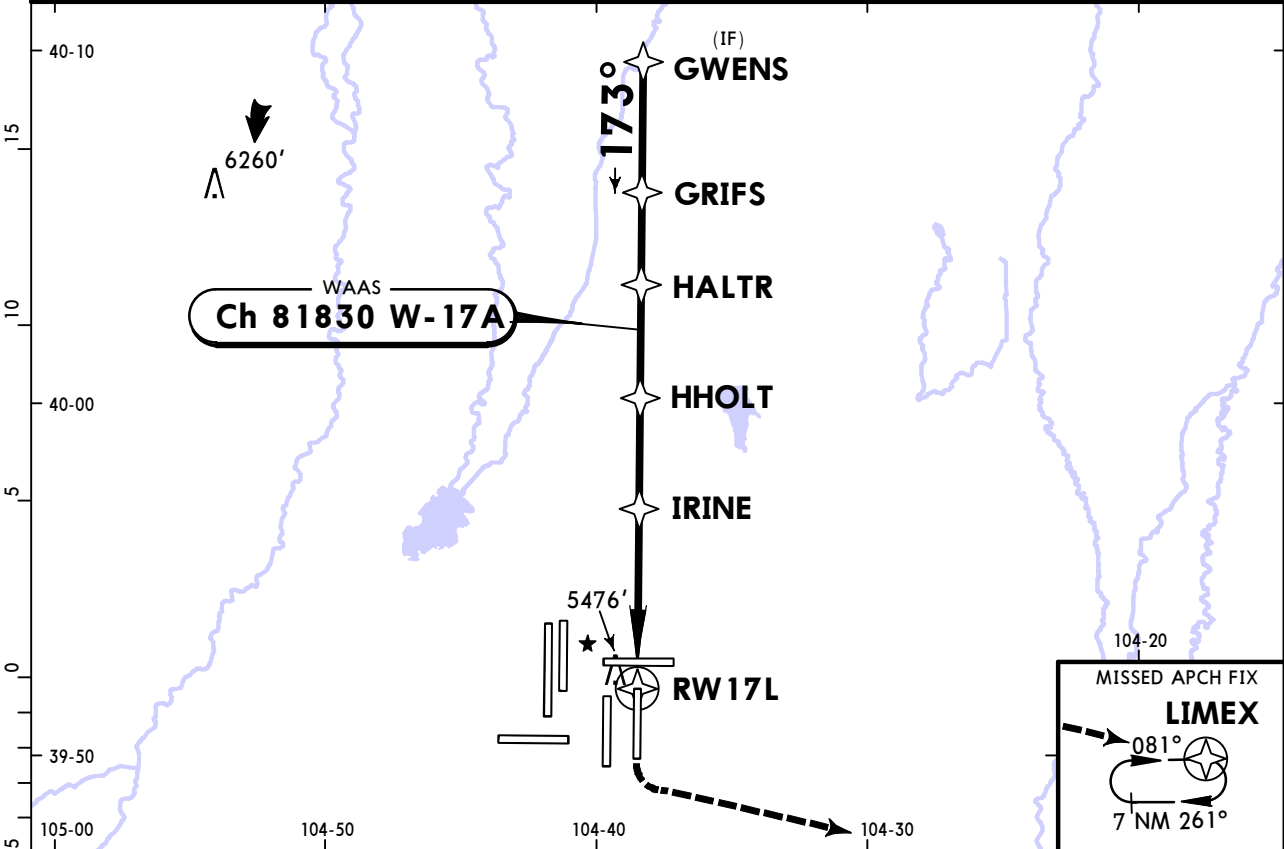
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 LNAV procedure not authorized during simultaneous operations.

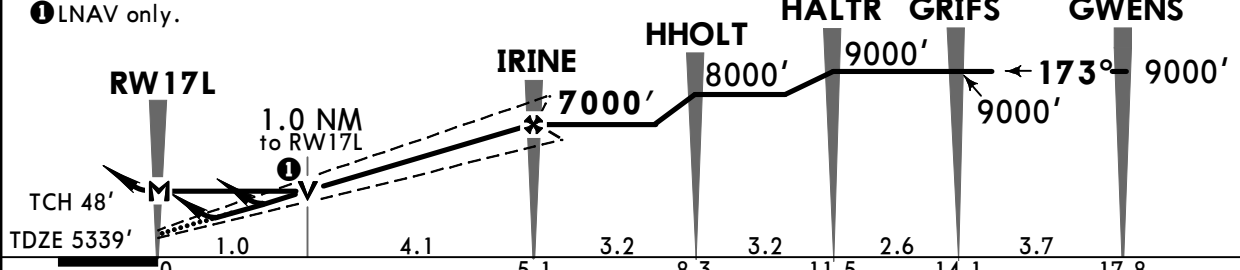
KDEN/DEN
DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr (12-5)

DENVER, COLO
RNAV (GPS) Y Rwy 17L

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 121.85
WAAS Ch 81830 W-17A	Final Apch Crs 173°	IRINE 7000' (1661')	LPV DA(H) 5539' (200')	Apt Elev 5434' 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 LNAV only. 	IRINE HHOLT HALTR GRIFS GWENS 7000' 8000' 9000' 9000' 9000' 173°										
	RW17L TCH 48' TDZE 5339' 0	1.0	4.1	5.1	3.2	8.3	3.2	11.5	2.6	14.1	3.7
Gnd speed-Kts	70	90	100	120	140	160	5900' 10000' PAPI ↑ ← D → LIMEX MAP at RW17L				

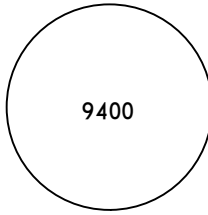
TERPS		STRAIGHT-IN LANDING RWY 17L			
LPV DA(H) 5539' (200') RAIL/ALS out		LNAV/VNAV DA(H) 5648' (309') RAIL/ALS out		① LNAV MDA(H) 5700' (361') RAIL/ALS out	
A	②				
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2
C					RVR 35 or 5/8
D					RVR 50 or 1

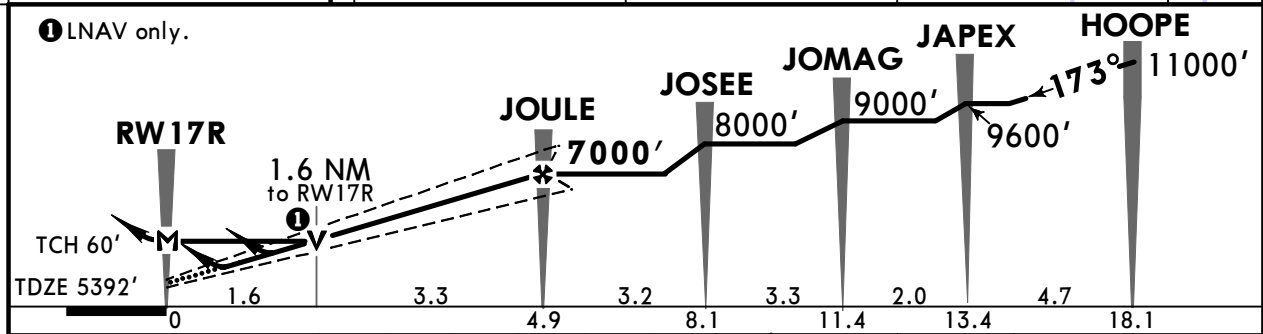
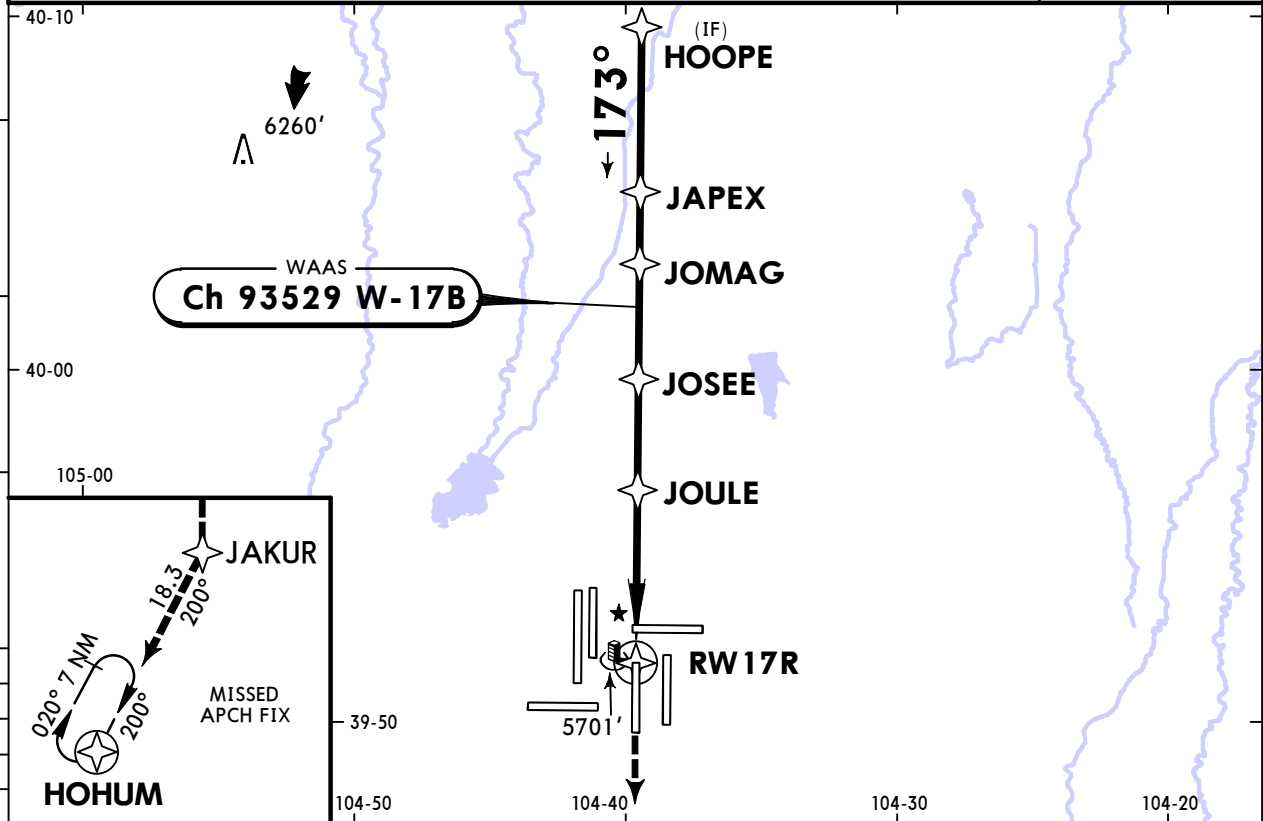
① LNAV procedure not authorized during simultaneous operations.
② RVR 18 with Flight Director or Autopilot or HUD to DA.



KDEN/DEN
DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr (12-6)

DENVER, COLO
RNAV (GPS) Y Rwy 17R

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
WAAS Ch 93529 W-17B	Final Apch Crs 173°	JOULE 7000' (1608')	LPV DA(H) 5592' (200')	Apt Elev 5434' TDZE 5392'	 MSA RW17R
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'	



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 	10000' ↑		JAKUR
Glide Path Angle	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY 17R				2 LNAV	
LPV DA(H) 5592' (200')		LNAV/VNAV DA(H) 5857' (465')		MDA(H) 5940' (548')		RAIL/ALS out	
TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	RVR 18	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 1/2	RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 1/2	1 1/4	1 5/8
C							
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 LNAV procedure not authorized during simultaneous operations.

