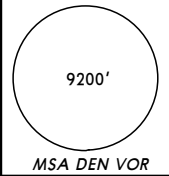


KDEN/DEN
DENVER INTL

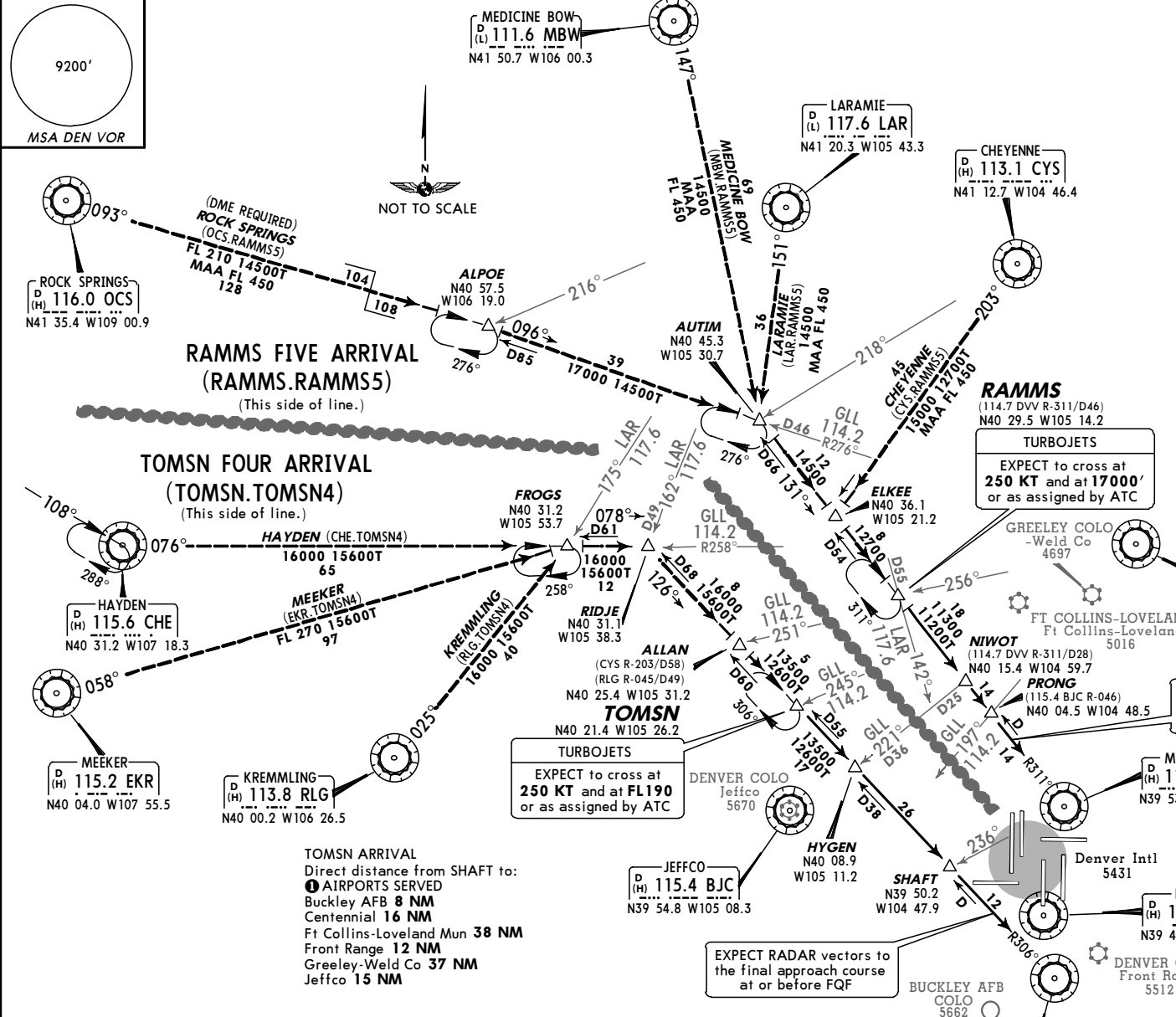
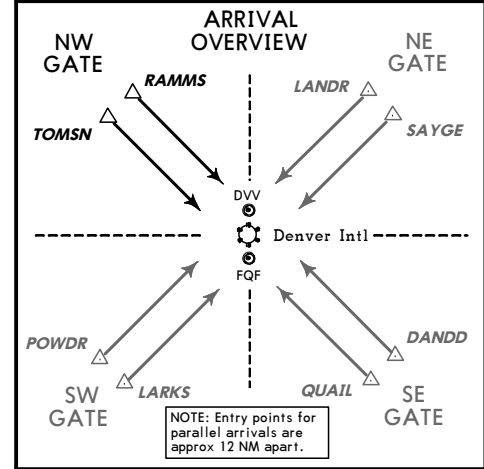
JEPPESEN DENVER, COLO
 17 NOV 06
 Eff 23 Nov 10-2 **STAR**

DENVER INTL D-ATIS Arrival **125.6** Apt Elev See Graphic Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME required for Rock Springs transition for change over point.
 2. Also Serves ①



(NORTHWEST GATE)
RAMMS FIVE ARRIVAL
and
TOMSN FOUR ARRIVAL



TOMSN ARRIVAL
 Direct distance from SHAFT to:
 ① AIRPORTS SERVED
 Buckley AFB **8 NM**
 Centennial **16 NM**
 Ft Collins-Loveland Mun **38 NM**
 Front Range **12 NM**
 Greeley-Weld Co **37 NM**
 Jeffco **15 NM**

RAMMS ARRIVAL
 Direct distance from PRONG to:
 ① AIRPORTS SERVED
 Buckley AFB **23 NM**
 Centennial **30 NM**
 Ft Collins-Loveland Mun **24 NM**
 Front Range **21 NM**
 Greeley-Weld Co **23 NM**
 Jeffco **17 NM**

STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

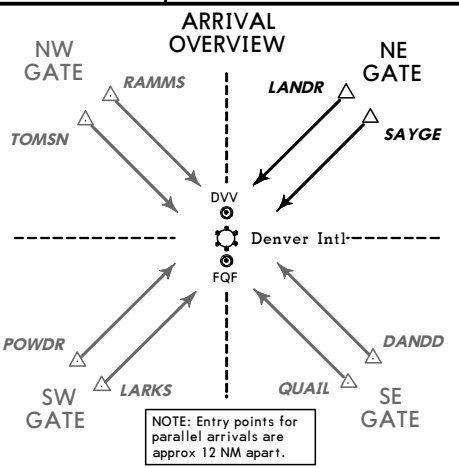
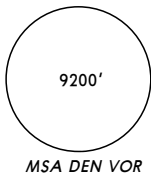
CHANGES: ROCK SPRINGS Transition depiction.

KDEN/DEN
DENVER INTL

JEPPESEN
 17 NOV 06
 Eff 23 Nov (10-2A)

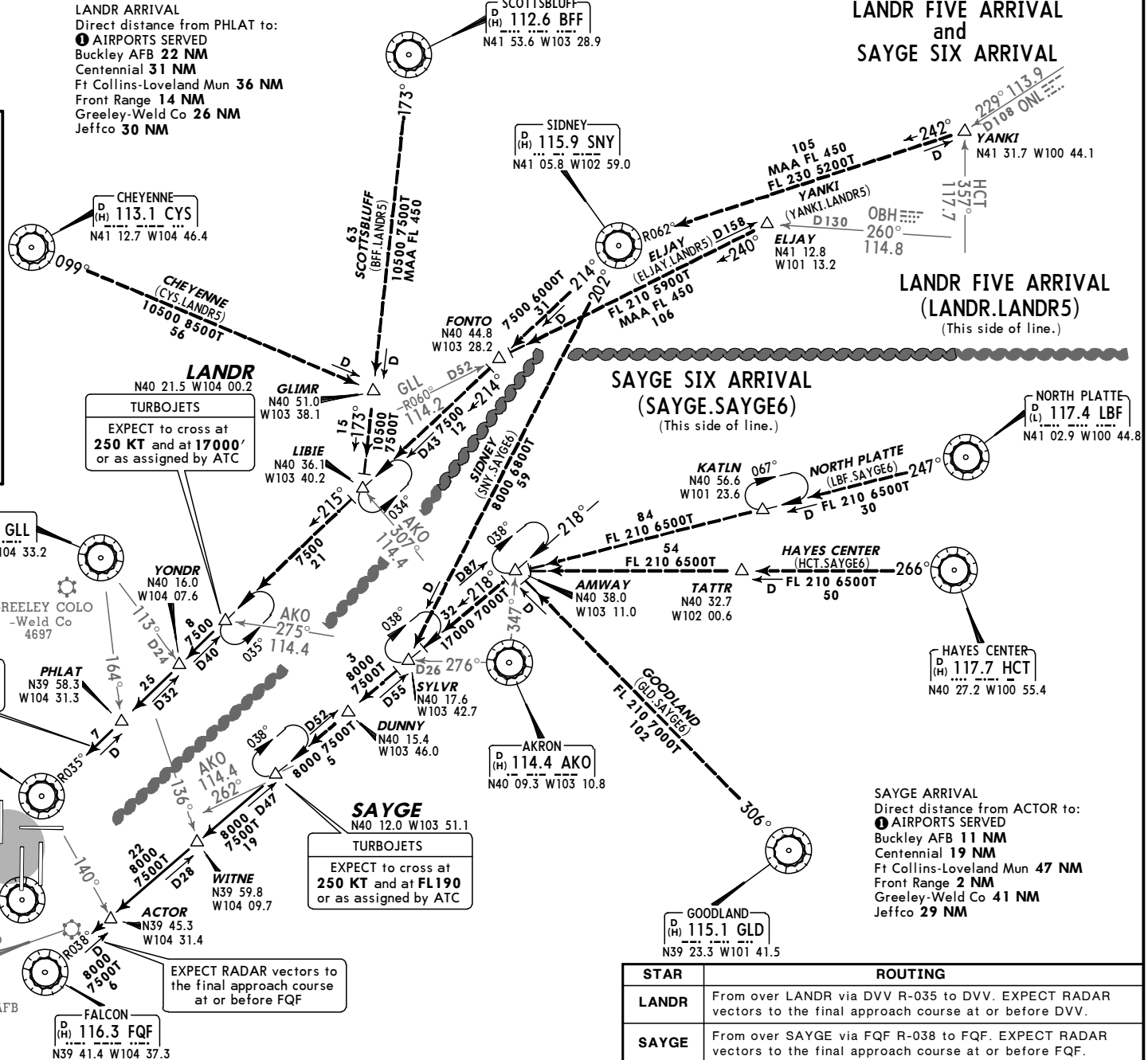
DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	Also Serves 1
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LANDR ARRIVAL
 Direct distance from PHLAT to:
1 AIRPORTS SERVED
 Buckley AFB 22 NM
 Centennial 31 NM
 Ft Collins-Loveland Mun 36 NM
 Front Range 14 NM
 Greeley-Weld Co 26 NM
 Jeffco 30 NM

(NORTHEAST GATE)
LANDR FIVE ARRIVAL
and
SAYGE SIX ARRIVAL

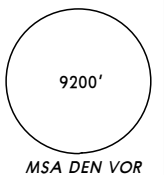


STAR	ROUTING
LANDR	From over LANDR via DVV R-035 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE	From over SAYGE via FQF R-038 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

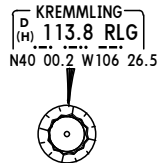
CHANGES: SAYGE ARRIVAL: TATTR added, MAAs removed, procedure renumbered.

KDEN/DEN
DENVER INTL

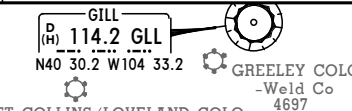
DENVER INTL D-ATIS Arrival 125.6	<i>Apt Elev</i> See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. DME required for POWDR Arrival. 2. Also Serves 1
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POWDR ARRIVAL
 Direct distance from SLOPE to:
 Denver Intl **7 NM**
 Direct distance from SLOPE to:
1 AIRPORTS SERVED
 Buckley AFB **6 NM**
 Centennial **14 NM**
 Ft Collins-Loveland Mun **41 NM**
 Front Range **12 NM**
 Rocky Mountain Metro **16 NM**
 -Weld Co **39 NM**



EXPECT RADAR vectors to the final approach course at or before DVV

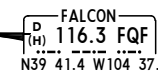
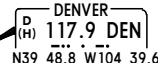
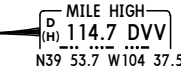
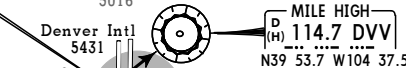


(SOUTHWEST GATE)
POWDR SEVEN ARRIVAL
 and
LARKS SIX ARRIVAL

STAR	ROUTING
LARKS	From over LARKS via FQF R-220 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.
POWDR	From over POWDR via the DVV R-222 to HLLIE, then via DVV R-222 to SLOPE, then via DVV R-222 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.