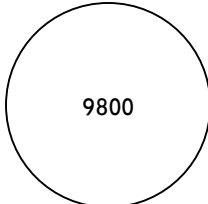
TERPS AMEND 1C 12 OCT 2017

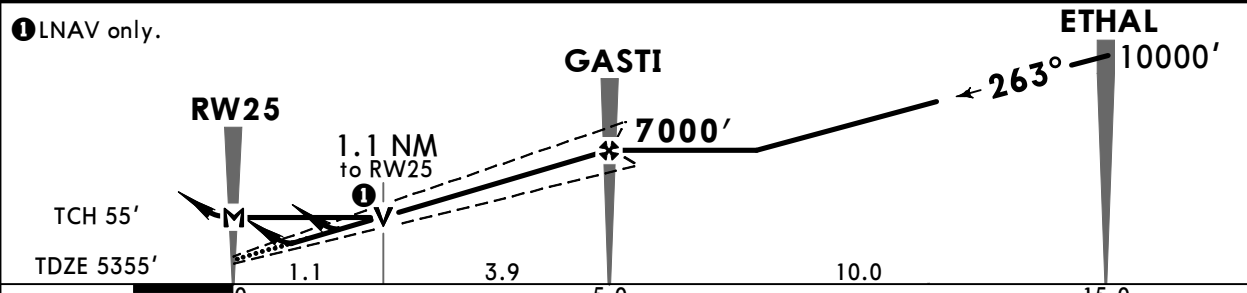
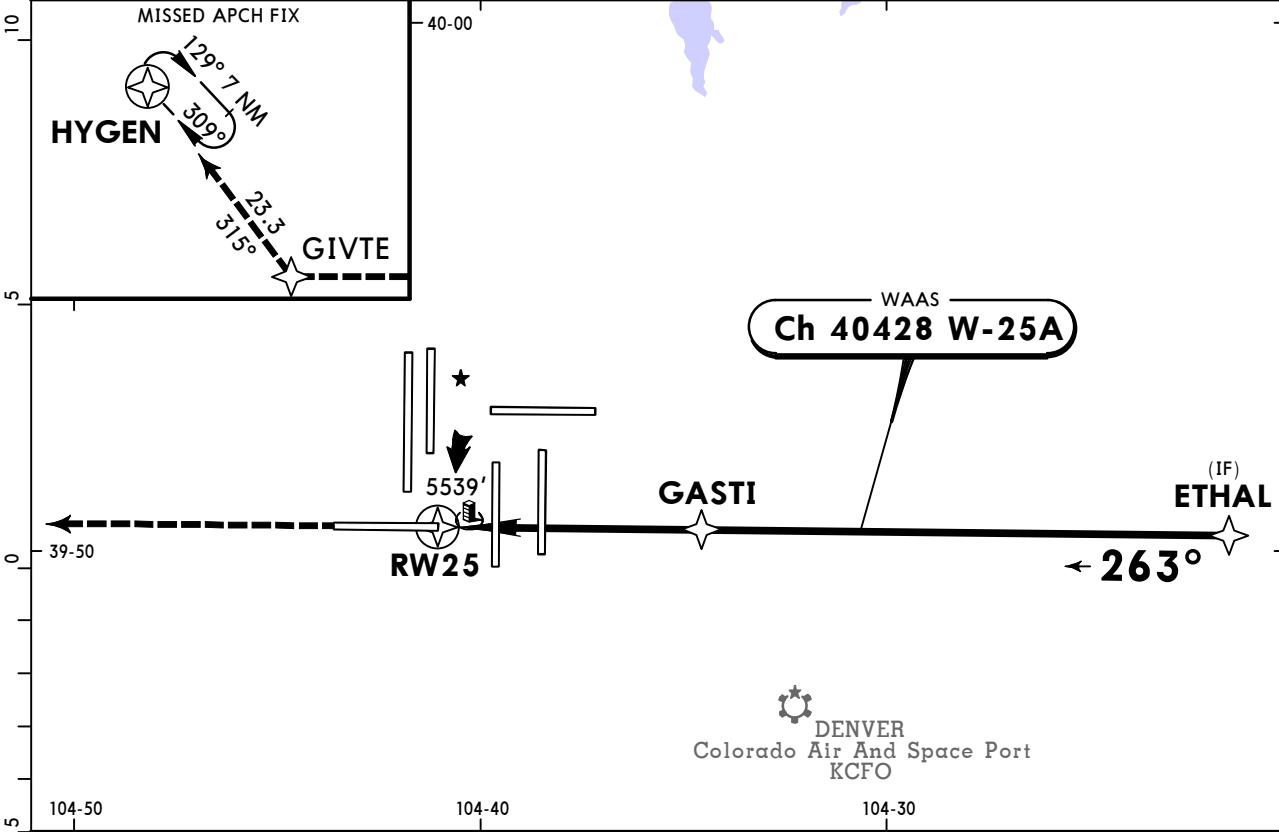
BRIEFING STRIP™

KDEN/DEN
DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr (12-7)

DENVER, COLO
RNAV (GPS) Y Rwy 25

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 128.75	Ground 121.35
WAAS Ch 40428 W-25A	Final Apch Crs 263°	GASTI 7000' (1645')	LPV DA(H) 5555' (200')	Apt Elev 5434' TDZE 5355'
MISSED APCH: Climb to 10000' direct GIVTE and on track 315° to HYGEN and hold.				 9800 MSA RW25
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.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000'	D →	GIVTE
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW25										

TERPS					
STRAIGHT-IN LANDING RWY 25					
LPV DA(H) 5555' (200')		LNAV/VNAV DA(H) 5700' (345')		LNAV MDA(H) 5800' (445')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	2			RVR 24	RVR 55
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 45 or 7/8	RVR 55 or 1
C				RVR 45 or 7/8	1 3/8
D					

1 LNAV procedure not authorized during simultaneous operations.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1B 7 DEC 2017

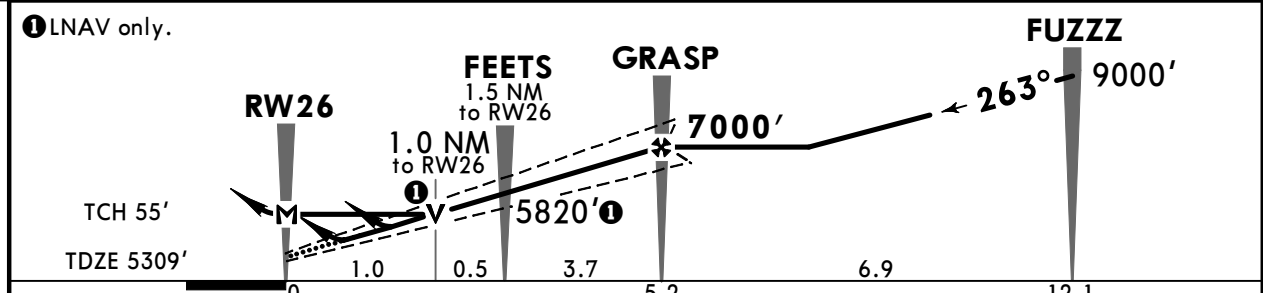
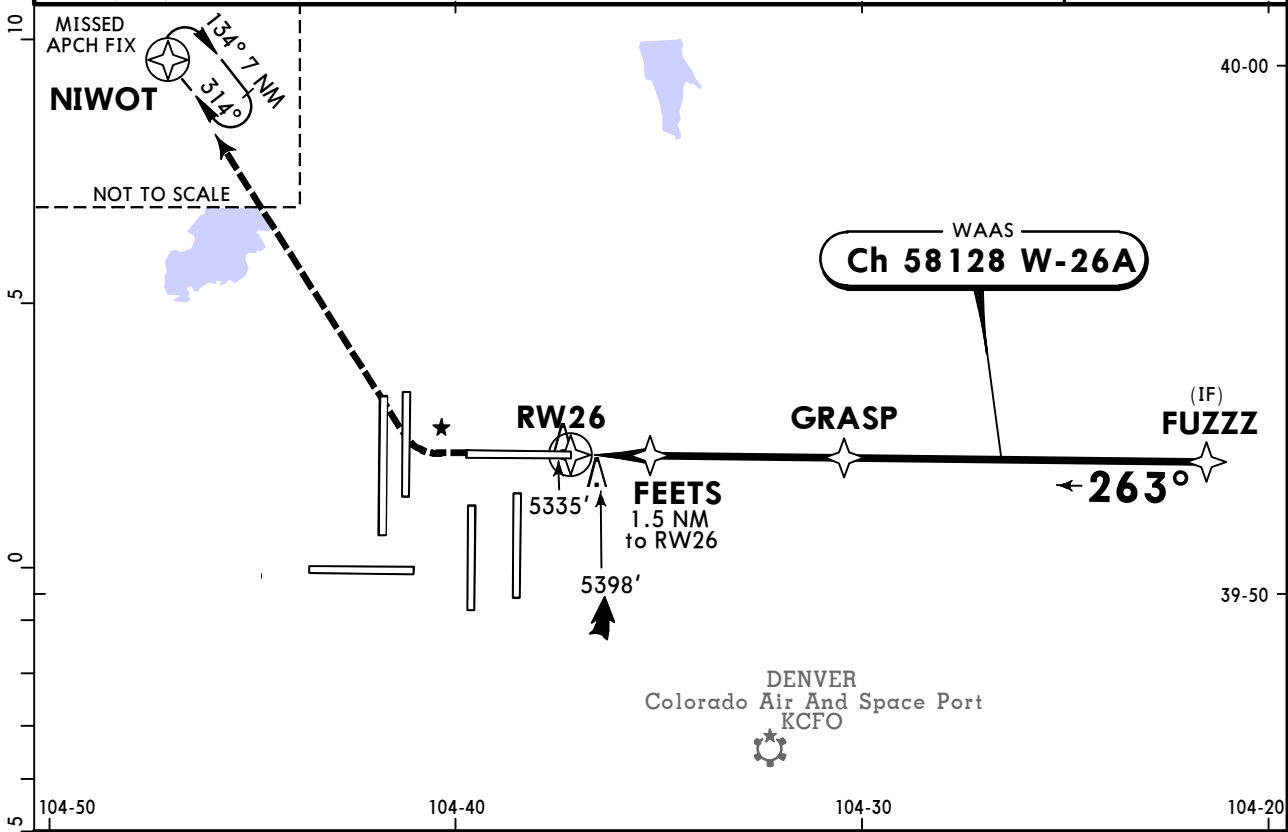
BRIEFING STRIP™
10
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KDEN/DEN
DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr **(12-8)**

DENVER, COLO
RNAV (GPS) Y Rwy 26

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 121.85
WAAS Ch 58128 W-26A	Final Apch Crs 263°	GRASP 7000' (1691')	LPV DA(H) 5509' (200')	Apt Elev 5434' 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'	
RNP Apch Radar required.					
1. Simultaneous approach authorized with Rwy 25. 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 or above 46°C. 5. VGSI and RNAV glidepath not coincident.					MSA RW26



Gnd speed-Kts	70	90	100	120	140	160	MALSR	6000'	11000'			NIWOT
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	RT			
MAP at RW26												

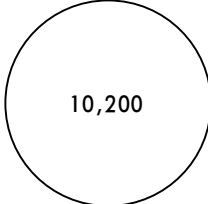
TERPS			STRAIGHT-IN LANDING RWY 26			LNAV	
LPV DA(H) 5509' (200')			LNAV/VNAV DA(H) 5559' (250')			LNAV MDA(H) 5660' (351')	
TDZ/CL out		RAIL/ALS out	RAIL/ALS out		RAIL/ALS out		
A					RVR 24 or 1/2	RVR 55 or 1	
B	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4		
C					RVR 30 or 5/8	RVR 55 or 1	
D							

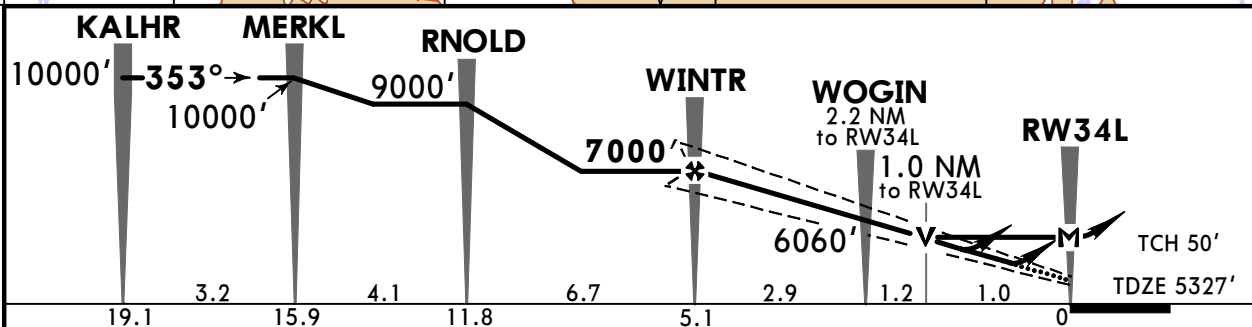
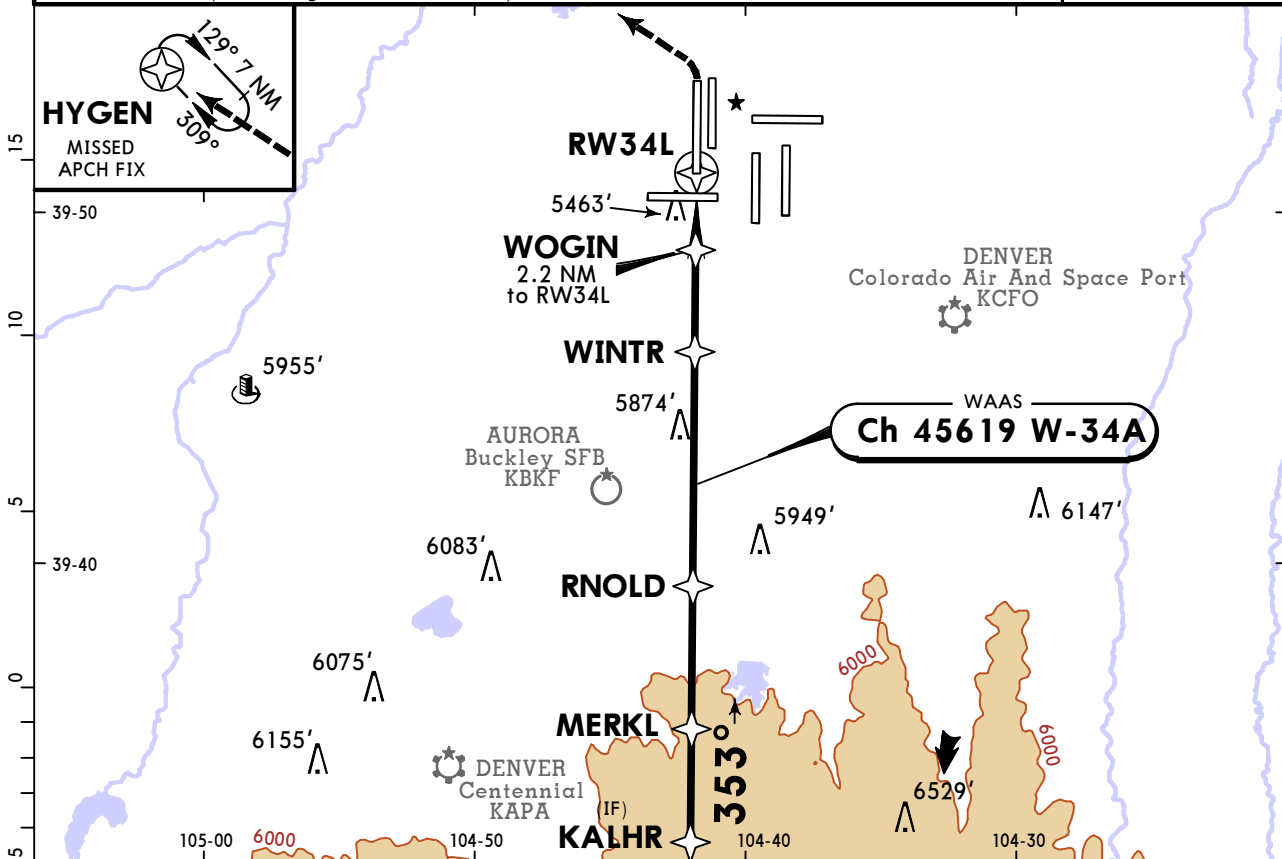
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 LNAV procedure not authorized during simultaneous operations.
CHANGES: Chart format. © JEPPESEN, 2002, 2023. ALL RIGHTS RESERVED.

KDEN/DEN
DENVER INTL

JEPPESSEN
14 APR 23
Eff 20 Apr (12-9)

DENVER, COLO
RNAV (GPS) Y Rwy 34L

D-ATIS Arrival	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower	Ground
125.6			135.3	121.35
WAAS Ch 45619 W-34A	Final Apch Crs 353°	WINTR 7000' (1673')	LPV DA(H) 5527' (200')	Apt Elev 5434' TDZE 5327'
MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct HYGEN and hold.				 10,200 MSA RW34L
Alt Set: INCHES		Trans level: FL 180		
RNP Apch-GPS.		Trans alt: 18000'		
1. Simultaneous approach authorized with Rwy 35L/35R. 2. Use of Flight Director or Autopilot required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 54°C. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5900'	10000'	D → HYGEN
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	← LT	
MAP at RW34L										

TERPS		STRAIGHT-IN LANDING RWY 34L			
LPV DA(H) 5527' (200')		LNAV/VNAV DA(H) 5663' (336')		2 LNAV MDA(H) 5720' (393')	
	TDZ/CL out	ALS out		ALS out	ALS out
A					
B	RVR 18	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 26 or 1/2	RVR 50 or 1
C	or 1/2				RVR 35 or 5/8
D					RVR 60 or 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2D 7 OCT 2021

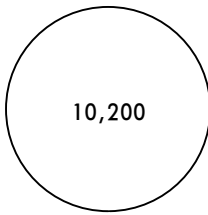
KDEN/DEN

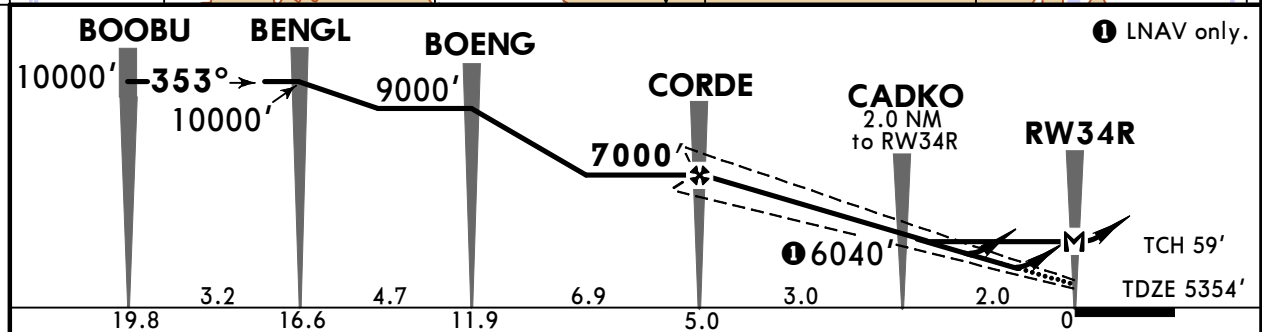
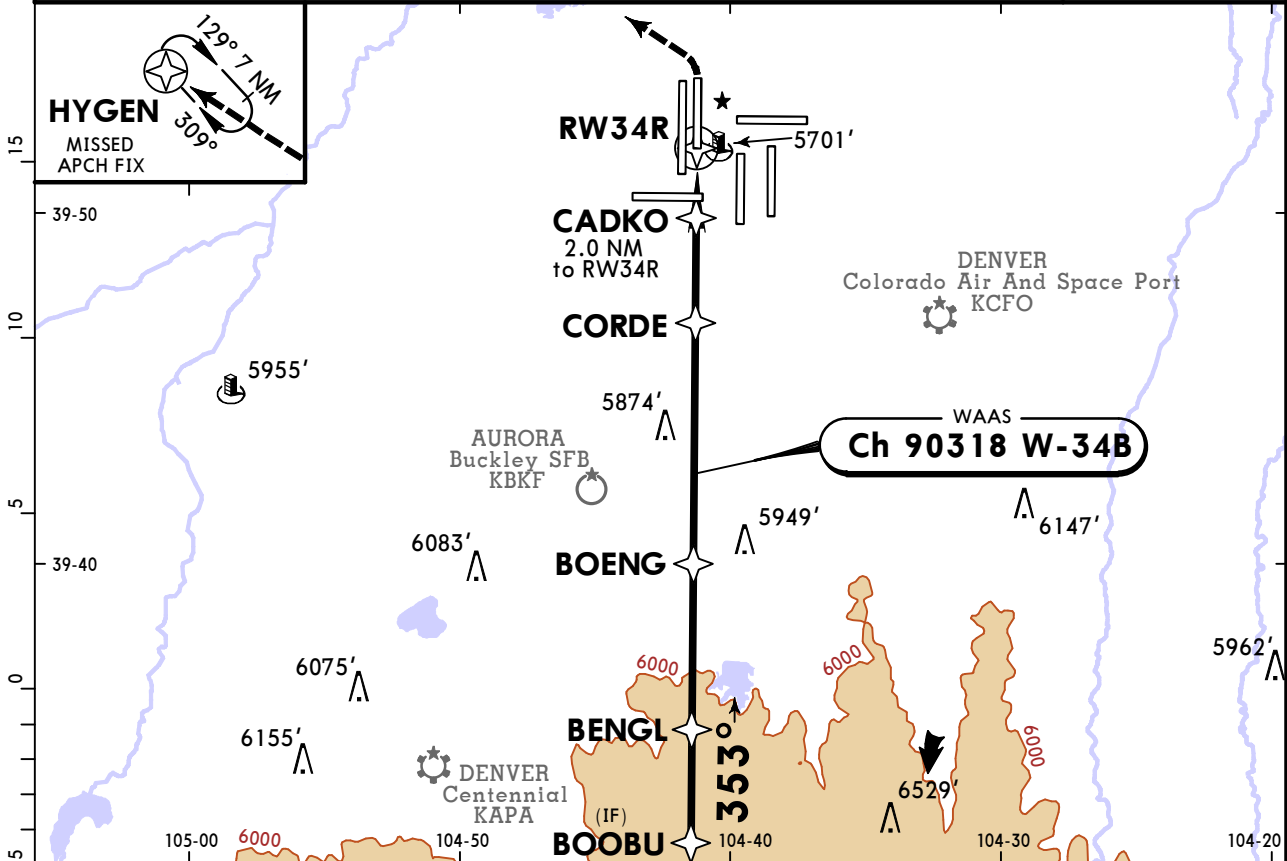
DENVER INTL

JEPPESSEN
 14 APR 23
Eff 20 Apr (12-10)

DENVER, COLO

RNAV (GPS) Y Rwy 34R

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 121.35
WAAS Ch 90318 W-34B	Final Apch Crs 353°	CORDE 7000' (1646')	LPV DA(H) 5554' (200')	Apt Elev 5434' TDZE 5354'
MISSED APCH: Climb to 6000' then climbing LEFT turn to 10000' direct HYGEN and hold.				 10,200 MSA RW34R
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'	
1. Radar required. 2. Simultaneous approach authorized with Rwy 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.				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	6000'	10000'	D → HYGEN
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW34R										

TERPS		STRAIGHT-IN LANDING RWY 34R				LNAV	
		LPV		LNAV/VNAV		LNAV	
		DA(H) 5554' (200')		DA(H) 5838' (484')		MDA(H) 5940' (586')	
		TDZ/CL out	ALS out	ALS out		ALS out	
A						RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4		
C						1 1/4	1 3/4
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2B 12 OCT 2017

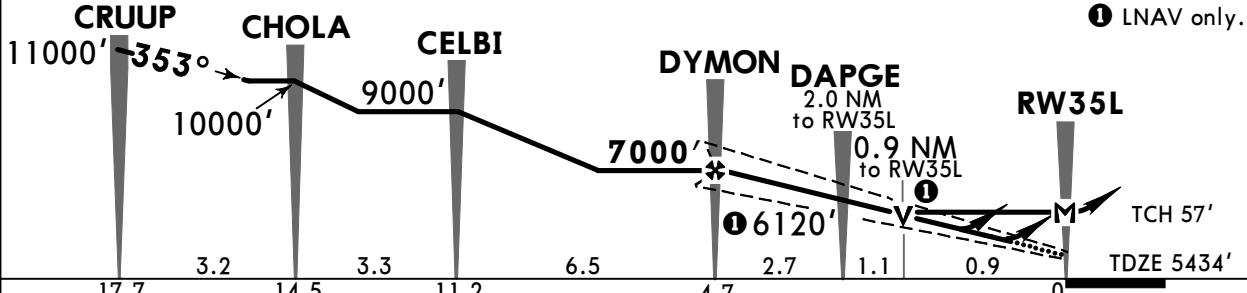
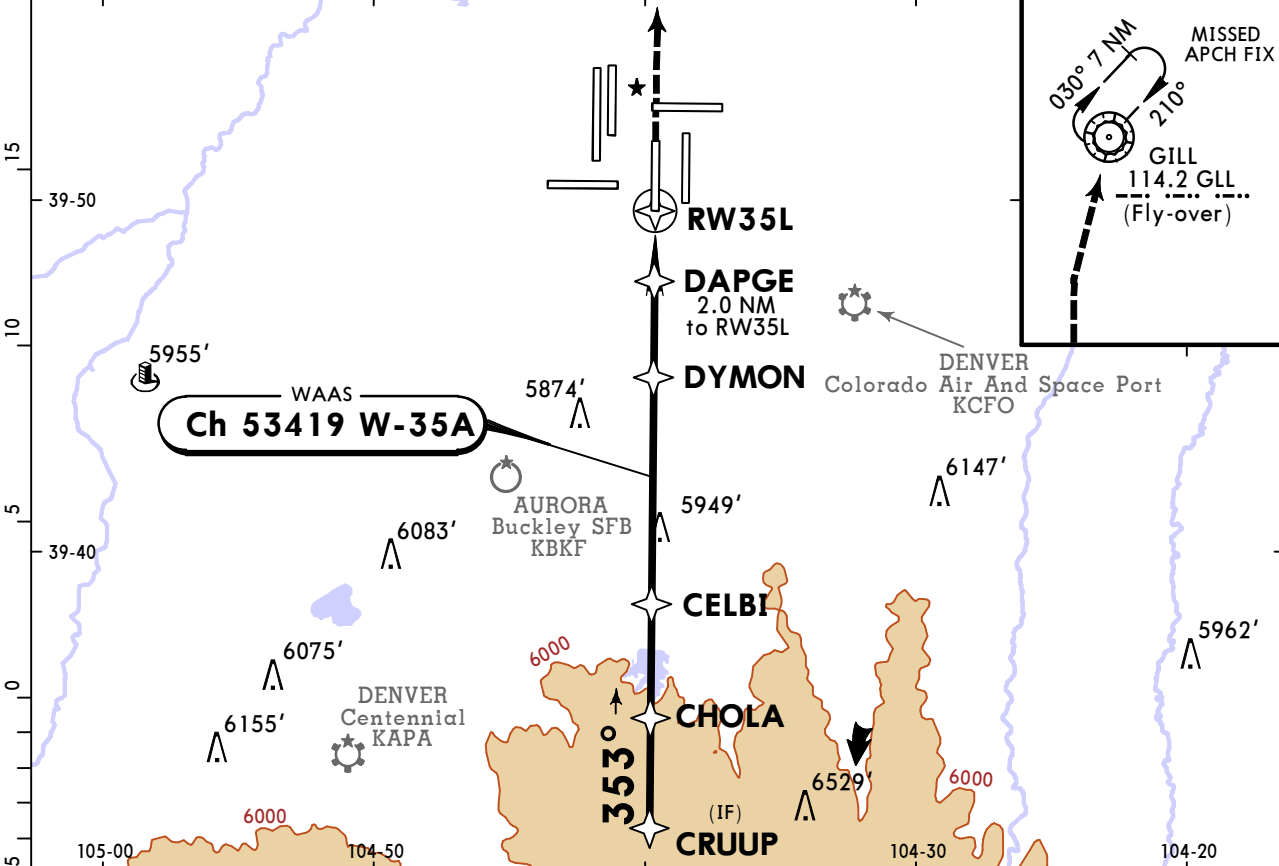
KDEN/DEN DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr **(12-11)**

DENVER, COLO RNAV (GPS) Y Rwy 35L

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
WAAS Ch 53419 W-35A	Final Apch Crs 353°	DYMON 7000' (1566')	LPV DA(H) 5634' (200')	Apt Elev 5434' 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 Rwy 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.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	10000'	RT	GLL 114.2
Glide Path Angle	3.00°	372	478	531	637	743	PAPI			
MAP at RW35L										

TERPS		STRAIGHT-IN LANDING RWY 35L				LNAV	
LPV DA(H) 5634' (200')		LNAV/VNAV DA(H) 5684' (250')		LNAV MDA(H) 5780' (346')			
TDZ/CL out		ALS out		ALS out		ALS out	
A	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B	or 1/2	or 1/2	or 3/4				
C						RVR 30 or 5/8	RVR 60 or 1/4
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 LNAV procedure not authorized during simultaneous operations.