POWDR TURBOJET
 N39 23.7 W105 28.9
 EXPECT to cross at **250 KT** and at **FL190** or as assigned by ATC

HLLIE
 N39 35.1 W105 09.6

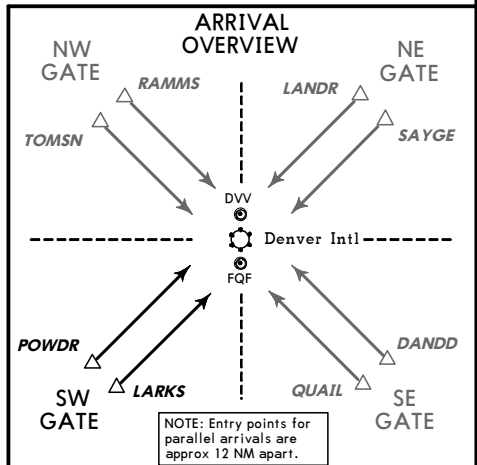
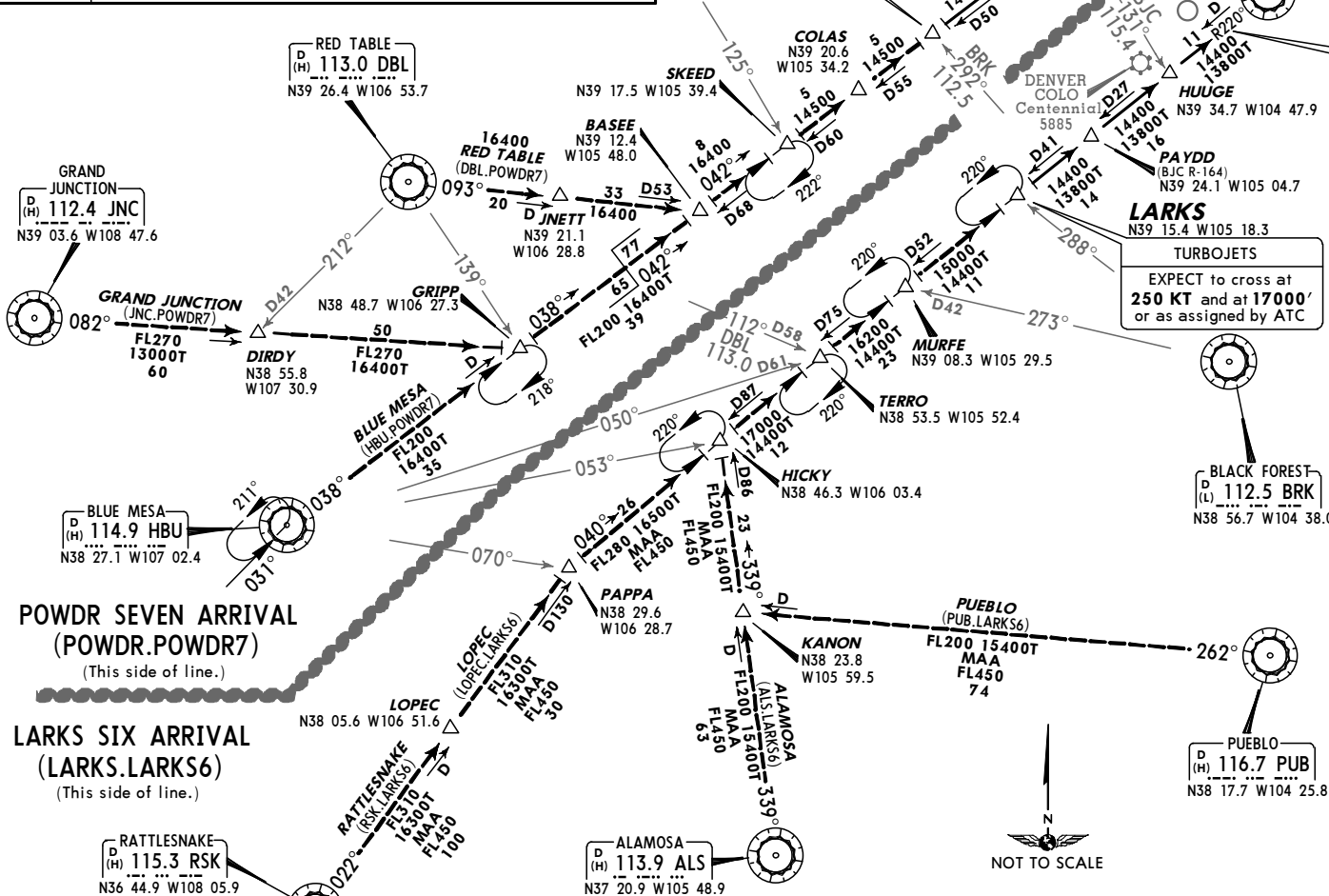


EXPECT RADAR vectors to the final approach course at or before FQF

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

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

LARKS TURBOJET
 N39 15.4 W105 18.3
 EXPECT to cross at **250 KT** and at **17000'** or as assigned by ATC



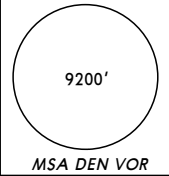
CHANGES: LARKS arrival renumbered, MOCA, TERRO holding added, Centennial airport elevation.

KDEN/DEN
DENVER INTL

JEPPESEN
 1 MAY 09 10-2C Eff 7 May

DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival 125.6	<i>Apt Elev</i> See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. DME required for OATHE transition. 2. Also Serves 1
--	--------------------------------	--	--



FT COLLINS/LOVELAND COLO
 Ft Collins-Loveland Mun
 5016

GILL
 D (H) 114.2 GLL
 N40 30.2 W104 33.2

GREELEY COLO
 -Weld Co
 4697

MILE HIGH
 D (H) 114.7 DVV
 N39 53.7 W104 37.5

EXPECT RADAR vectors to the final approach course at or before DVV



(SOUTHEAST GATE)
DANDD FIVE ARRIVAL
 and
QUAIL SIX ARRIVAL

STAR	ROUTING
DANDD	From over DANDD via DVV R-122 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
QUAIL	From over QUAIL via HGO R-307 and FQF R-127 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

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

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

JEFFCO
 D (H) 115.4 BJC
 N39 54.8 W105 08.3

DENVER COLO
 Rocky Mountain Metro
 5670

DENVER
 D (H) 117.9 DEN
 N39 48.8 W104 39.6

BUCKLEY AFB
 COLO
 5662

FALCON
 D (H) 116.3 FQF
 N39 41.4 W104 37.3

DENVER COLO
 Centennial
 5885

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

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

EXPECT RADAR vectors to the final approach course at or before FQF

BLACK FOREST
 D (L) 112.5 BRK
 N38 56.7 W104 38.0

QUAIL
 TURBOJETS
 N39 15.6 W104 07.5

EXPECT to cross at **250 KT** and at **17000'** or as assigned by ATC

QUAIL SIX ARRIVAL
(QUAIL.QUAIL6)
 (This side of line.)

PUEBLO
 D (H) 116.7 PUB
 N38 17.7 W104 25.8

DANDD
 TURBOJETS
 N39 23.9 W103 56.3

EXPECT to cross at **250 KT** and at **FL190** or as assigned by ATC

DANDD FIVE ARRIVAL
(DANDD.DANDD5)
 (This side of line.)

GOODLAND
 D (H) 115.1 GLD
 N39 23.3 W101 41.5

PRAGG
 N38 55.0 W103 17.4

GOODLAND
 (GLD.DANDD5)
 17000 5100T
 MAA FL450

HAYS
 D (L) 110.4 HYS
 N38 50.9 W099 16.6

SELLS
 N38 49.6 W103 10.1

OATHE
 N38 50.9 W101 47.7

GARDEN CITY
 D (H) 113.3 GCK
 N37 55.1 W100 43.5

GARDEN CITY
 (GCK.DANDD5)
 FL210 5800T
 MAA FL450

PUB
 048
 116.7

HYMNS
 N38 32.9 W103 12.8

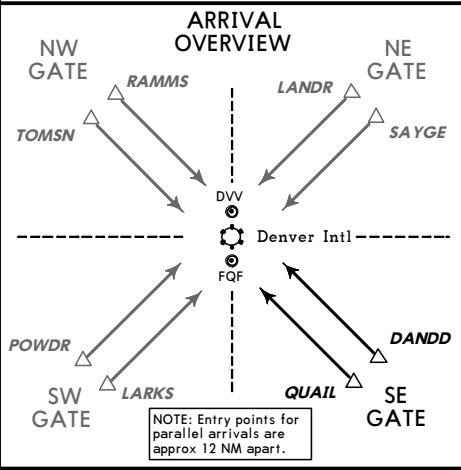
RYLIE
 N38 20.2 W101 49.7

LAMAR
 D (H) 116.9 LAA
 N38 11.8 W102 41.3

HUGO
 D (H) 112.1 HGO
 N38 49.1 W103 37.3

TODDE
 (TODDE.QUAIL6)
 10500 8000T
 MAA FL450

TODDE
 N38 15.1 W103 37.0



CHANGES: QUAIL arrival renumbered, procedure bearings, HGO holding added, Centennial airport elevation.

KDEN/DEN
DENVER INTL

JEPPESEN

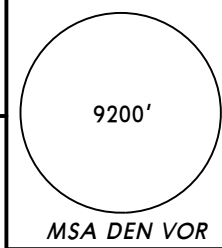
DENVER, COLO

9 MAR 07

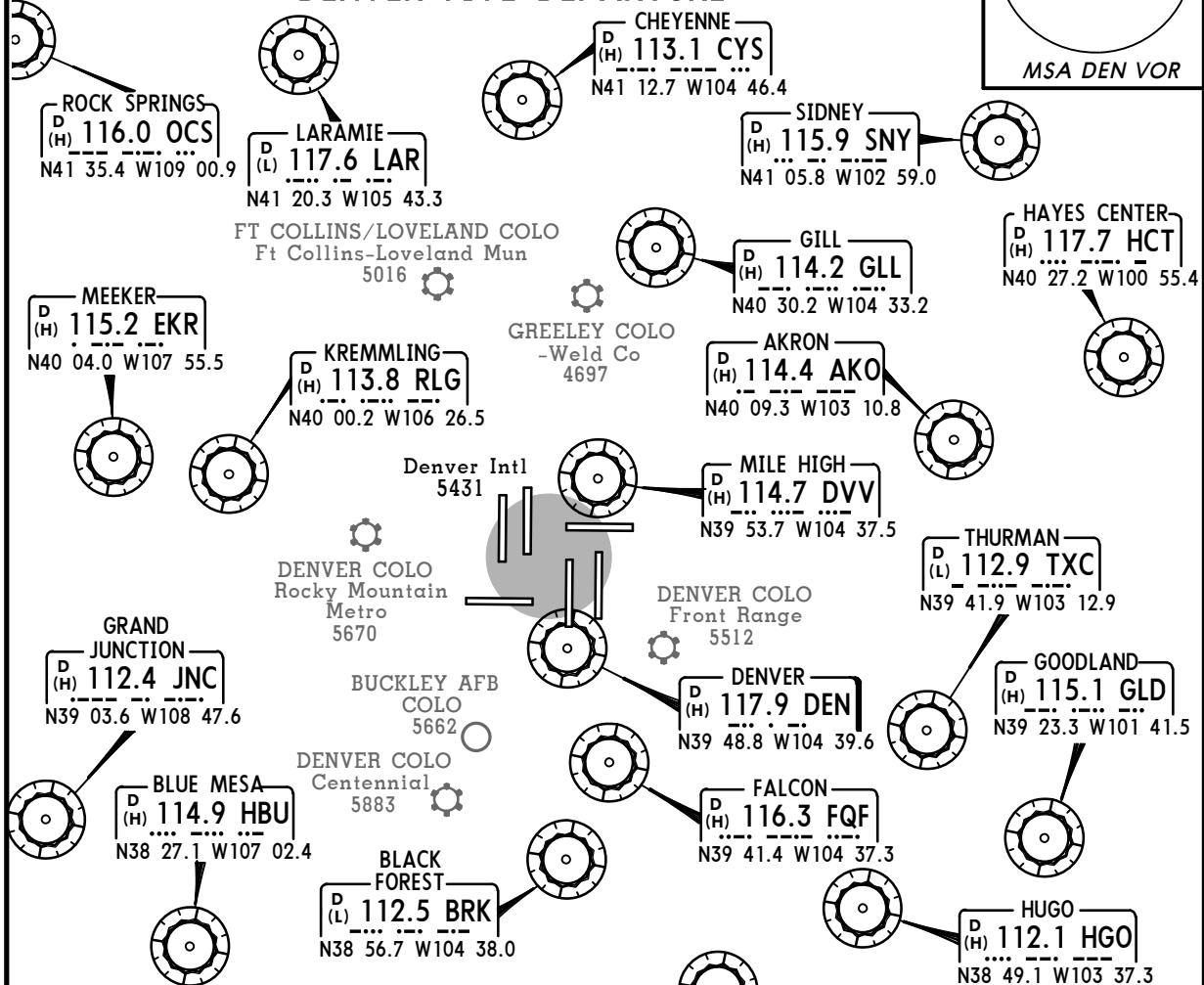
10-3

Eff 15 Mar

SID

DENVER Departure (R)				Apt Elev See graphic	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Also Serves ①	
North	East	South	West			
127.05	128.25	128.45	126.1			

DENVER FIVE DEPARTURE



This SID requires take-off minimums (for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwy 14, 32: See appropriate military directive.
CENTENNIAL: Rwy 10, 28, 35L/R: Standard (or lower than standard, if authorized).
 Rwy 17L/R: 600-2 or standard (or lower than standard, if authorized) with a minimum climb of 240' per NM to **6600'**.

Rwy 17L/R: 600-2 or standard (or lower than standard, if authorized) with a minimum climb of 240' per NM to **6600'**.

Rwy 17L/R: 600-2 or standard (or lower than standard, if authorized) with a minimum climb of 240' per NM to **6600'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

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

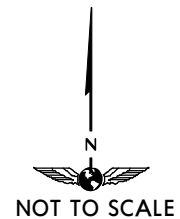
FT COLLINS-LOVELAND MUN: Rwy 15, 33: Standard (or lower than standard, if authorized).

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

ROCKY MOUNTAIN METRO: Standard (or lower than standard, if authorized).

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

- ① AIRPORTS SERVED
 Buckley AFB
 Centennial
 Ft Collins-Loveland Mun
 Front Range
 Rocky Mountain Metro
 -Weld Co



LOST COMMS ▼ 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, then via assigned transition. If filed altitude is above **10000'**, cross DEN at or above **11000'**.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	

ROUTING

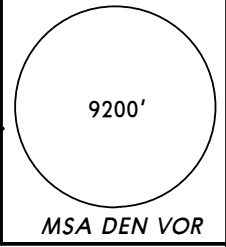
EXPECT filed altitude 10 minutes after departure.