KDEN/DEN

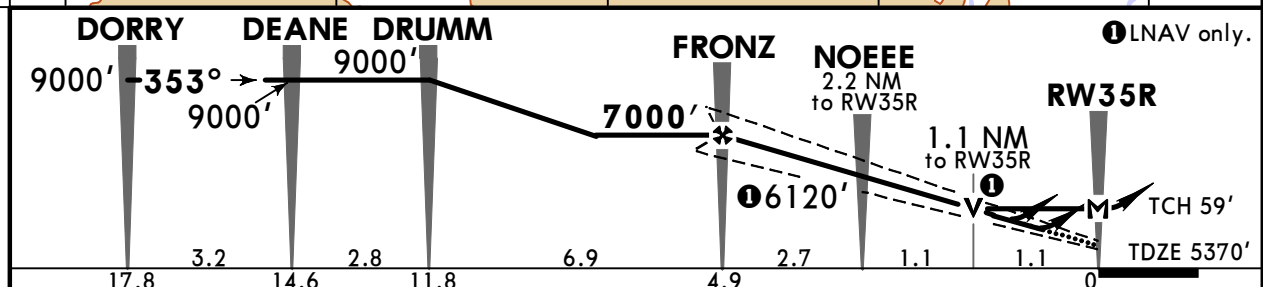
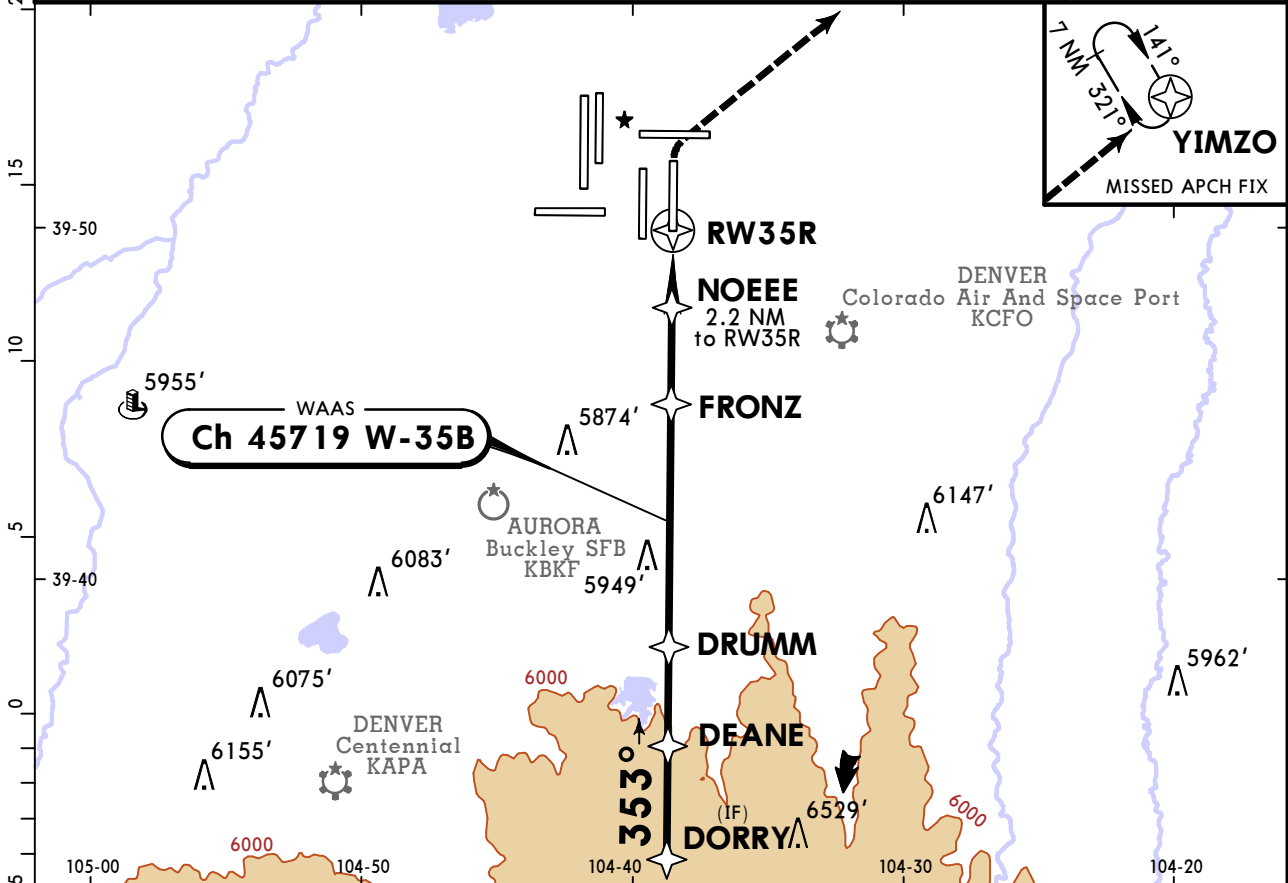
DENVER INTL

JEPPESSEN
 14 APR 23
 Eff 20 Apr 12-12

DENVER, COLO

RNAV (GPS) Y Rwy 35R

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35		Ground 121.85	
WAAS Ch 45719 W-35B		Final Apch Crs 353°		FRONZ 7000' (1630')		LPV DA(H) 5570' (200') Apt Elev 5434' 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 Rwy 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.							



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

TERPS			STRAIGHT-IN LANDING RWY 35R			
LPV DA(H) 5570' (200')		LNAV/VNAV DA(H) 5620' (250')		LNAV MDA(H) 5800' (430')		
TDZ/CL out		ALS out		ALS out		
A						
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	
C				RVR 40 or 3/4	RVR 60 or 1/4	
D						

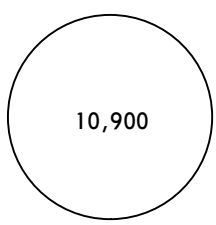
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 LNAV procedure not authorized during simultaneous operations.

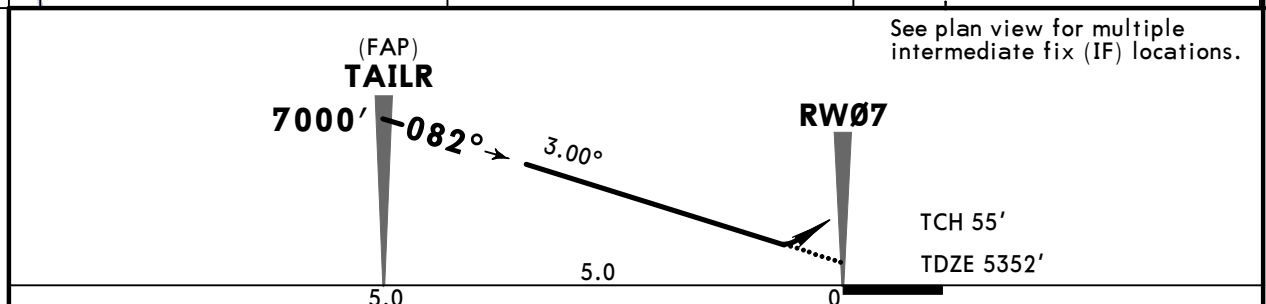
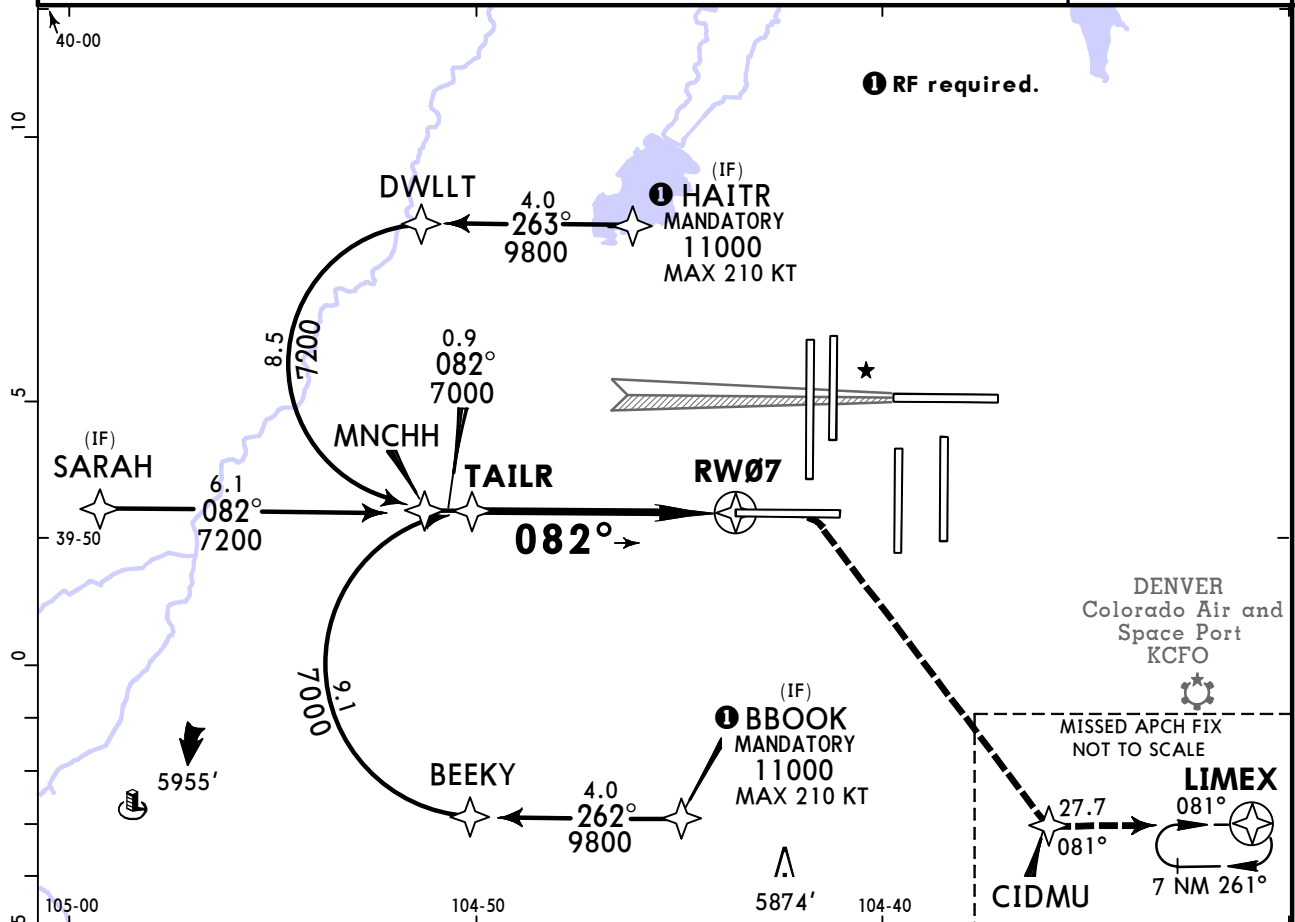
TERPS AMEND 2B 12 OCT 2017




KDEN/DEN DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr (12-20)

DENVER, COLO RNAV (RNP) Z Rwy 7

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 128.75	Ground 121.35
RNAV	Final Apch Crs 082°	TAILR 7000' (1648')	RNP 0.15 DA(H) 5602' (250')	Apt Elev 5434' TDZE 5352'
MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct CIDMU and on track 081° to LIMEX and hold.				 10,900 MSA RW07
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'	
RNP AR apch				
1. Authorization Required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C or above 54°C. 3. Simultaneous approach authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68').				



Gnd speed-Kts	70	90	100	120	140	160	MALS	5900'	10000'			
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	↖			

TERPS				STRAIGHT-IN LANDING RWY 7			
RNP 0.15 DA(H) 5602' (250')		RAIL/ALS out		RNP 0.30 DA(H) 5753' (401')		RAIL/ALS out	
A							
B							
C	RVR 24 or 1/2		RVR 40 or 3/4		RVR 40 or 3/4		RVR 60 or 1/4
D							

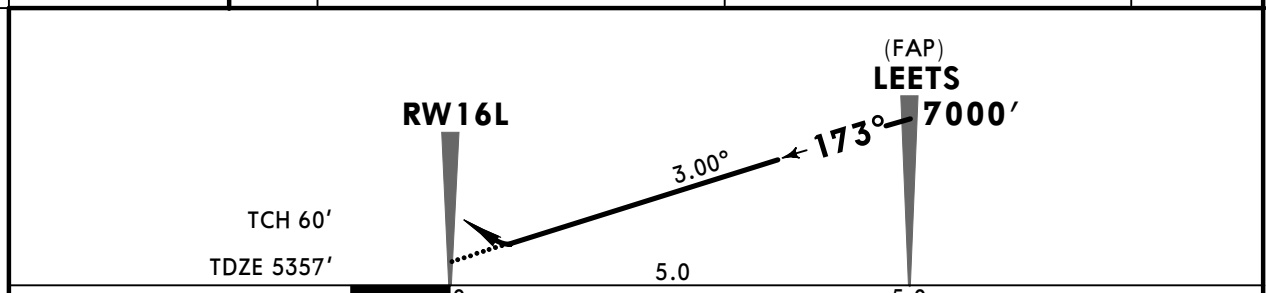
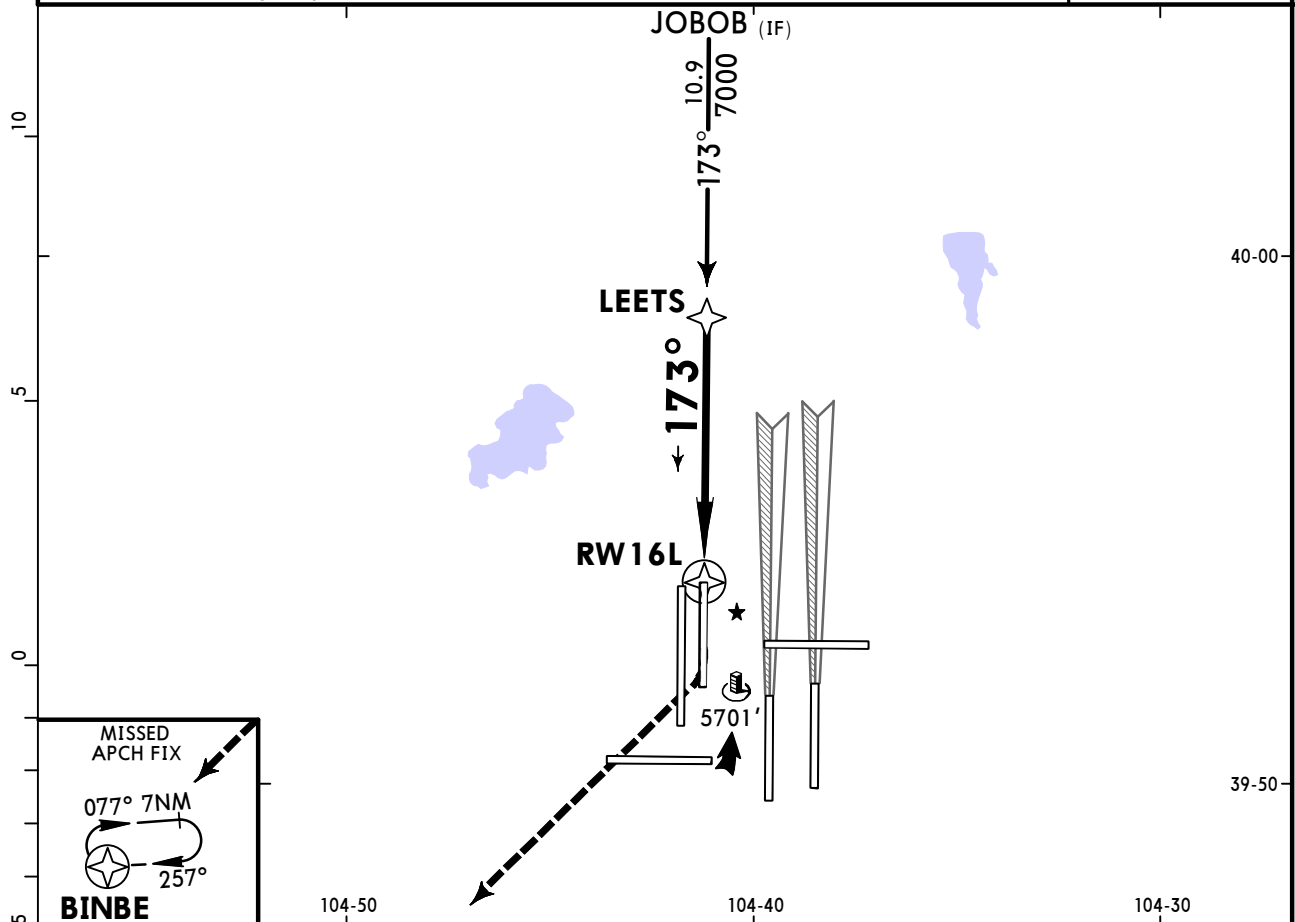
TERPS AMEND 1 26 MAR 2020

KDEN/DEN DENVER INTL

JEPPESSEN
14 APR 23
Eff 20 Apr (12-21)

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	121.35
RNAV	Final Apch Crs 173°	LEETS 7000' (1643')	RNP 0.10 DA(H) 5617' (260')	Apt Elev 5434' 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 or above 45°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5900'	10000'	BINBE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	↗ RT	

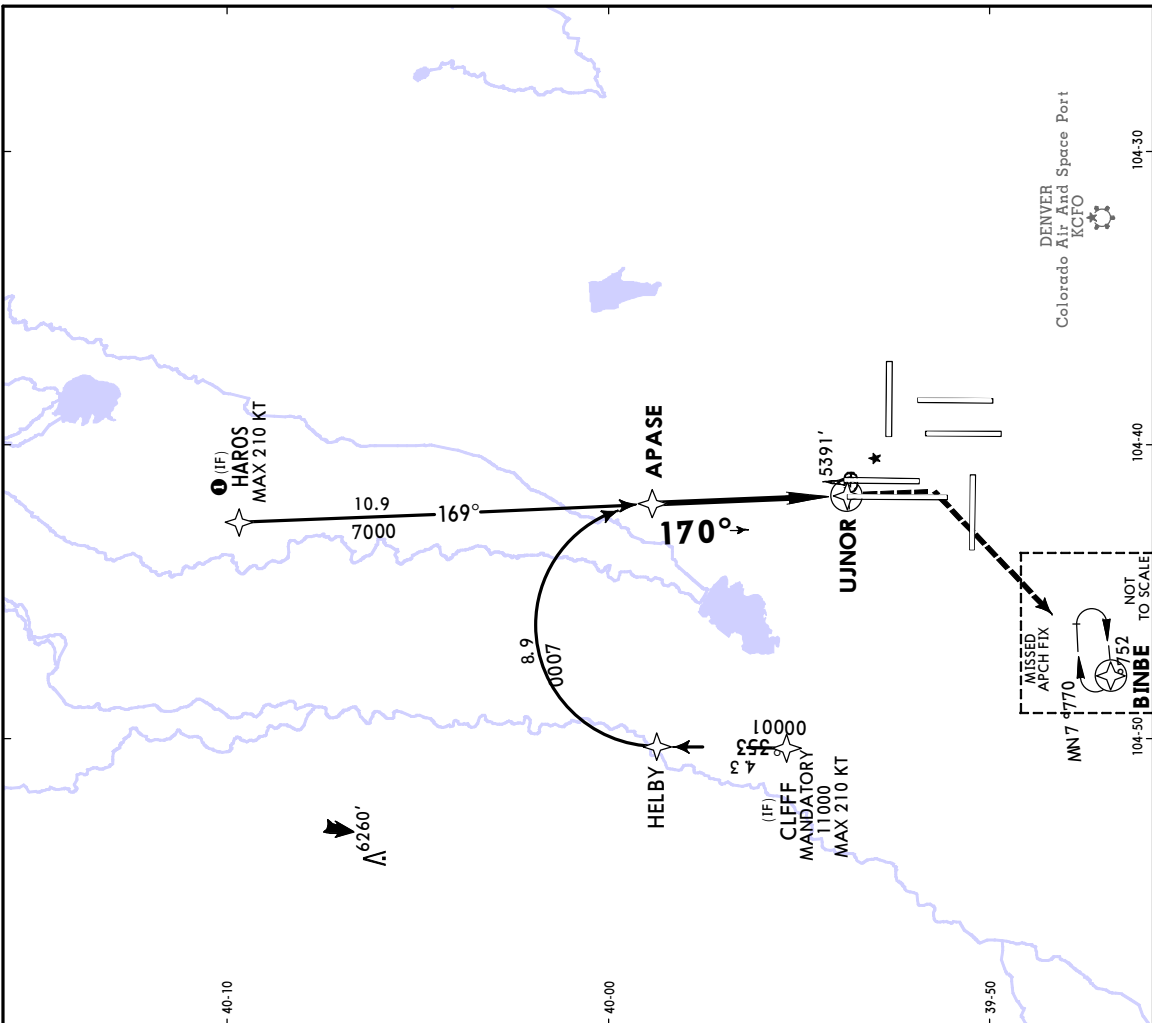
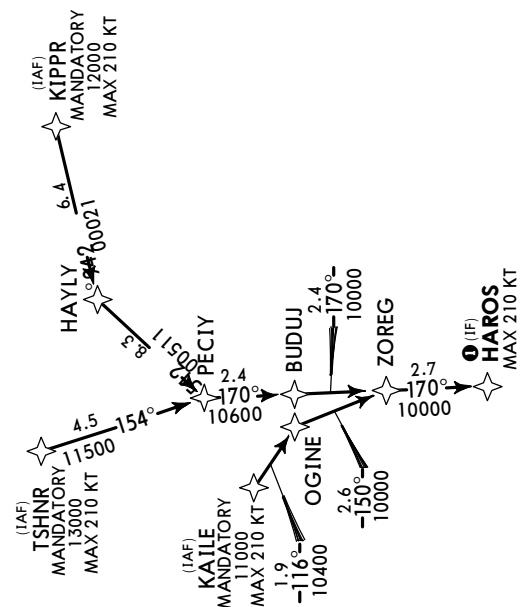
TERPS				STRAIGHT-IN LANDING RWY 16L			
RNP 0.10 DA(H) 5617' (260')		RAIL/ALS out		RNP 0.30 DA(H) 5683' (326')		RAIL/ALS out	
A							
B							
C	RVR 24 or 1/2		RVR 40 or 3/4		RVR 32 or 5/8		RVR 50 or 1
D							

DENVER, COLO
RNAV (RNP) Z RWY 16R

KDEN/DEN
DENVER INTL
 24 NOV 23
Eff 30 Nov 12-22

D-ATIS Arrival	125.6	North 119.3	South 120.35	DENVER Tower	135.3	Ground	121.35
RNAV	Final Apch Crs	170°		RNP 0.30 DA(H)	APASE	Apt Elev 5434'	TDZE 5326'
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 10000' direct BINBE and hold, continue climb-in-hold to 10000'.		RNP 0.30 DA(H)		7000' (167.4')		5596' (270')	
RNP AR Apch-GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		10,200	
1. Authorization required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C or above 54°C. 3. Simultaneous approach authorized. 4. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00°/TCH 71'). 5. Final approach course offset 3.00°.							