KDEN/DEN
DENVER INTL

JEPPESEN
 1 MAY 09 **10-3A** **Eff 7 May**

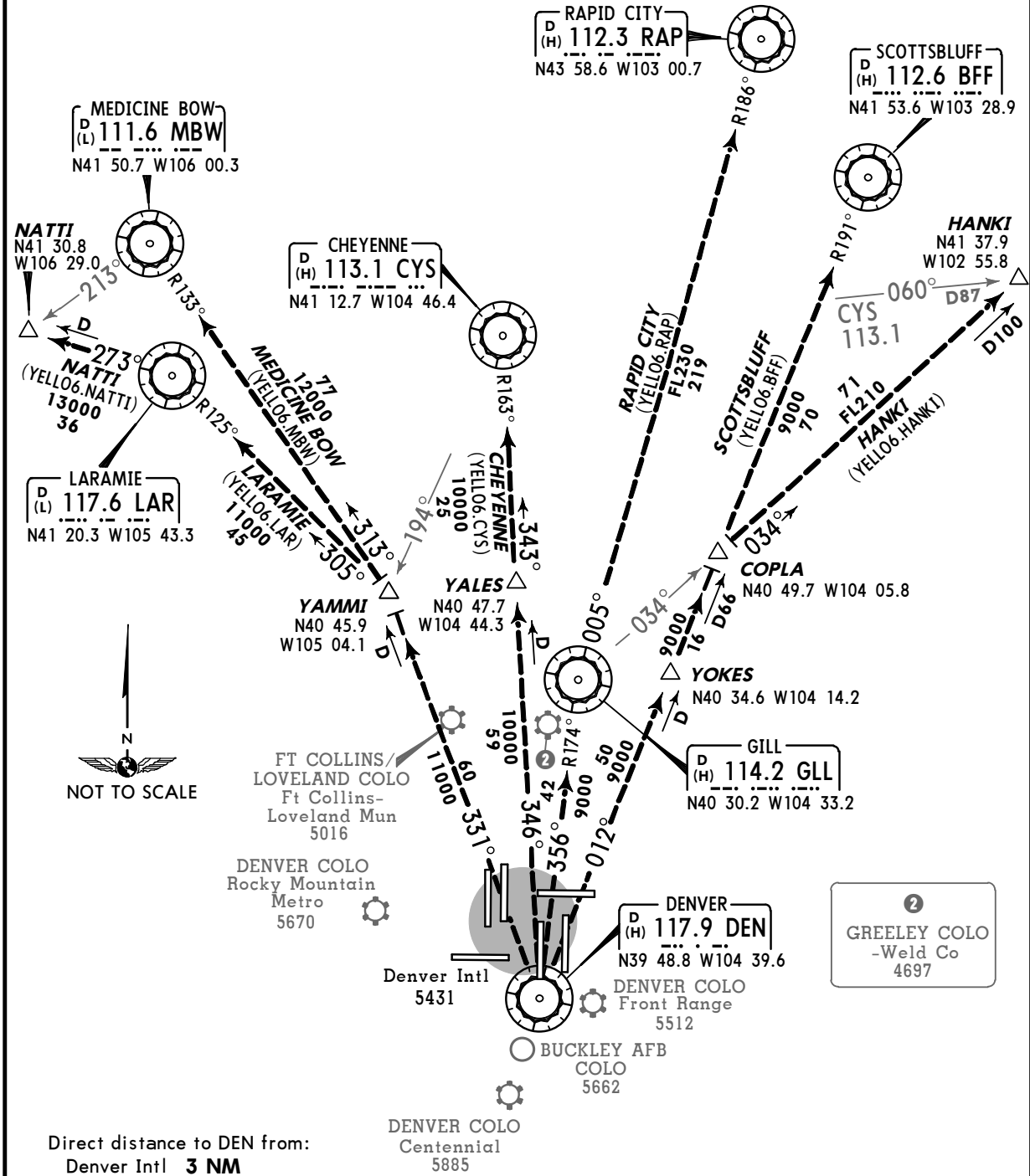
DENVER, COLO
SID

DENVER Departure (R) 127.05	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME required for CHEYENNE and HANKI transitions. 3. Also Serves 1
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(NORTH)
YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

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



Direct distance to DEN from:
 Denver Intl **3 NM**

Direct distance to DEN from:

- 1** AIRPORTS SERVED
- Buckley AFB **8 NM**
- Centennial **17 NM**
- Ft Collins-Loveland Mun **42 NM**
- Front Range **6 NM**
- Rocky Mountain Metro **22 NM**
- Weld Co **37 NM**

OBSTACLES

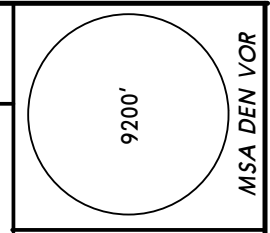
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

KDEN/DEN
DENVER INTL

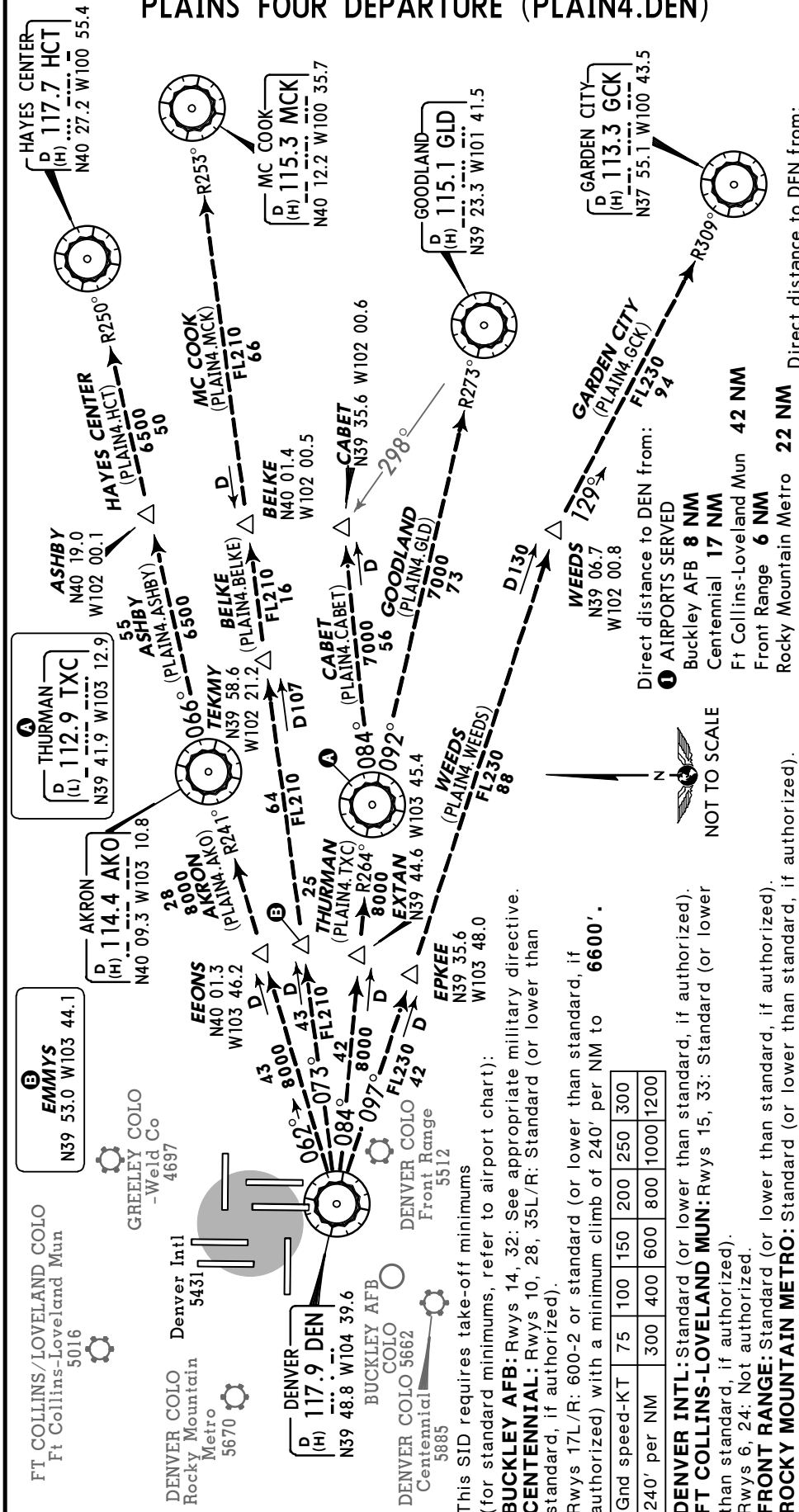
JEPPESSEN
 25 JUL 08 **10-3C** **Eff 31 Jul**

DENVER, COLO
SID

DENVER Departure (R) **128.25** Apt Elev *See graphic* Trans level: FL180 Trans alt: 18000'
 1. RADAR required.
 2. Also Serves **1**



(EAST)
PLAINS FOUR DEPARTURE (PLAIN4.DEN)



LOST COMMS ▼ 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, then via assigned transition. If filed altitude is above **10000'**, cross DEN at or above **11000'**.

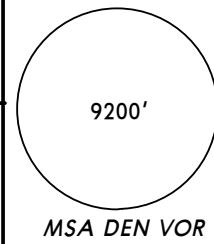
AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
1 AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

KDEN/DEN
DENVER INTL

JEPPESEN
 1 MAY 09 **10-3E** **Eff 7 May**

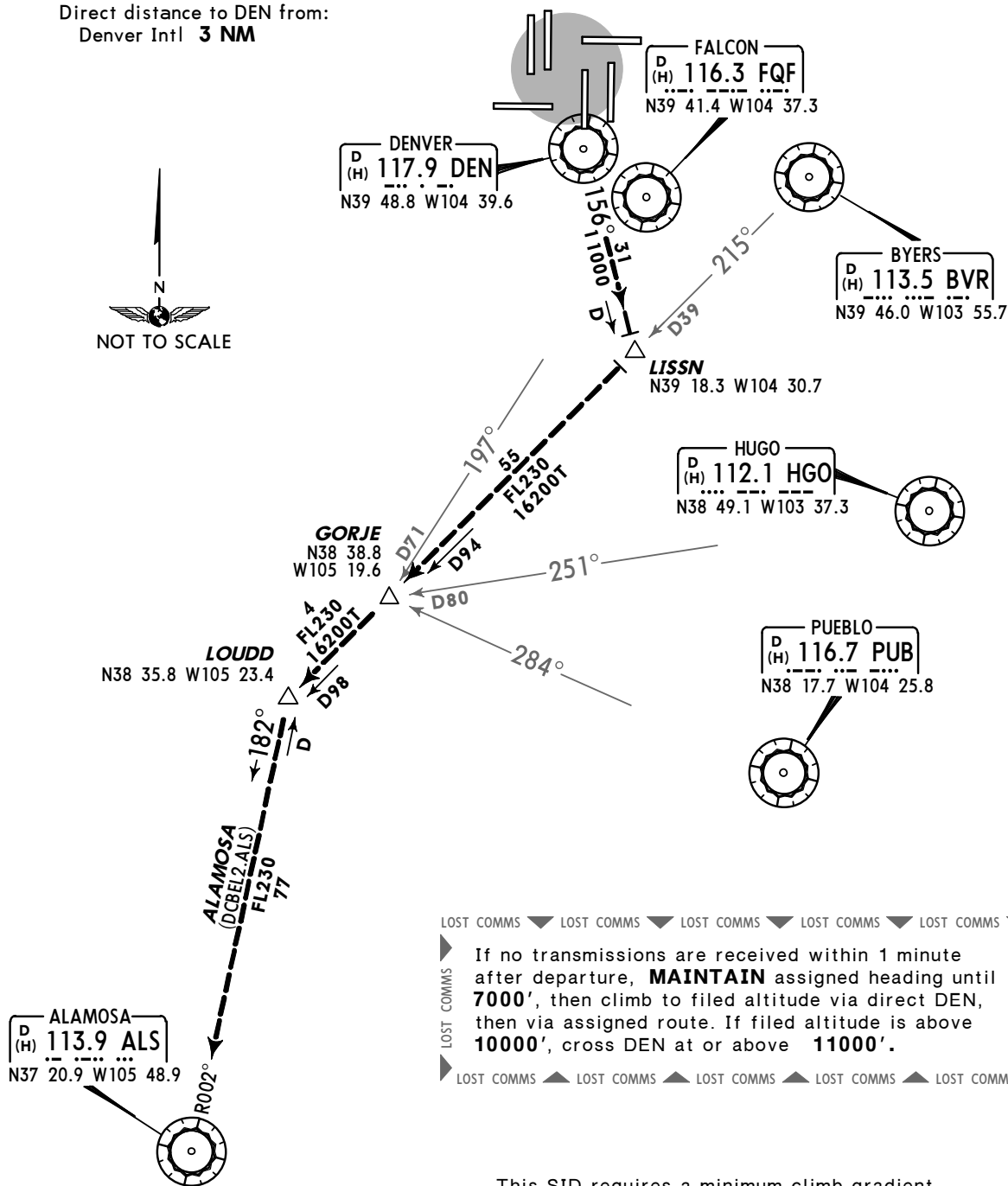
DENVER, COLO
SID

DENVER Departure (R) 128.45	Apt Elev 5431'	Trans level: FL180 Trans alt: 18000'
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DECI-BELLE TWO DEPARTURE (DCBEL2.DEN)

Direct distance to DEN from:
 Denver Intl **3 NM**



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

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

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

This SID requires a minimum climb gradient of 220' per NM to **FL230**.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100

INITIAL CLIMB	ALTITUDE
Fly assigned heading for RADAR vectors to assigned route.	MAINTAIN 10000' or ATC assigned lower altitude
ROUTING	
EXPECT filed altitude 10 minutes after departure.	

KDEN/DEN

JEPPESEN

DENVER, COLO

1 MAY 09

10-30B1

Eff 7 May

DENVER INTL

TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

KDEN/DEN

JEPPESEN

DENVER, COLO

1 MAY 09

10-30B2

Eff 7 May

DENVER INTL

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

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

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

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19 MAR 10

(10-6)

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TAXI
DENVER, COLO
DENVER INTL

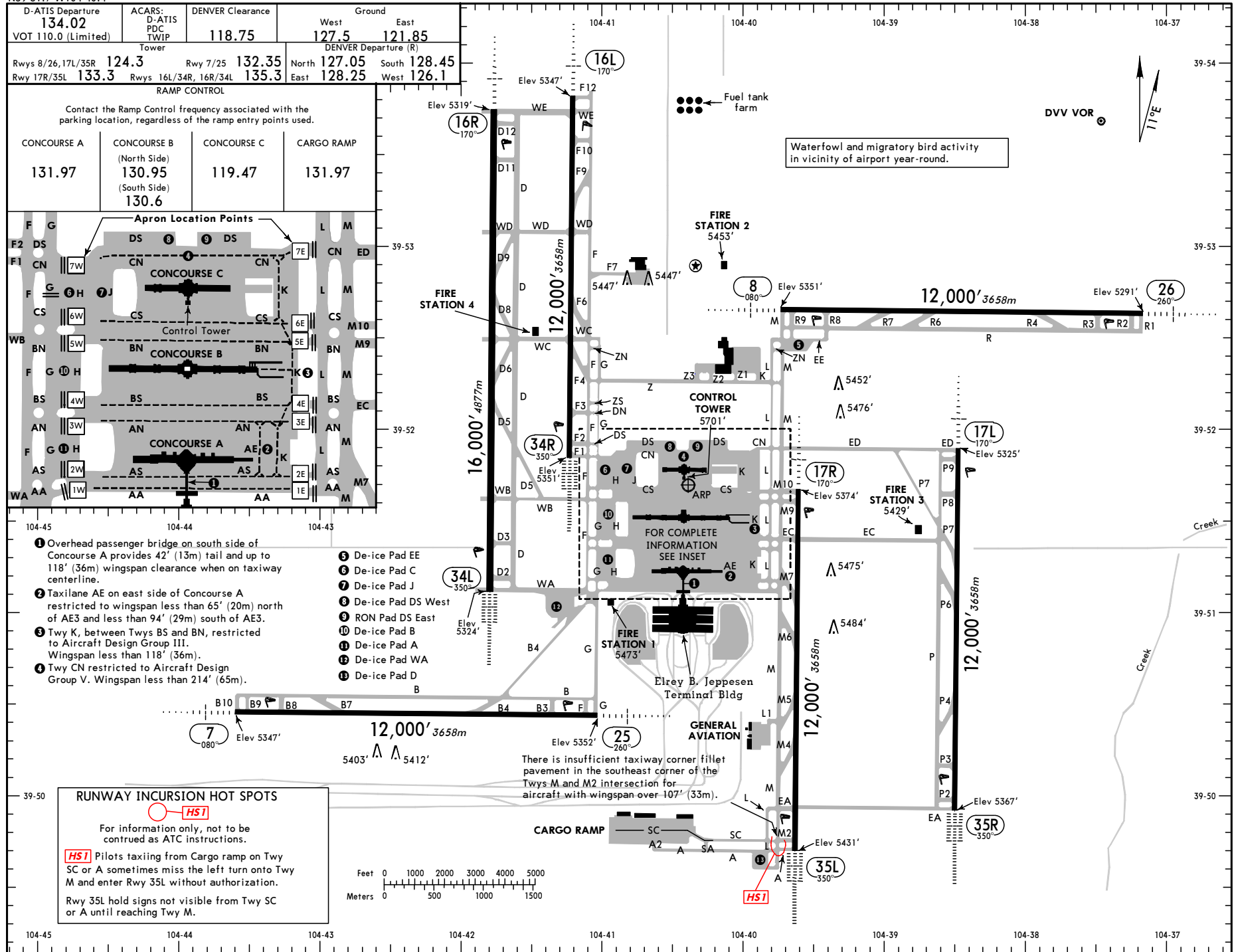
STANDARD RAMP DEPARTURE TAXI ROUTES

Standard Taxi East	
Origin	Routing
Concourse A - South Side	Taxi via Taxiway Alfa Sierra (AS) towards Apron Location Point 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 2E.
Concourse A - North Side	Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.
Concourse B - South Side	Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.
Concourse B - North Side	Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.
Concourse C - South Side	Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 7E.
South Cargo	Taxi East on Taxiway Alfa (A). Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at the taxiway clearance bar.

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

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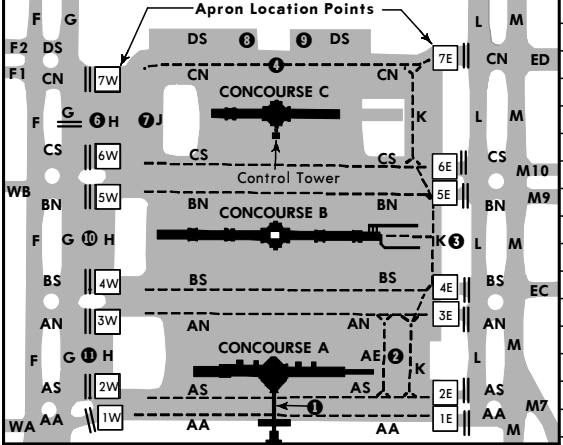
Apt Elev 5431'
 N39 51.7 W104 40.4



D-ATIS Departure 134.02 VOT 110.0 (Limited)	ACARS: D-ATIS PDC TWIP	DENVER Clearance 118.75	Ground West 127.5 East 121.85
Tower Rwys 8/26, 17L/35R 124.3 Rwy 17R/35L 133.3		DENVER Departure (R) Rwy 7/25 132.35 Rwys 16L/34R, 16R/34L 135.3	North 127.05 South 128.45 East 128.25 West 126.1

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

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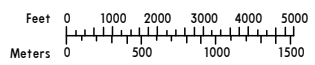


- Overhead passenger bridge on south side of Concourse A provides 42' (13m) tail and up to 118' (36m) wingspan clearance when on taxiway centerline.
- Taxilane AE on east side of Concourse A restricted to wingspan less than 65' (20m) north of AE3 and less than 94' (29m) south of AE3.
- Twy K, between Twys BS and BN, restricted to Aircraft Design Group III. Wingspan less than 118' (36m).
- Twy CN restricted to Aircraft Design Group V. Wingspan less than 214' (65m).
- De-ice Pad EE
- De-ice Pad C
- De-ice Pad J
- De-ice Pad DS West
- RON Pad DS East
- De-ice Pad B
- De-ice Pad A
- De-ice Pad WA
- De-ice Pad D

RUNWAY INCURSION HOT SPOTS

HS1
 For information only, not to be construed as ATC instructions.

HS1 Pilots taxiing from Cargo ramp on Twy SC or A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization. Rwy 35L hold signs not visible from Twy SC or A until reaching Twy M.



KDEN/DEN

JEPPESEN
 13 MAY 11 (10-9A)

DENVER, COLO
 DENVER INTL

GENERAL						
ASDE-X surveillance system in use. Pilots should operate transponders, with Mode C, on all runways and taxiways.						
Low Level Wind Shear Alert System.						
Terminal Doppler Weather Radar.						
All runways grooved.						
ADDITIONAL RUNWAY INFORMATION						
RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	LANDING BEYOND		GLIDE SLOPE			
	Threshold					
7	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR	10,958' 3340m			150'	
25	HIRL CL MALSR PAPI-L (angle 3.0°) RVR	10,941' 3335m			46m	
8	HIRL CL MALSR PAPI-L (angle 3.0°) RVR	10,899' 3322m			150'	
26	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR	11,042' 3366m			46m	
16L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR	11,006' 3355m			150'	
34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	10,929' 3331m			46m	
16R	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR	14,980' 4566m			200'	
34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	14,910' 4545m			61m	
17L	HIRL CL MALSR PAPI-L (angle 3.0°) RVR	11,015' 3357m			150'	
35R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR	10,874' 3314m			46m	
17R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR	11,035' 3363m			150'	
35L	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR	10,899' 3322m			46m	
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwy 34L						
2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.			Adequate Vis Ref	STD		
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Rwys 34R, 35L						
2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref	STD		
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Rwy 16R						
2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.			Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	

Rwys 16L, 17L/R, 35R				
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 7, 8, 25, 26				
Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
OBSTACLE DP				
Runway 7, climb on a heading between 312° clockwise to 215° 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, 340° inbound) to 16,500' before proceeding on course.				
Runway 8, climb on a heading between 307° 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, 340° inbound) to 16,500' before proceeding on course.				
Runways 16L, 16R, climb on a heading between 210° counter-clockwise to 350° 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, 340° inbound) to 16,500' before proceeding on course.				
Runways 17L, 17R, climb on a heading between 219° counter-clockwise to 350° 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, 340° inbound) to 16,500' before proceeding on course.				
Runway 25, climb on a heading between 314° clockwise to 080° or 203° counter-clockwise to 080° 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, 340° inbound) to 16,500' before proceeding on course.				
Runway 26, climb on a heading between 310° clockwise to 080° or 216° counter-clockwise to 080° 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, 340° inbound) to 16,500' before proceeding on course.				
Runways 34L, 34R, climb on a heading between 310° clockwise to 169° 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, 340° inbound) to 16,500' before proceeding on course.				
Runways 35L, 35R, climb on a heading between 310° clockwise to 169° 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, 340° inbound) to 16,500' before proceeding on course.				
FOR FILING AS ALTERNATE				
	ILS Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	LOC Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (GPS) Rwy 25, 34L/R, 35L/R	All Other
A	600-2		800-2	
B	600-2		800-2	
C	600-2		800-2	
D	600-2		800-2	