APPROACH TRANSITIONS TO HAROS
 NOT TO SCALE



TERPS

STRAIGHT-IN LANDING RWY 16R

RNP 0.30

DA(H) 5596' (270')

Grd Speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	3/2	4/78	5/31	6/37	7/43
						8/49

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

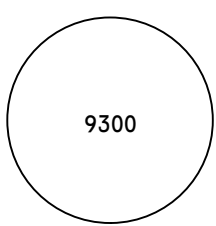
MALSR	5900'	10000'
PAPI		
RT		

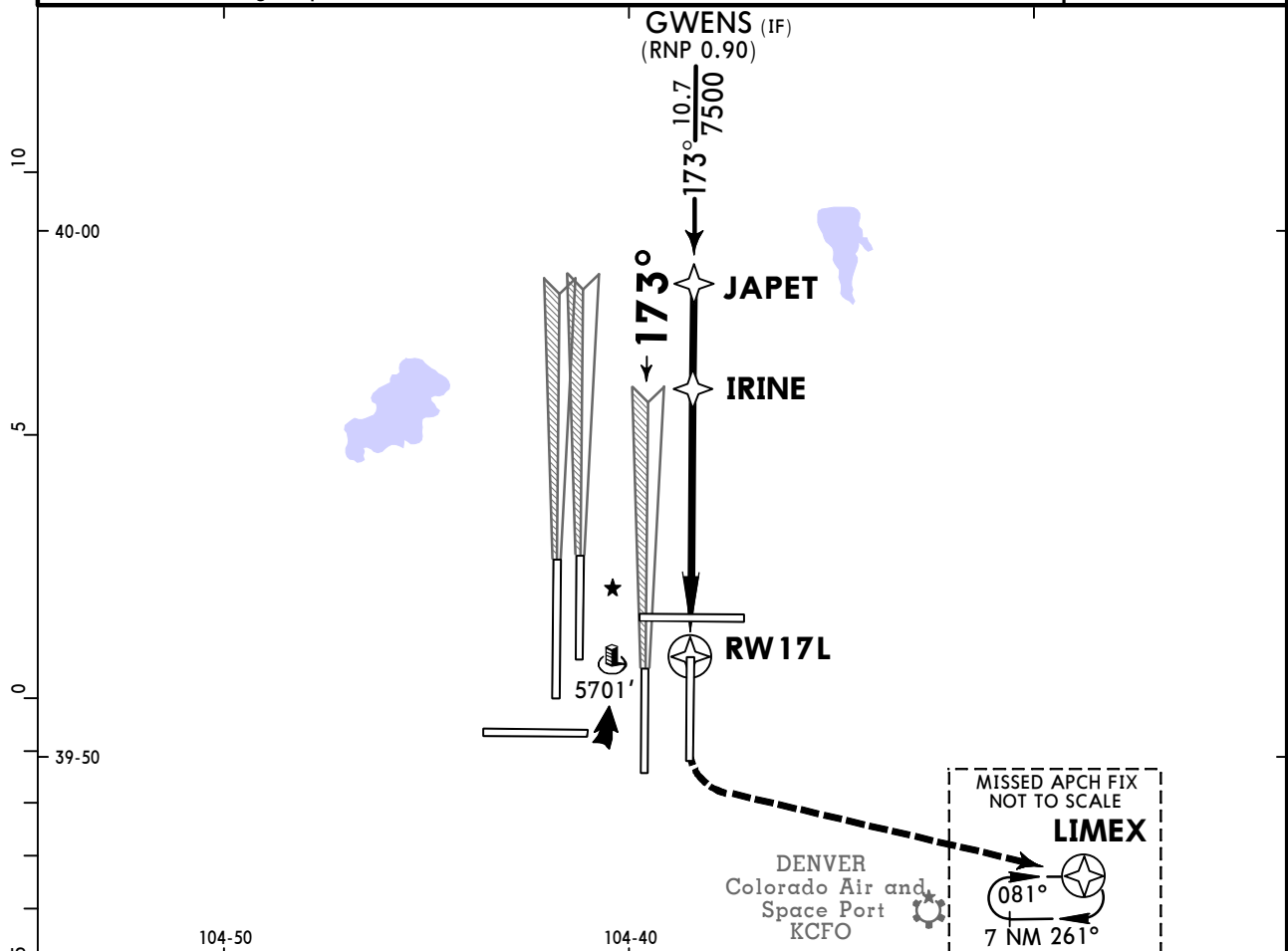
BINBE




KDEN/DEN
DENVER INTL

JEPPESSEN
24 NOV 23
Eff 30 Nov **(12-23)**

DENVER, COLO
RNAV (RNP) Z Rwy 17L

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 121.85
RNAV	Final Apch Crs 173°	IRINE 7000' (1661')	RNP 0.10 DA(H) 5600' (261')	Apt Elev 5434' TDZE 5339'	 9300 MSA RW17L
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 or above 48°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.					



RWY 17L		(FAP) IRINE		JAPET						
TCH 48'		3.00°		7000'						
TDZE 5339'		5.1		2.0						
0		5.1		7.1						
Gnd speed-Kts	70	90	100	120	140	160	MALSRS	5900'	10000'	 LIMEX
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	 5900'  10000' LT	

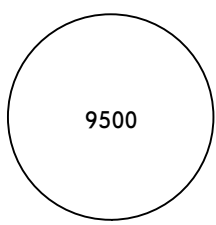
TERPS				STRAIGHT-IN LANDING RWY 17L				
RNP 0.10		RNP 0.30		RNP 0.10		RNP 0.30		
DA(H) 5600' (261')		DA(H) 5716' (377')		DA(H) 5600' (261')		DA(H) 5716' (377')		
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		
A	RVR 24 or 1/2		RVR 45 or 7/8		RVR 40 or 3/4		RVR 60 or 1/4	
B								
C								
D								

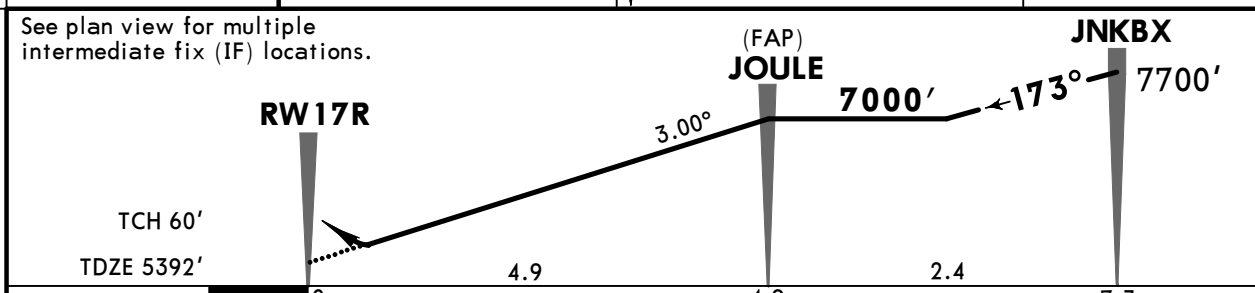
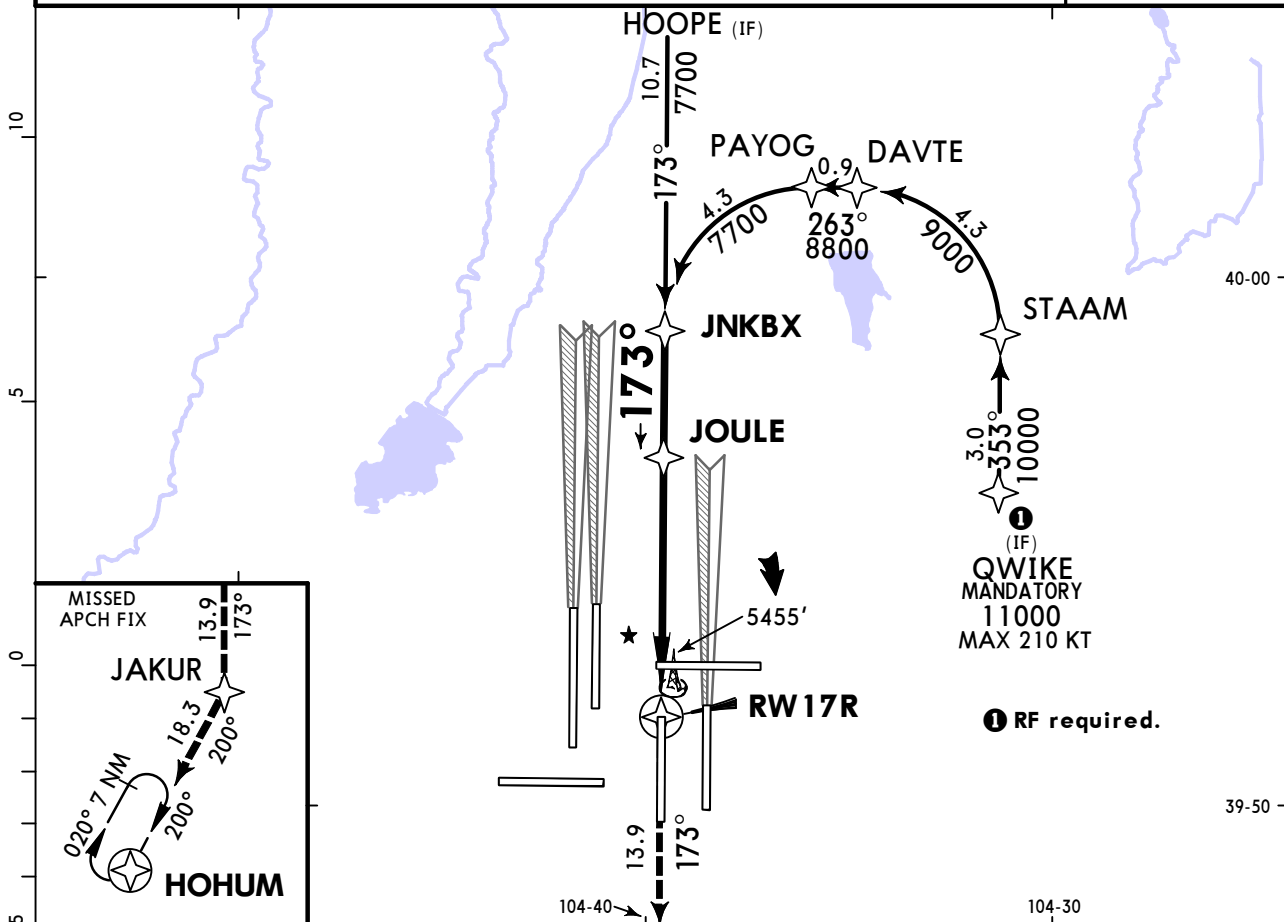
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
KDEN/DEN
DENVER INTL

JEPPESSEN
14 APR 23
Eff 20 Apr 12-24

DENVER, COLO
RNAV (RNP) Z Rwy 17R

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
RNAV	Final Apch Crs 173°	JOULE 7000' (1608')	RNP 0.10 DA(H) 5722' (330')	Apt Elev 5434' TDZE 5392'	 9500 MSA RW17R
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 or above 45°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 	10000' ↑ on 173° JAKUR
Glide Path Angle	372	478	531	637	743	849		

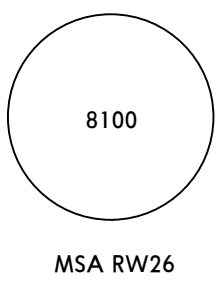
TERPS				STRAIGHT-IN LANDING RWY 17R			
RNP 0.10 DA(H) 5722' (330')		RAIL/ALS out		RNP 0.30 DA(H) 5894' (502')		RAIL/ALS out	
A							
B							
C	RVR 32 or 5/8		RVR 50 or 1		RVR 60 or 1/4		1 5/8
D							

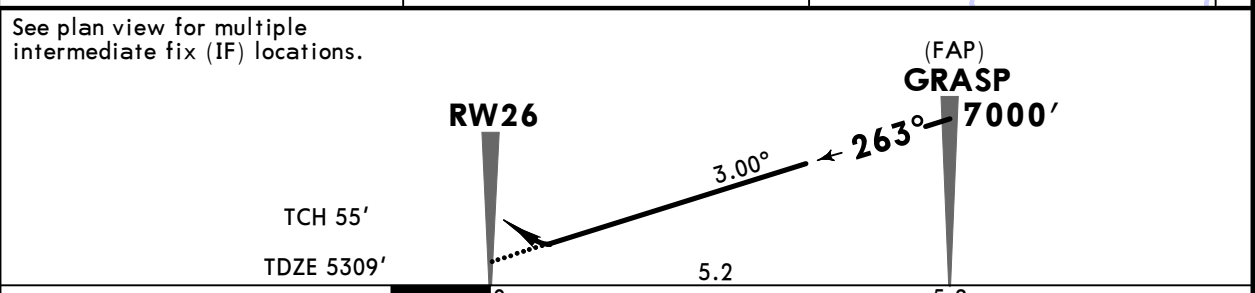
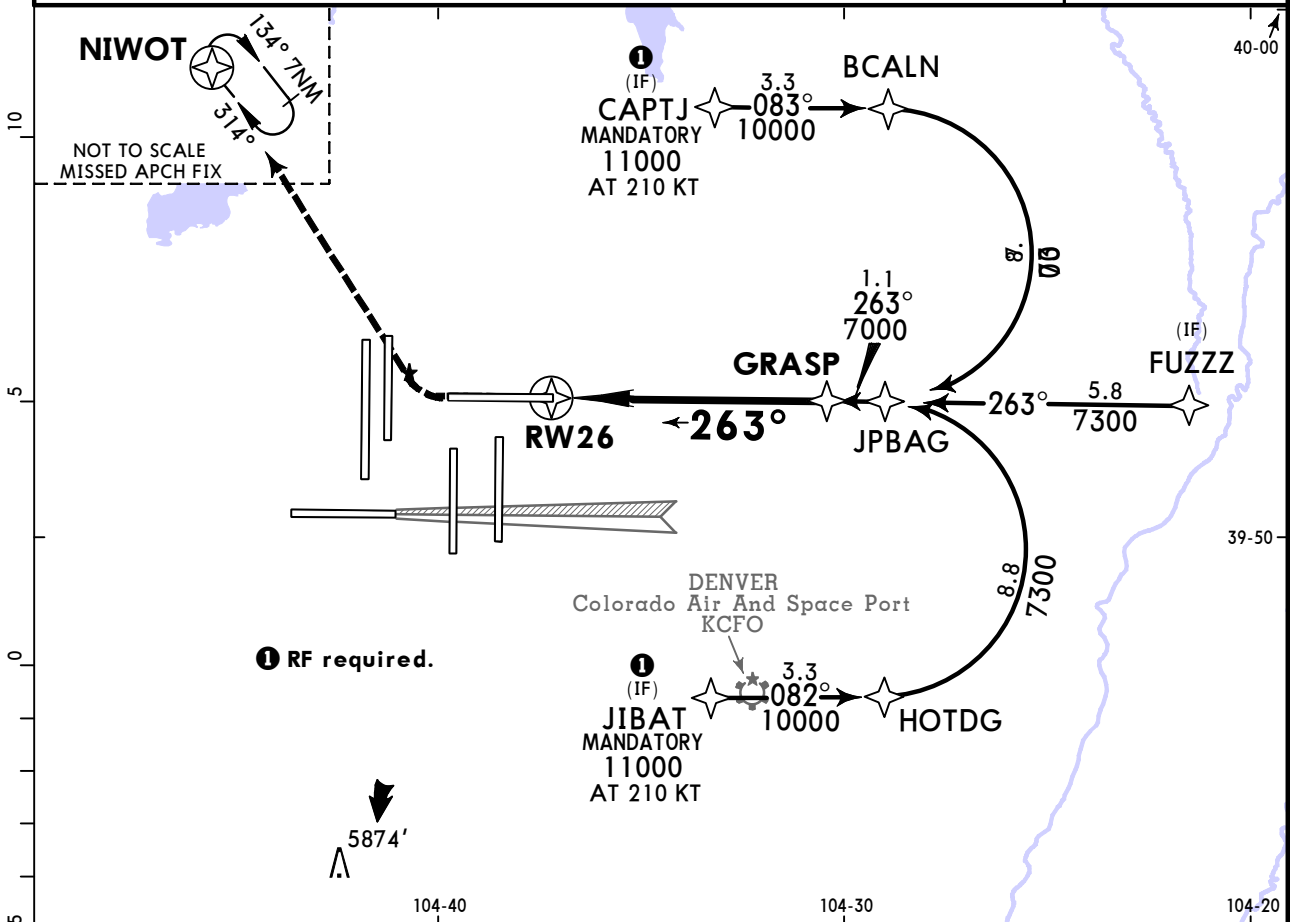
TERPS ORIG-C 1 FEB 2018