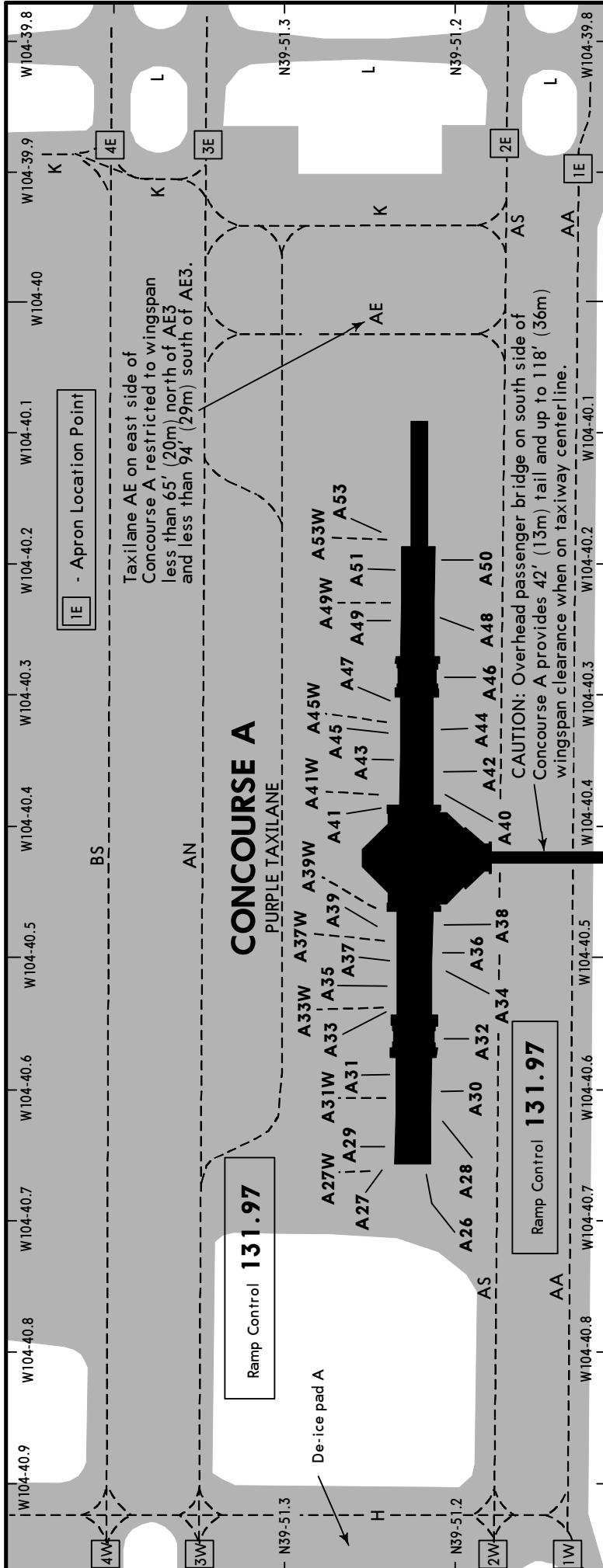
A M E N D 2

KDEN/DEN
CONCOURSE A

1 APR 11 **10-9B**



DENVER, COLO
DENVER INTL



PARKING GATE COORDINATES
CONCOURSE A

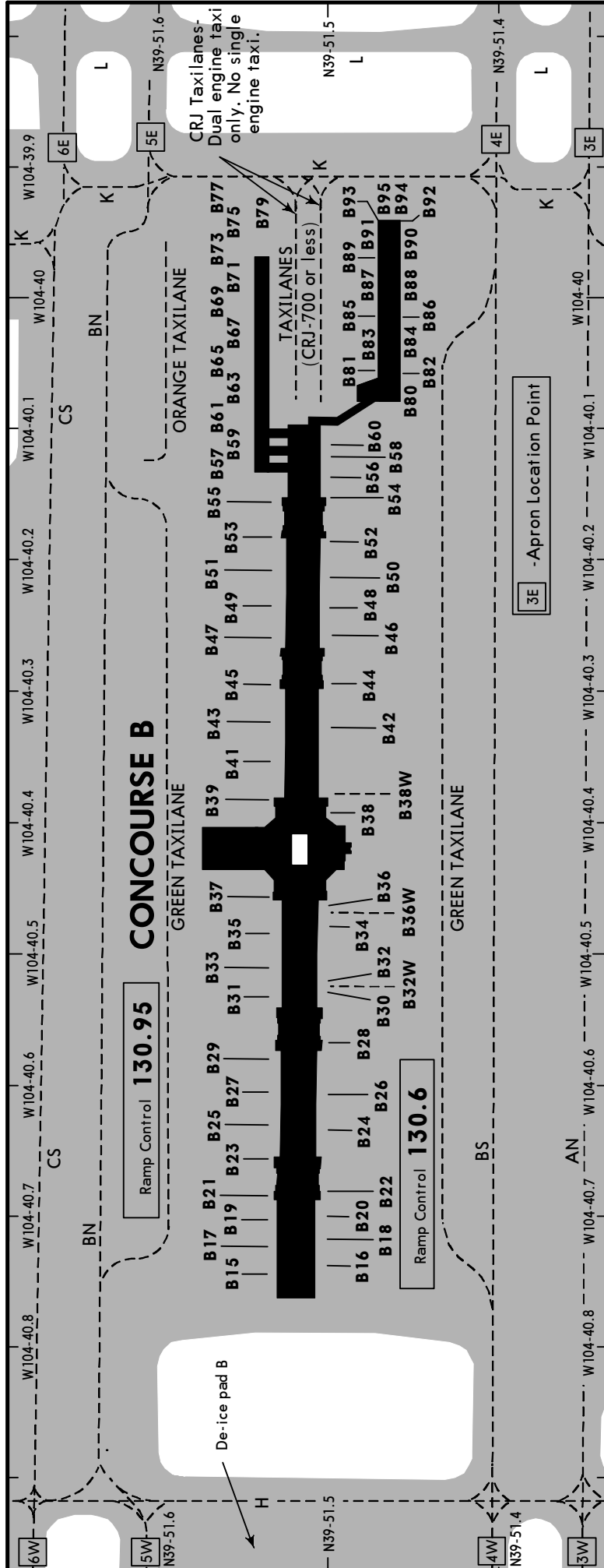
GATE NO.	COORDINATES	GATE NO.	COORDINATES	GATE NO.	COORDINATES
A26	N39 51.2 W104 40.7	A36, A37	N39 51.2 W104 40.5	A43 thru A45	N39 51.2 W104 40.3
A27, A27W	N39 51.3 W104 40.7	A37W	N39 51.2 W104 40.5	A45W	N39 51.2 W104 40.3
A28 thru A31	N39 51.2 W104 40.6	A38	N39 51.2 W104 40.5	A46, A47	N39 51.2 W104 40.3
A31W	N39 51.2 W104 40.6	A39	N39 51.2 W104 40.5	A48, A49	N39 51.2 W104 40.2
A32	N39 51.2 W104 40.6	A39W	N39 51.2 W104 40.5	A49W	N39 51.2 W104 40.2
A33	N39 51.2 W104 40.5	A40	N39 51.2 W104 40.4	A50, A51	N39 51.2 W104 40.2
A33W	N39 51.2 W104 40.5	A41	N39 51.2 W104 40.4	A53	N39 51.2 W104 40.2
A34	N39 51.2 W104 40.5	A41W	N39 51.2 W104 40.4	A53W	N39 51.2 W104 40.2
A35	N39 51.2 W104 40.5	A42	N39 51.2 W104 40.4		

CHANGES: Chart revised.

KDEN/DEN
CONCOURSE B

JEPPesen
 1 APR 11 (10-9C)

DENVER, COLO
 DENVER INTL



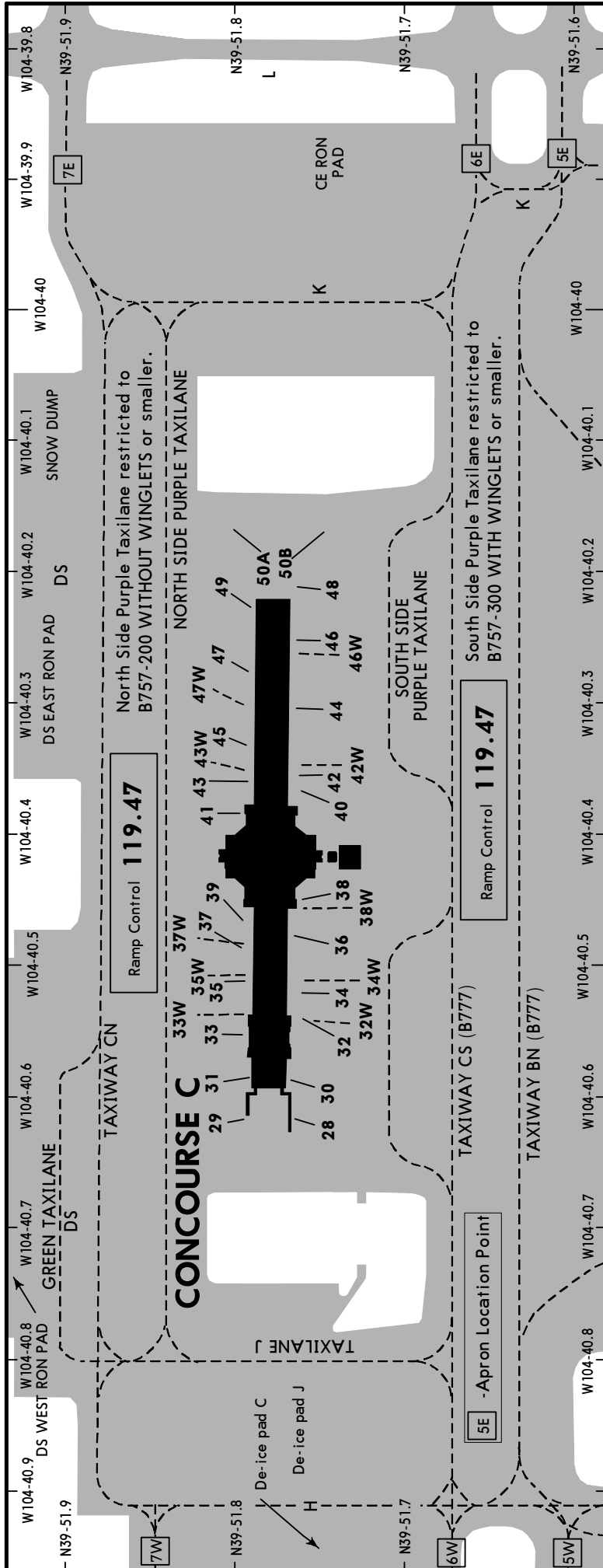
PARKING GATE COORDINATES
CONCOURSE B

GATE NO.	COORDINATES	GATE NO.	COORDINATES	GATE NO.	COORDINATES
B15 thru B23	N39 51.5 W104 40.7	B38W	N39 51.5 W104 40.4	B61, B63	N39 51.6 W104 40.1
B24 thru B29	N39 51.5 W104 40.6	B39, B41	N39 51.5 W104 40.4	B65, B67, B69	N39 51.6 W104 40.0
B30 thru B32	N39 51.5 W104 40.5	B42 thru B47	N39 51.5 W104 40.3	B71, B73	N39 51.6 W104 40.0
B32W	N39 51.5 W104 40.5	B48 thru B55	N39 51.5 W104 40.2	B75, B77	N39 51.6 W104 39.9
B33 thru B36	N39 51.5 W104 40.5	B56	N39 51.5 W104 40.1	B79	N39 51.5 W104 39.9
B36W	N39 51.5 W104 40.5	B57	N39 51.6 W104 40.1	B80 thru B82	N39 51.5 W104 40.1
B37	N39 51.5 W104 40.5	B58	N39 51.5 W104 40.1	B83 thru B90	N39 51.5 W104 40.0
B38	N39 51.5 W104 40.4	B59	N39 51.6 W104 40.1	B91 thru B95	N39 51.5 W104 39.9
		B60	N39 51.5 W104 40.1		

KDEN/DEN
CONCOURSE C

4 FEB 11 **10-9D**

DENVER, COLO
 DENVER INTL



PARKING GATE COORDINATES
CONCOURSE C

GATE NO.	COORDINATES	GATE NO.	COORDINATES	GATE NO.	COORDINATES
28 thru 31	N39 51.8 W104 40.6	37W	N39 51.8 W104 40.5	44 thru 46	N39 51.8 W104 40.3
32	N39 51.8 W104 40.5	38	N39 51.8 W104 40.4	46W	N39 51.8 W104 40.3
32W	N39 51.8 W104 40.5	38W	N39 51.8 W104 40.5	47	N39 51.8 W104 40.3
33	N39 51.8 W104 40.5	39	N39 51.8 W104 40.5	47W	N39 51.8 W104 40.3
33W	N39 51.8 W104 40.5	40 thru 42	N39 51.8 W104 40.4	48, 49	N39 51.8 W104 40.2
34	N39 51.8 W104 40.5	42W	N39 51.8 W104 40.3	50A, 50B	N39 51.8 W104 40.2
34W and 35W	N39 51.8 W104 40.5	43	N39 51.8 W104 40.4		
35 thru 37	N39 51.8 W104 40.5	43W	N39 51.8 W104 40.4		

KDEN/DEN

 **JEPPESEN**
18 MAR 11 (10-9D1)DENVER, COLO
DENVER INTL

DEICING PROCEDURES

GENERAL PROCEDURES:

Deicing with engines running is allowed.

SEQUENCING:

"First Come. First Served" based on ready to push and taxi.

Gate holds are available at aircrew/company discretion without loss of deice queue position.

"Leap Frogging" between queue positions is allowed only between company aircraft with no impact to other carriers.

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.

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.

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) for taxi.

Contact Ground Control with your deice pad and spot number.

DEICE EFFICIENCY ENHANCEMENT PROGRAM:

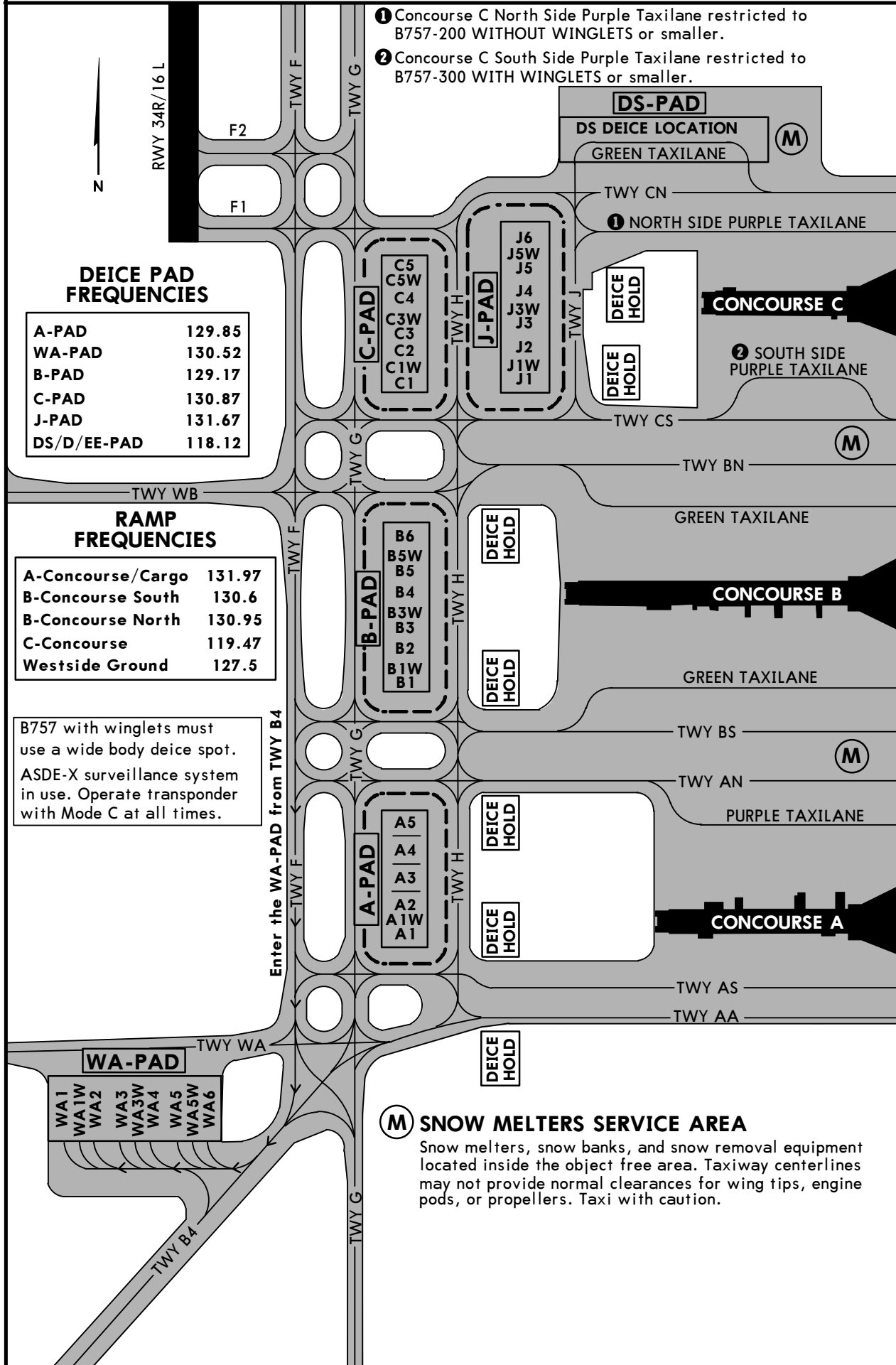
Upon the completion of deice and receipt of the "post deice" report, expedite departure from the deice pad.

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18 MAR 11 (10-9D2)

DENVER, COLO
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DEICING PROCEDURES CONTINUED



KDEN/DEN

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SMGCS

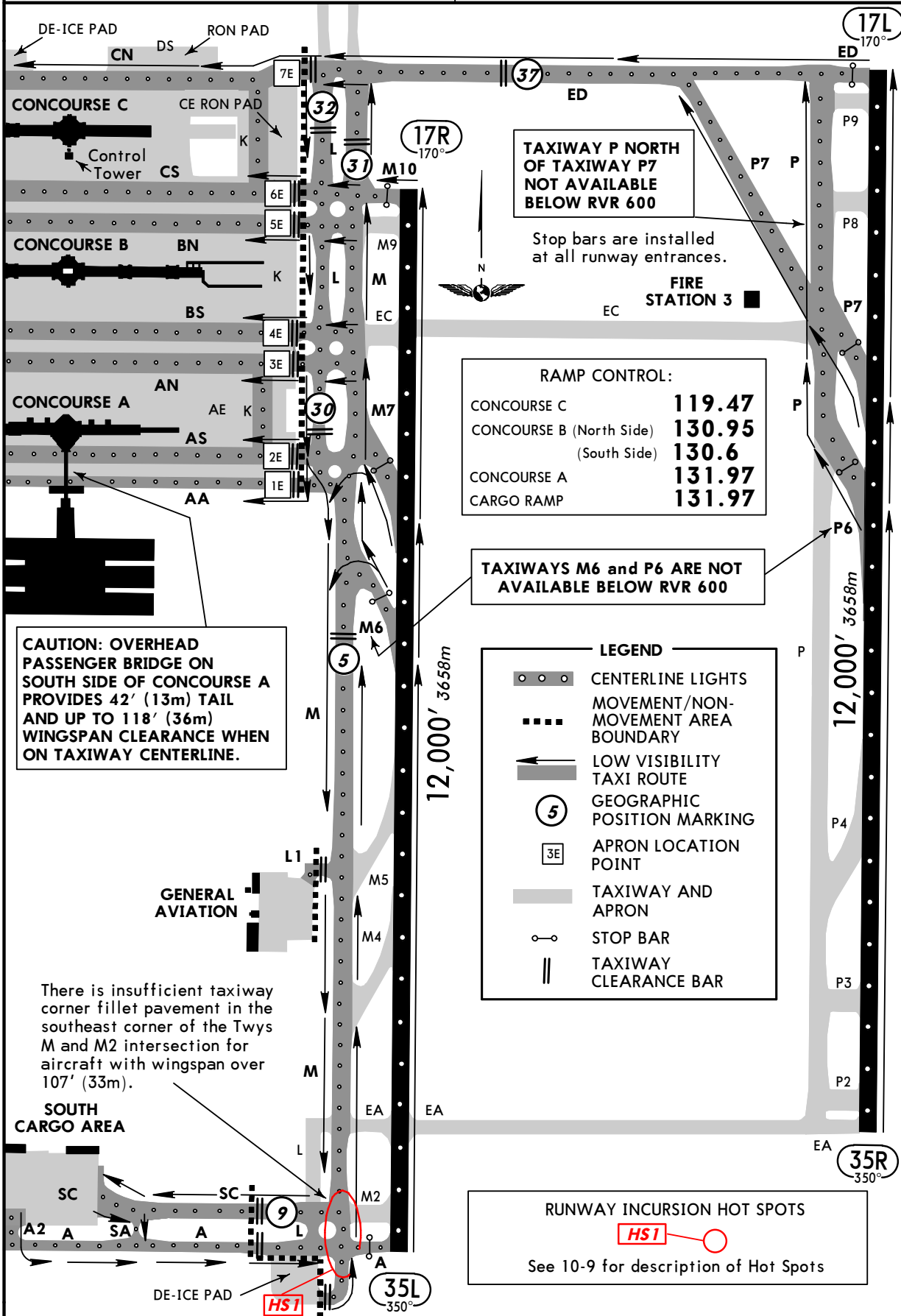
DENVER INTL

16 SEP 11 (10-9E)

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

LESS THAN RVR 1200

D-ATIS Departure 134.02 VOT 110.0 (Limited)	ACARS: D-ATIS PDC TWIP	DENVER Clearance 118.75	Ground East 121.85
Tower Rwys 17L/35R 124.3		Rwys 17R/35L 133.3	DENVER Departure (R) North 127.05 South 128.45 East 128.25 West 126.1



KDEN/DEN
DENVER INTL

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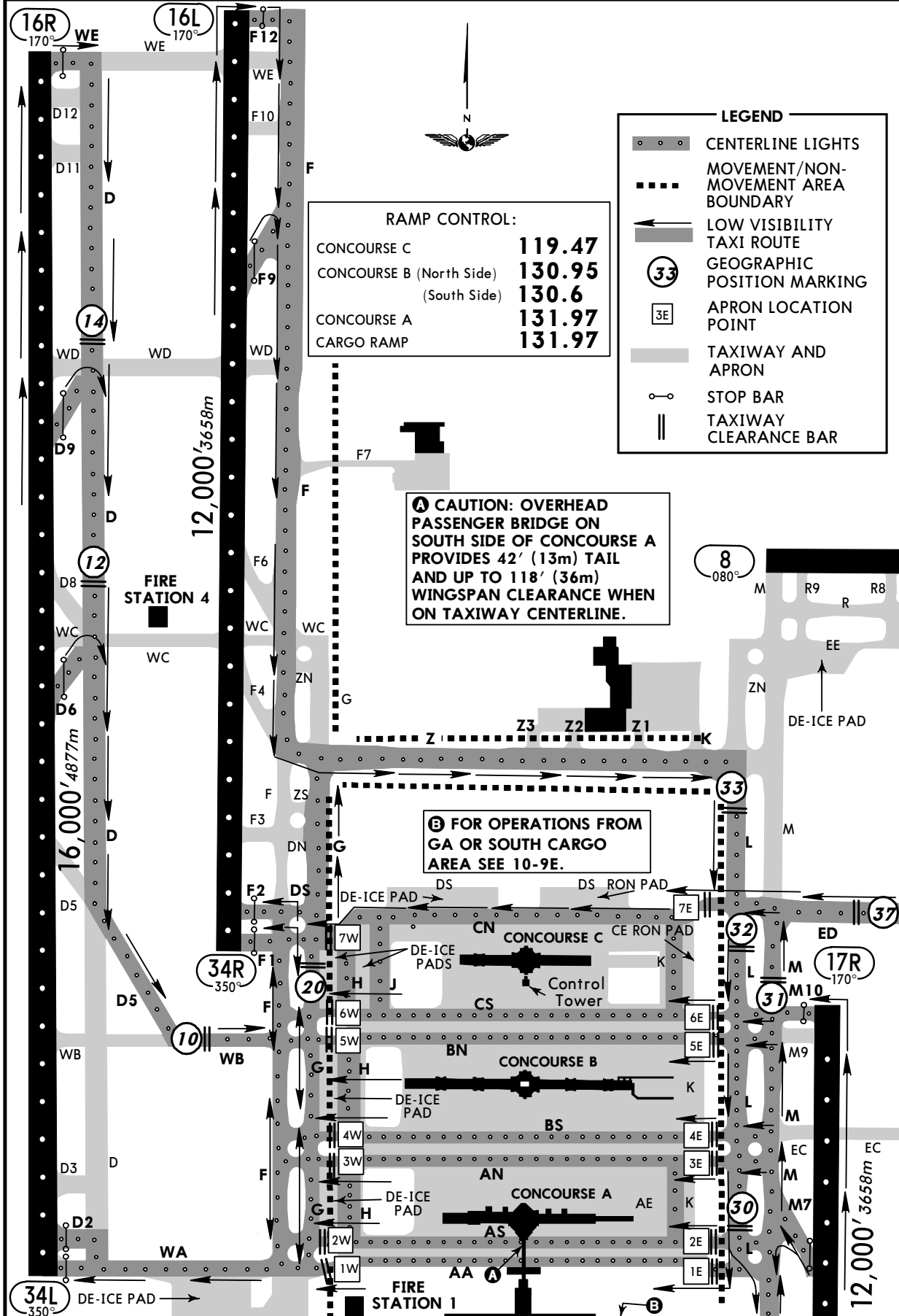
SMGCS

16 SEP 11 (10-9F)

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

LESS THAN RVR 1200

D-ATIS Departure VOT 110.0 (Limited) 134.02	ACARS: D-ATIS TWIP, PDC	DENVER Clearance 118.75	Ground West 127.5
Tower Rwys 16R/34L, 16L/34R 135.3		DENVER Departure (R) North 127.05 South 128.45 East 128.25 West 126.1	



CHANGES: Taxiway F9 directional arrows modified.