KDEN/DEN
DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr 12-25

DENVER, COLO
RNAV (RNP) Z Rwy 26

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 121.85
RNAV	Final Apch Crs 263°	GRASP 7000' (1691')	RNP 0.15 DA(H) 5566' (257')	Apt Elev 5434' 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'	
RNP AR apch				
1. Authorization Required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C or above 54°C. 3. Simultaneous approach authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	6000'	10000'	D → NIWOT
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	

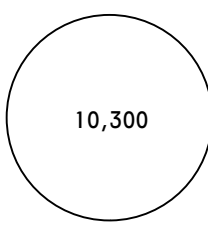
TERPS				STRAIGHT-IN LANDING RWY 26			
RNP 0.15 DA(H) 5566' (257')		RNP 0.30 DA(H) 5611' (302')		RAIL/ALS out		RAIL/ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8			
D							

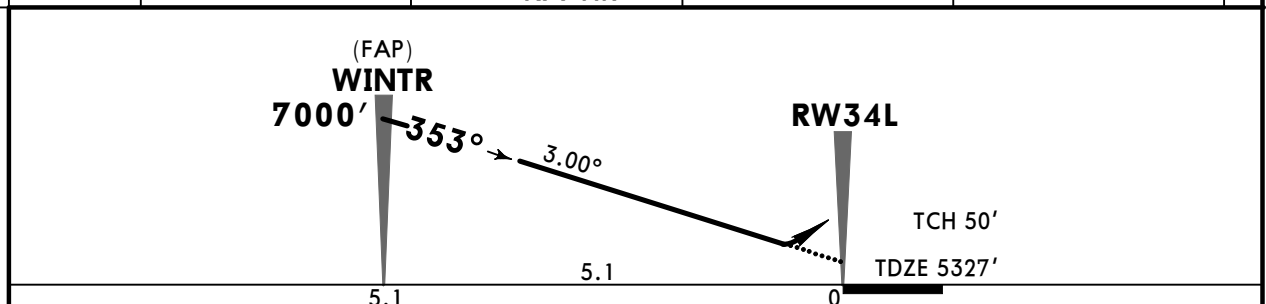
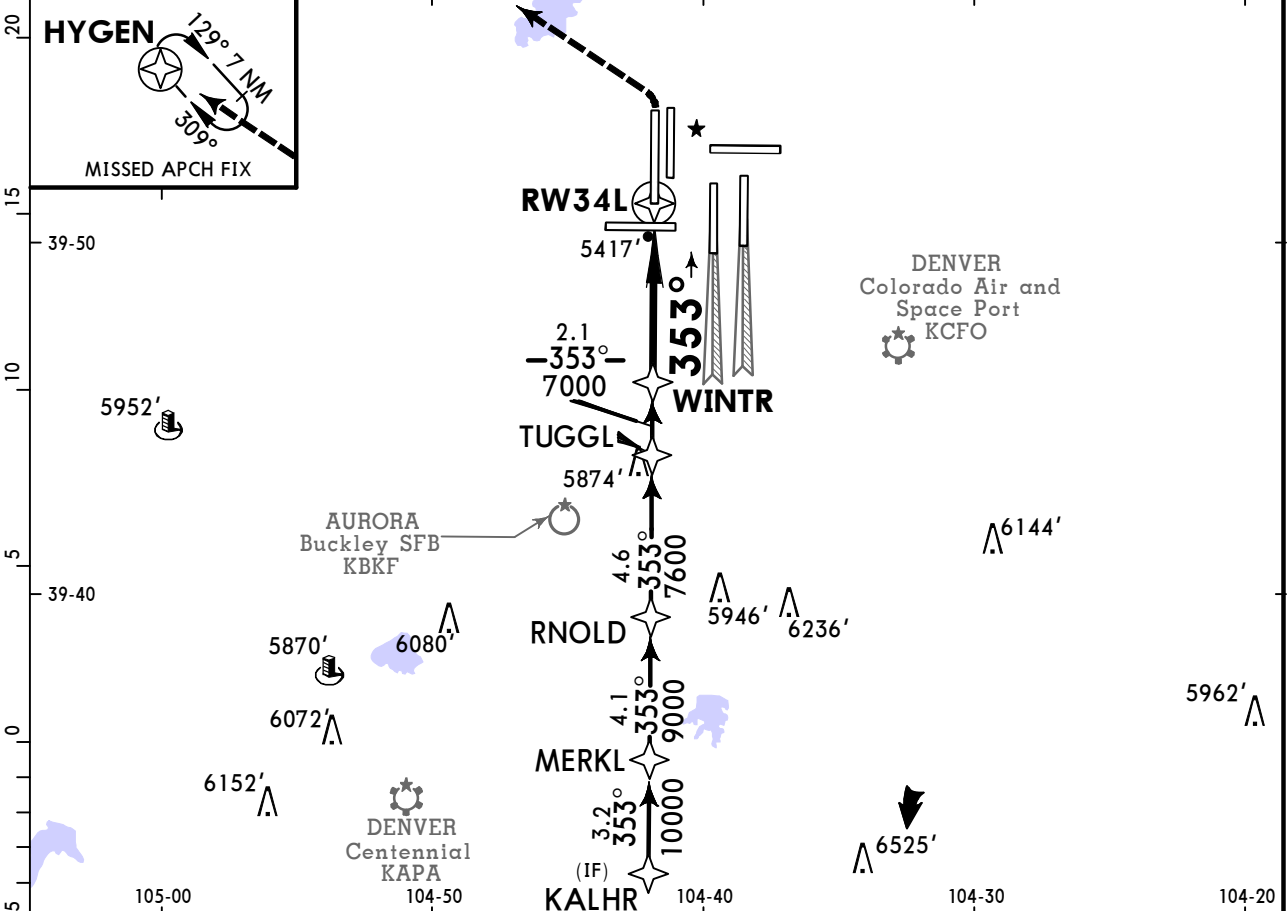
TERPS AMEND 1 26 MAR 2020

KDEN/DEN DENVER INTL

JEPPESSEN
14 APR 23
Eff 20 Apr **12-26**

DENVER, COLO RNAV (RNP) Z Rwy 34L

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 121.35
RNAV	Final Apch Crs 353°	WINTR 7000' (1673')	RNP 0.10 DA(H) 5587' (260')	Apt Elev 5434' TDZE 5327'
MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct HYGEN and hold.				 10,300 MSA RW34L
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 or above 48°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5900'	10000'	-D-> HYGEN
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	↶	

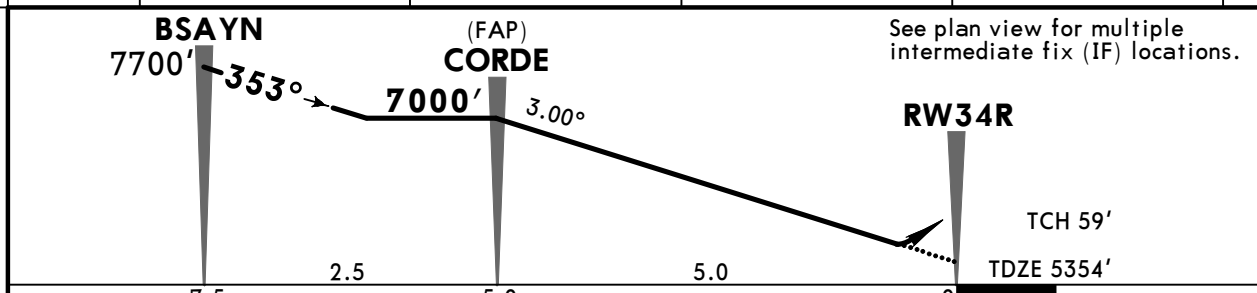
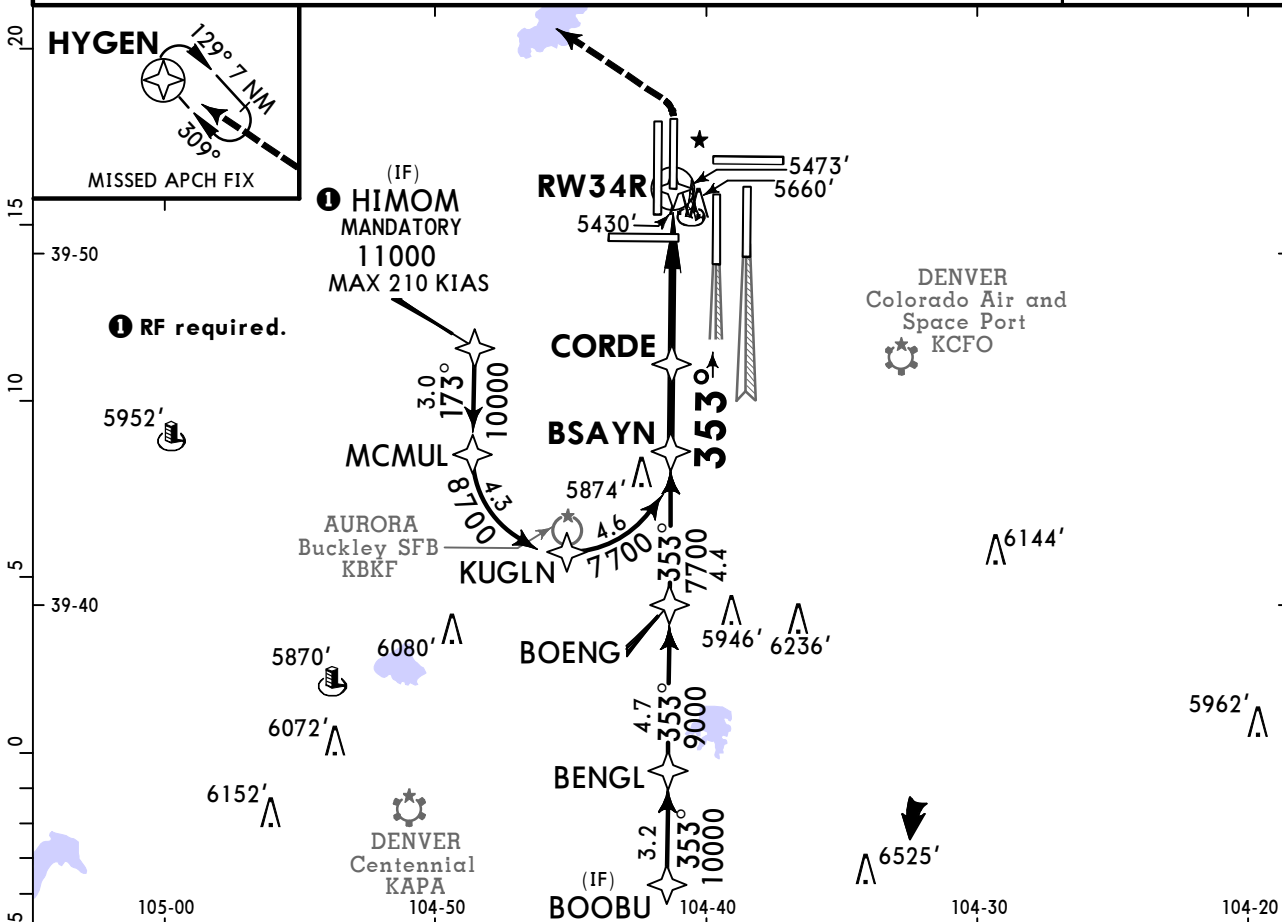
TERPS					
STRAIGHT-IN LANDING RWY 34L					
	RNP 0.10 DA(H) 5587' (260')		RNP 0.20 DA(H) 5720' (393')		RNP 0.30 DA(H) 5782' (455')
	ALS out		ALS out		ALS out
A					
B					
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	RVR 60 or 1/4	RVR 60 or 1/4
D					1 1/2

KDEN/DEN
DENVER INTL

JEPPESEN
14 APR 23
Eff 20 Apr **(12-27)**

DENVER, COLO
RNAV (RNP) Z Rwy 34R

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 121.35
RNAV	Final Apch Crs 353°	CORDE 7000' (1646')	RNP 0.10 DA(H) 5739' (385')	Apt Elev 5434' TDZE 5354'
MISSED APCH: Climb to 6000' then climbing LEFT turn to 10000' direct HYGEN and hold.				10,300 MSA RW34R
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 or above 46°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.				