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KDEN/DEN

JEPPesen

SMGCS

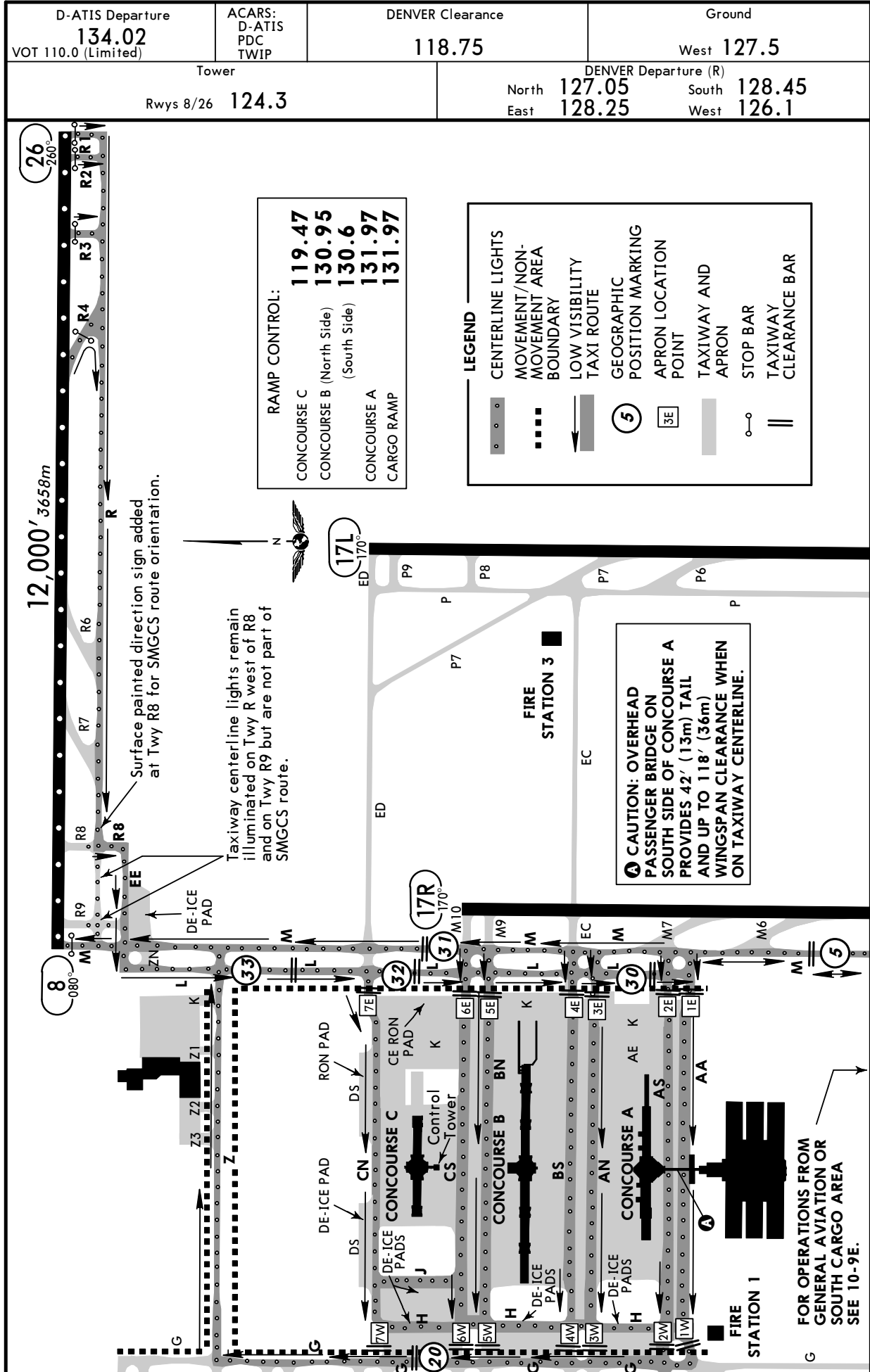
DENVER INTL

27 MAY 11 **10-9H**

DENVER, COLO
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 TO 600

DEPARTURE Rwy 8



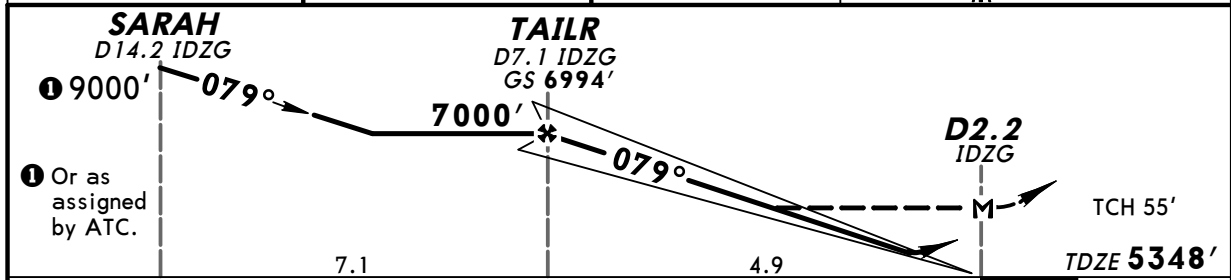
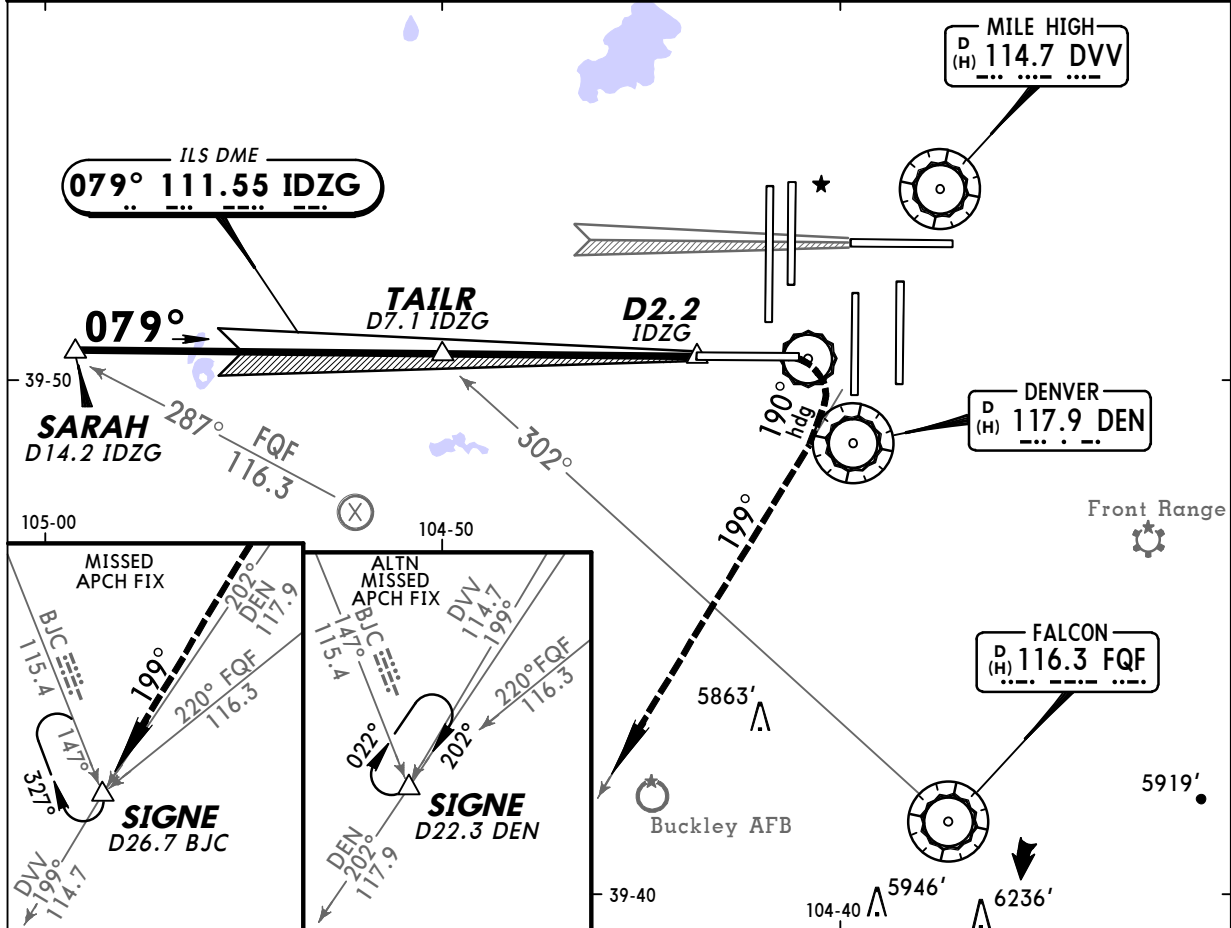
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DENVER INTL

JEPPesen
 16 SEP 11 **(11-1)**

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 132.35	Ground 127.5
LOC IDZG 111.55	Final Apch Crs 079°	GS TAILR 6994' (1646')	ILS DA(H) 5548' (200')	Apt Elev 5431' TDZE 5348'
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 11000' on heading 190° and DVV VOR R-199 to SIGNE INT/D26.7 BJC and hold. Continue climb-in-hold to 11000, or as directed by ATC.				9200'
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'	
1. Radar required. 2. Simultaneous approach authorized with Rwy 8.				MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5900'	then	11000'	RT	190°	DVV	R-199
GS	3.00°	372	478	531	637	743								
MAP at D2.2 IDZG or TAILR to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50							

STRAIGHT-IN LANDING RWY 7						CIRCLE-TO-LAND			
ILS DA(H) 5548' (200')			LOC (GS out) MDA(H) 5640' (292')						
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out					
A					NA				
B									
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2				RVR 40 or 3/4	RVR 50 or 1
D				RVR 40 or 3/4				RVR 50 or 1	

TERPS AMEND 2B 22 SEP 2011

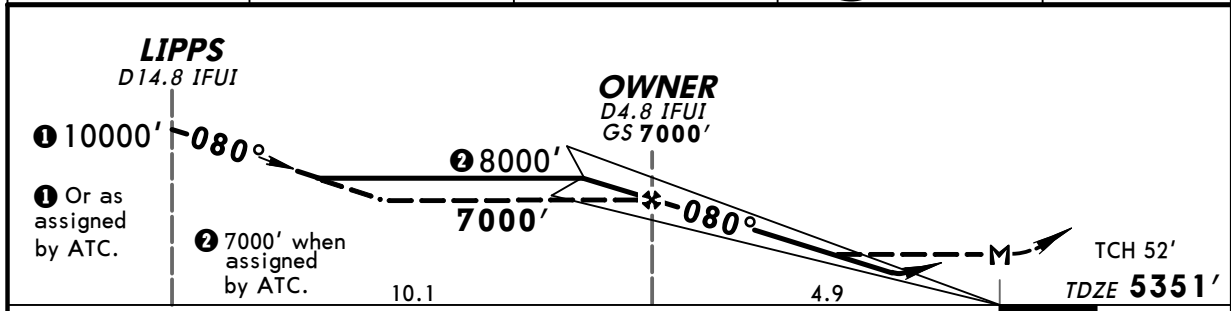
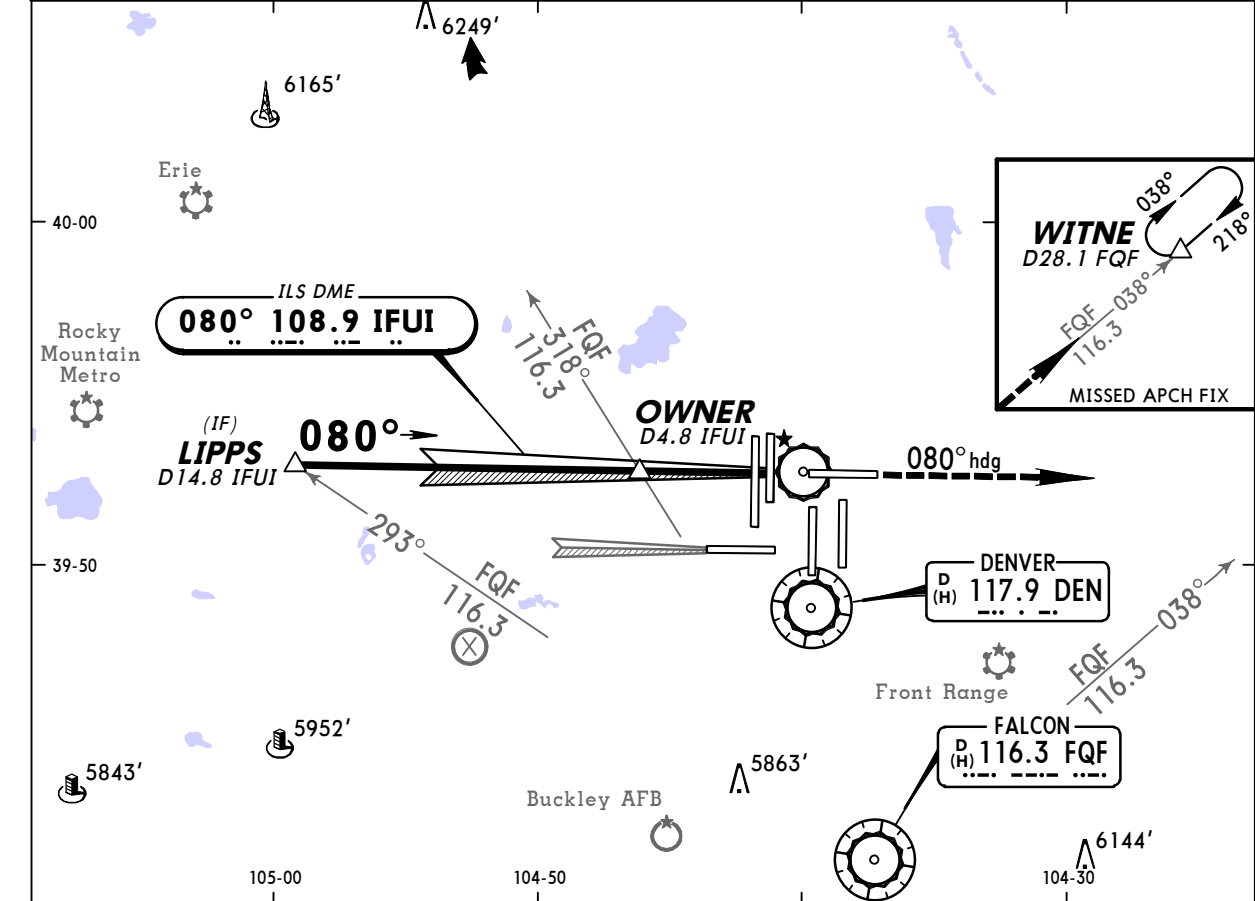
1 Not authorized during simultaneous operations.
 CHANGES: Missed approach procedure, rate-of-descent table.
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KDEN/DEN
DENVER INTL

JEPPESEN
16 SEP 11 **(11-2)**

DENVER, COLO
ILS or LOC Rwy 8

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
LOC IFUI 108.9	Final Apch Crs 080°	GS OWNER 7000' (1649')	ILS DA(H) 5551' (200')	Apt Elev 5431' TDZE 5351'	9200' MSA DEN VOR
MISSED APCH: Climb to 10000' via 080° heading and outbound on FQF VOR R-038 to WITNE INT/D28.1 FQF and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Radar required.		2. Simultaneous approaches authorized with Rwy 7.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI ↑	10000'	via 080°	FQF
GS	3.00°	372	478	531	637	849		↑	hdg	and 116.3
OWNER to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50				R-038

STRAIGHT-IN LANDING RWY 8					CIRCLE-TO-LAND	
ILS DA(H) 5551' (200')			LOC (GS out) MDA(H) 5700' (349')			
FULL		RAIL or ALS out	RAIL out		ALS out	
A						
B			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	
C	1 RVR 24 or 1/2	RVR 40 or 3/4				
D			RVR 40 or 3/4	RVR 60 or 1/4		

TERPS
AMEND
4 A

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

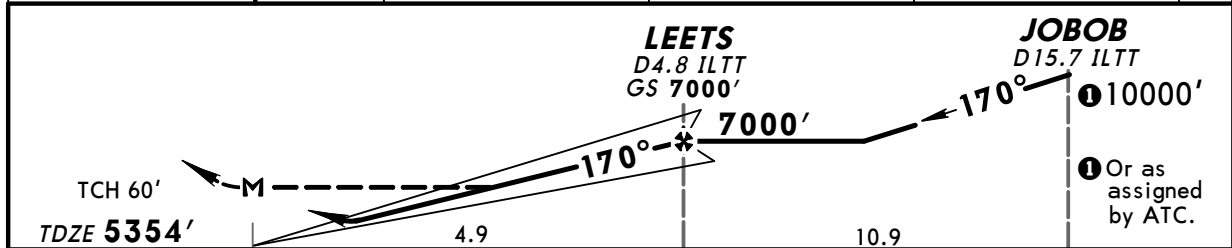
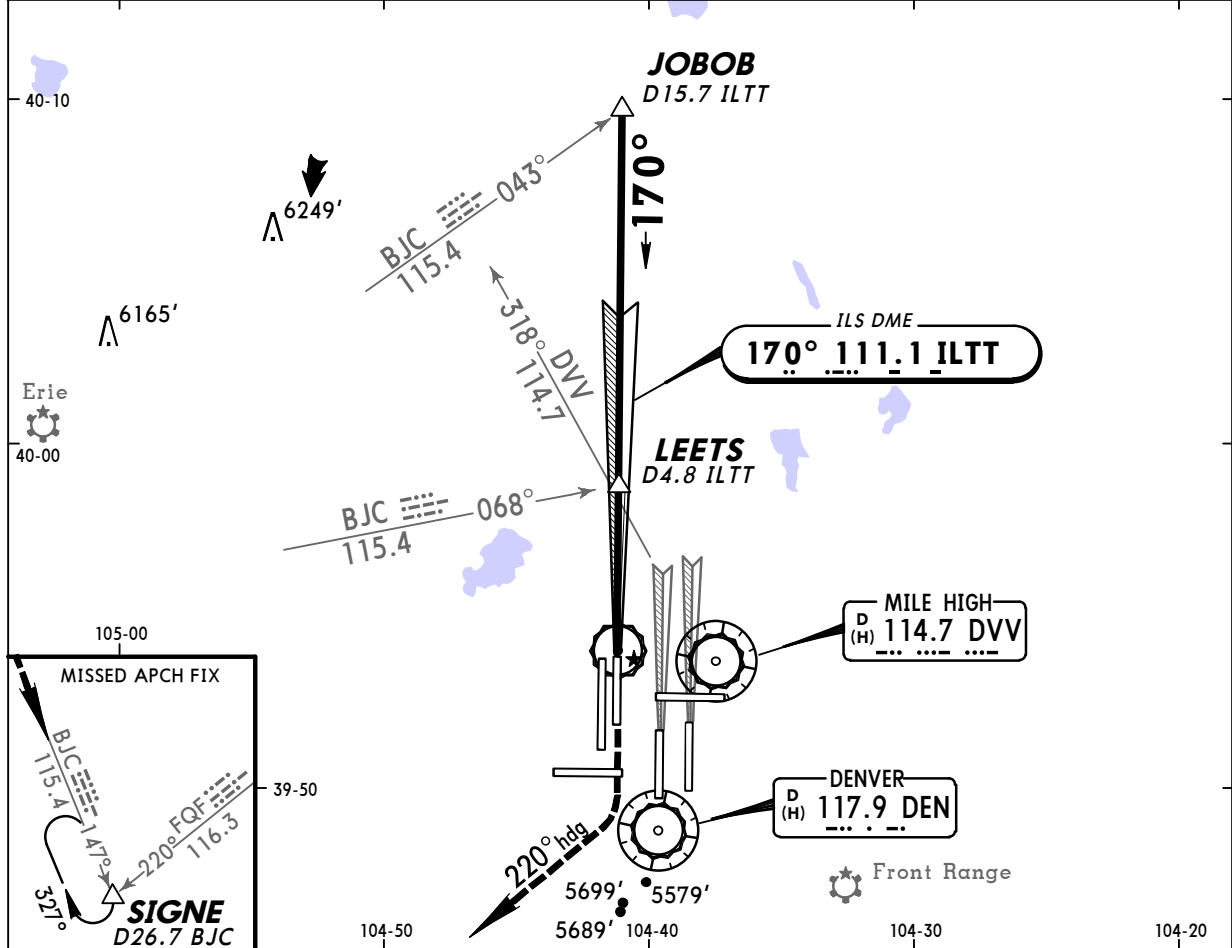
KDEN/DEN
DENVER INTL