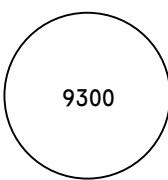
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	6000'	10000'	D → HYGEN
Glide Path Angle 3.00°	372	478	531	637	743	849				

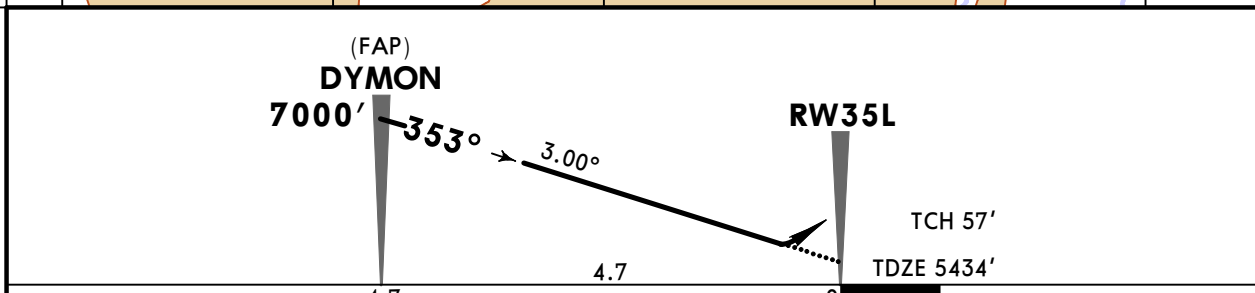
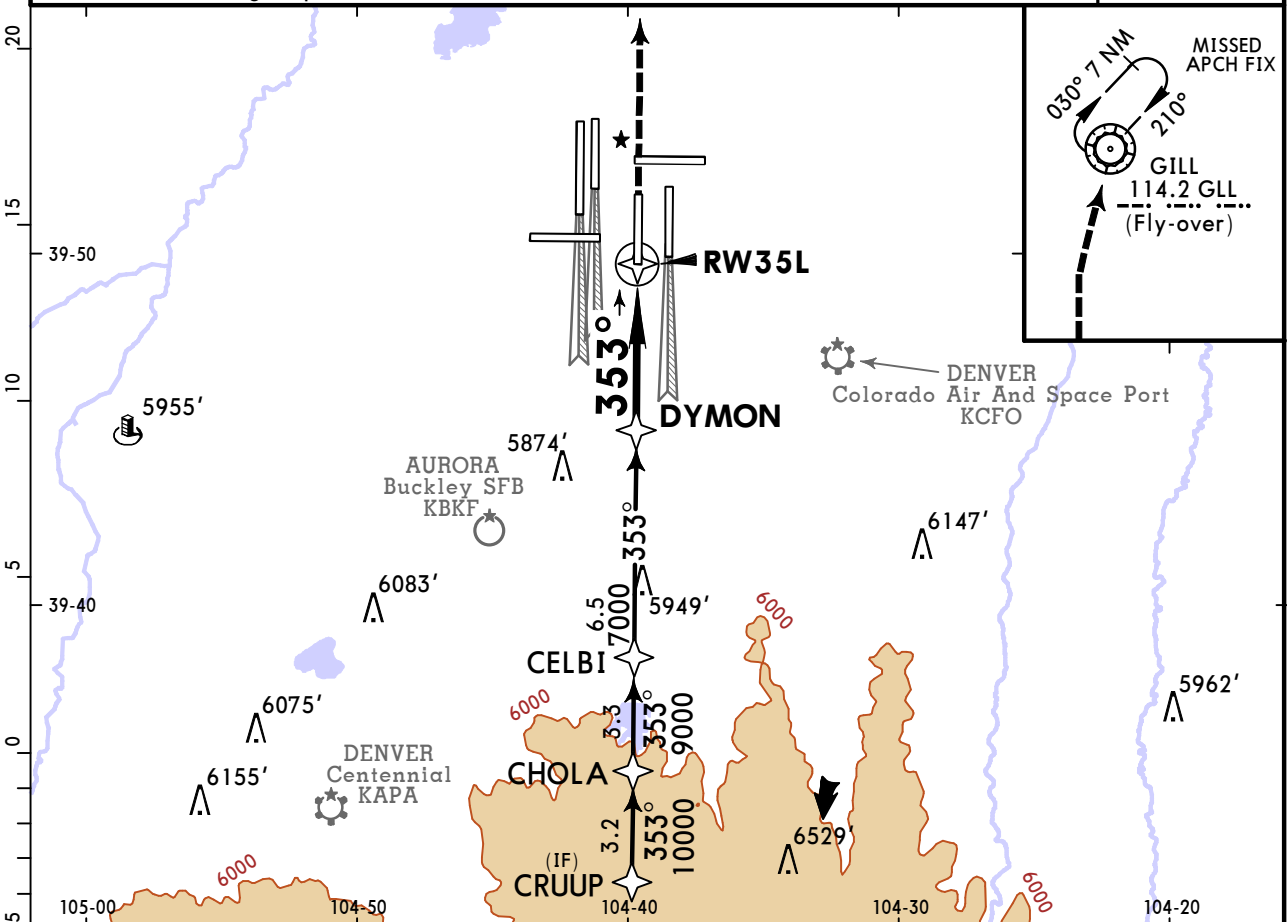
TERPS					
STRAIGHT-IN LANDING RWY 34R					
RNP 0.10 DA(H) 5739' (385')		RNP 0.20 DA(H) 5849' (495')		RNP 0.30 DA(H) 5980' (626')	
ALS out		ALS out		ALS out	
A					
B	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 5/8	2 1/4
C					
D					




KDEN/DEN
DENVER INTL

JEPPESSEN
14 APR 23
Eff 20 Apr **(12-28)**

DENVER, COLO
RNAV (RNP) Z Rwy 35L

D-ATIS Arrival		DENVER Approach (R)		DENVER Tower	Ground
125.6		North 119.3	South 120.35	124.3	121.85
RNAV	Final Apch Crs 353°	DYMON 7000' (1566')	RNP 0.10 DA(H) 5695' (261')	Apt Elev 5434' TDZE 5434'	 9300 MSA RW35L
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 or above 46°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	10000'				GLL 114.2
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI					

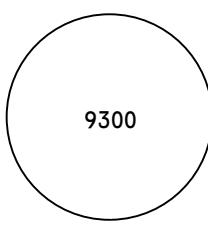
TERPS				STRAIGHT-IN LANDING RWY 35L			
RNP 0.10 DA(H) 5695' (261')		ALS out		RNP 0.30 DA(H) 5760' (326')		ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 45 or 7/8		RVR 32 or 5/8		RVR 50 or 1	
D							

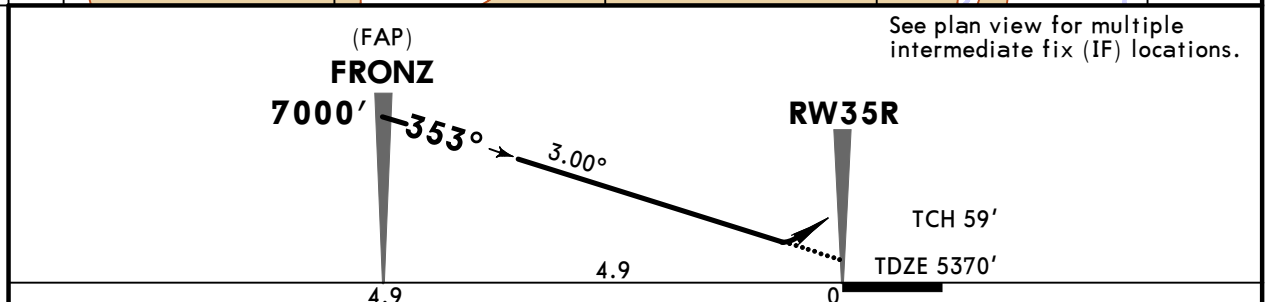
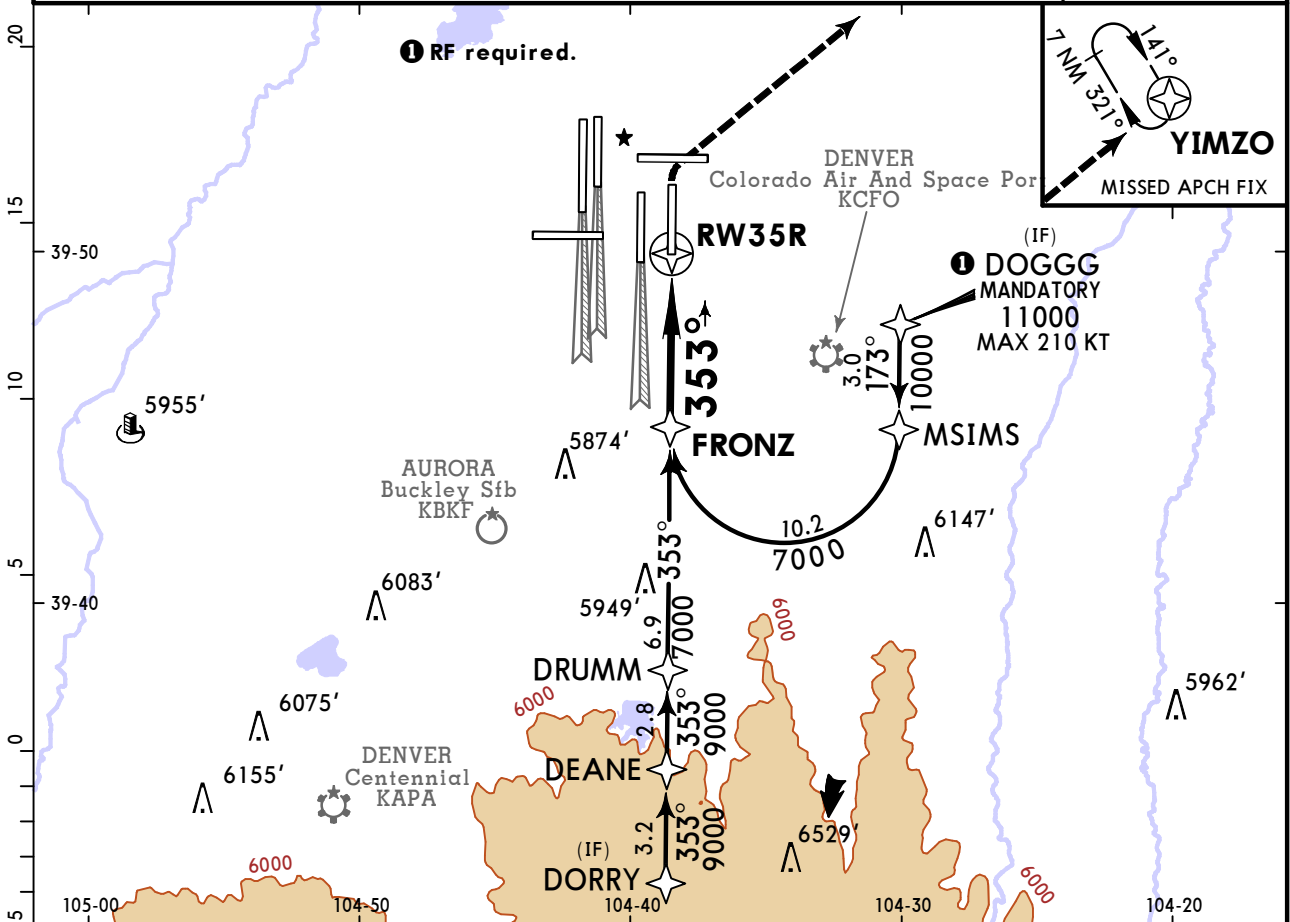
TERPS ORIG-C. 1 FEB 2018


KDEN/DEN
DENVER INTL

JEPPesen
14 APR 23
Eff 20 Apr (12-29)

DENVER, COLO
RNAV (RNP) Z Rwy 35R

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 353°	FRONZ 7000' (1630')	RNP 0.10 DA(H) 5631' (261')	Apt Elev 5434' TDZE 5370'
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 8000' direct YIMZO and hold.				 9300 MSA RW35R
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 or above 45°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.				



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

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 50 or 1
B			
C			
D			

TERPS ORIG-C 1 FEB 2018

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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DENVER, CO (DENVER INTL - KDEN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KDEN

Type: Terminal

Effectivity: Temporary

Begin Date: 20220324

End Date: Until Further Notice

(11-8) DVV Mile High VORTAC (H) changed to (VH).

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.