JEPPESEN
29 JUL 05 (11-3)

DENVER, COLO
ILS Rwy 16L

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 127.5
LOC ILTT 111.1	Final Apch Crs 170°	GS LEETS 7000' (1646')	ILS DA(H) 5554' (200')	Apt Elev 5431' TDZE 5354'	9200'
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 12000' via 220° heading and outbound on BJC VOR R-147 to SIGNE INT/D26.7 BJC and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 17R and 17L.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5900' then 12000' via 220° hdg and BJC 115.4 R-147	
GS	3.00°	377	484	538	646	753		861
LEETS to MAP	4.9	4:12	3:16	2:56	2:27	2:06		1:50

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		
ILS DA(H) 5554' (200')			LOC (GS out) MDA(H) 5820' (466')			
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	
B						
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4		
D			RVR 50 or 1	1 1/2		
NA						

TERPS
AMEND 2

1 Not authorized during simultaneous operations.

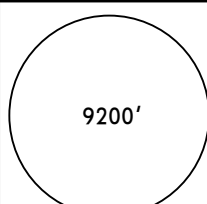
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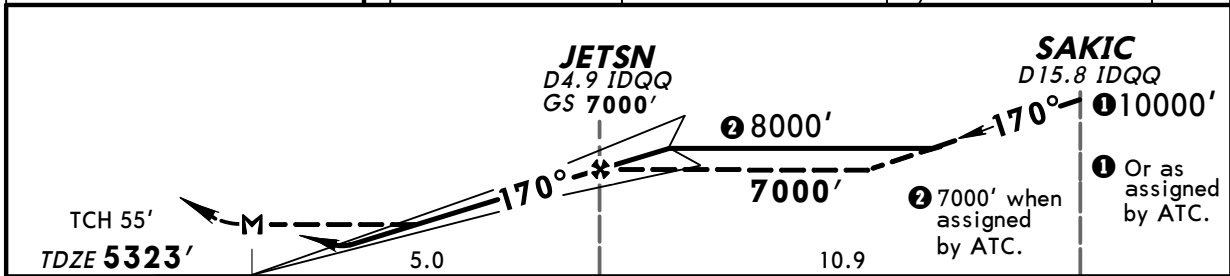
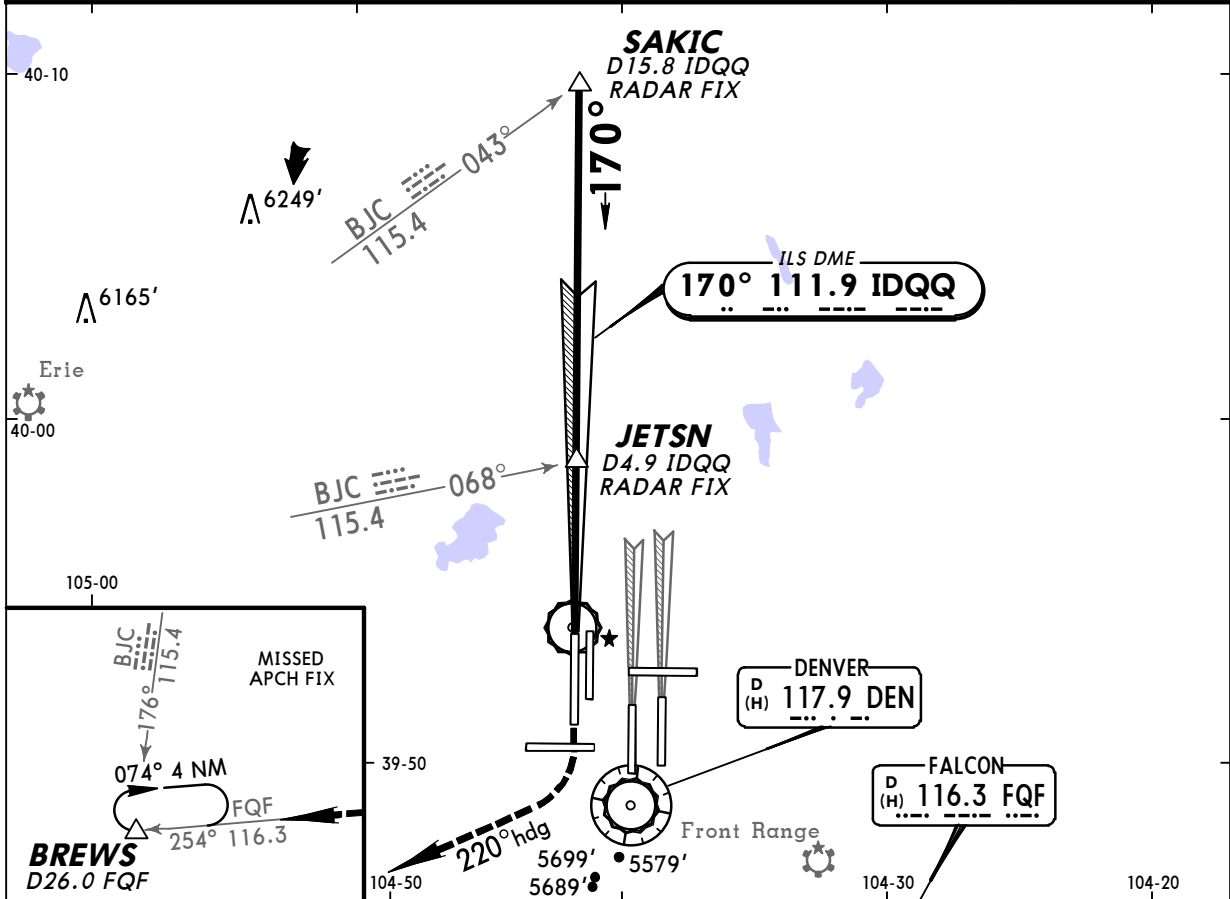
KDEN/DEN
DENVER INTL

JEPPESEN
29 JUL 05 **(11-4)**

DENVER, COLO
ILS or LOC Rwy 16R

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 127.5
LOC IDQQ 111.9	Final Apch Crs 170°	GS JETSN 7000' (1677')	ILS DA(H) 5523' (200')	Apt Elev 5431' TDZE 5323'	
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 13000' via 220° heading and FQF VOR R-254 outbound to BREWS INT/ D26.0 FQF and hold.					9200' 
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. RADAR required. 2. Simultaneous approaches authorized with Rwy 17L and 17R.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5900' then 13000' via RT	220° and 116.3 FQF R-254	
GS	3.00°	377	484	538	646	753				861
JETSN to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND	
ILS DA(H) 5523' (200')			LOC (GS out) MDA(H) 5680' (357')				
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out			
A							
B							
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	NA
D				RVR 40 or 3/4	RVR 60 or 1/4		

AMENDMENTS

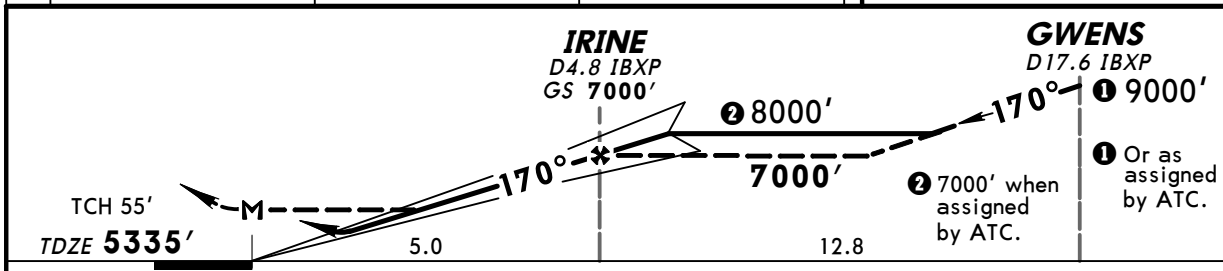
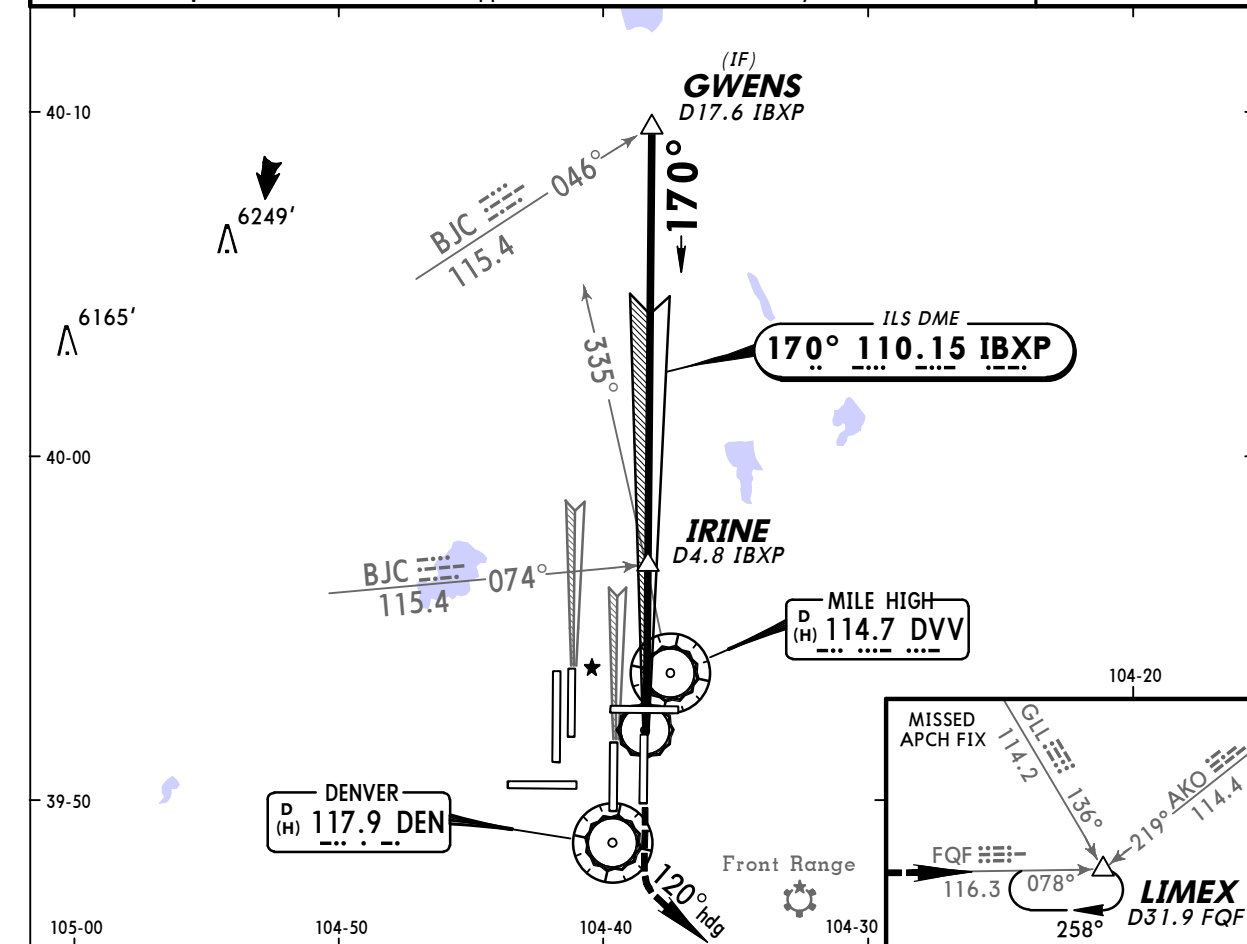
1 Not authorized during simultaneous operations.

KDEN/DEN
DENVER INTL

JEPPESEN
 11 JUL 08 **(11-5)**

DENVER, COLO
ILS or LOC Rwy 17L

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
LOC IBXP 110.15	Final Apch Crs 170°	GS IRINE 7000' (1665')	ILS DA(H) 5535' (200')	Apt Elev 5431' TDZE 5335'	9200' MSA DEN VOR
MISSED APCH: Climb to 5900', then climbing LEFT turn to 10000' via 120° heading and outbound on FQF VOR R-078 to LIMEX INT/D31.9 FQF and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 16L and 17R.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5900' then 10000' via LT	120° hdg and 116.3 R-078
GS	3.00°	377	484	538	646	753			
IRINE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53		

STRAIGHT-IN LANDING RWY 17L					CIRCLE-TO-LAND
ILS 1 DA(H) 5535' (200')		2 LOC (GS out) MDA(H) 5700' (365')			
FULL	RAIL or ALS out	RAIL out	ALS out		
A				A	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
C					NA
D			RVR 40 or 3/4	RVR 60 or 1/4	

TERPS
3 A

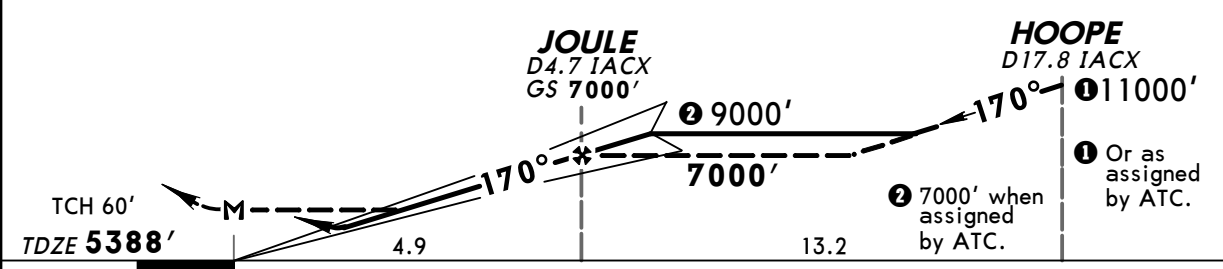
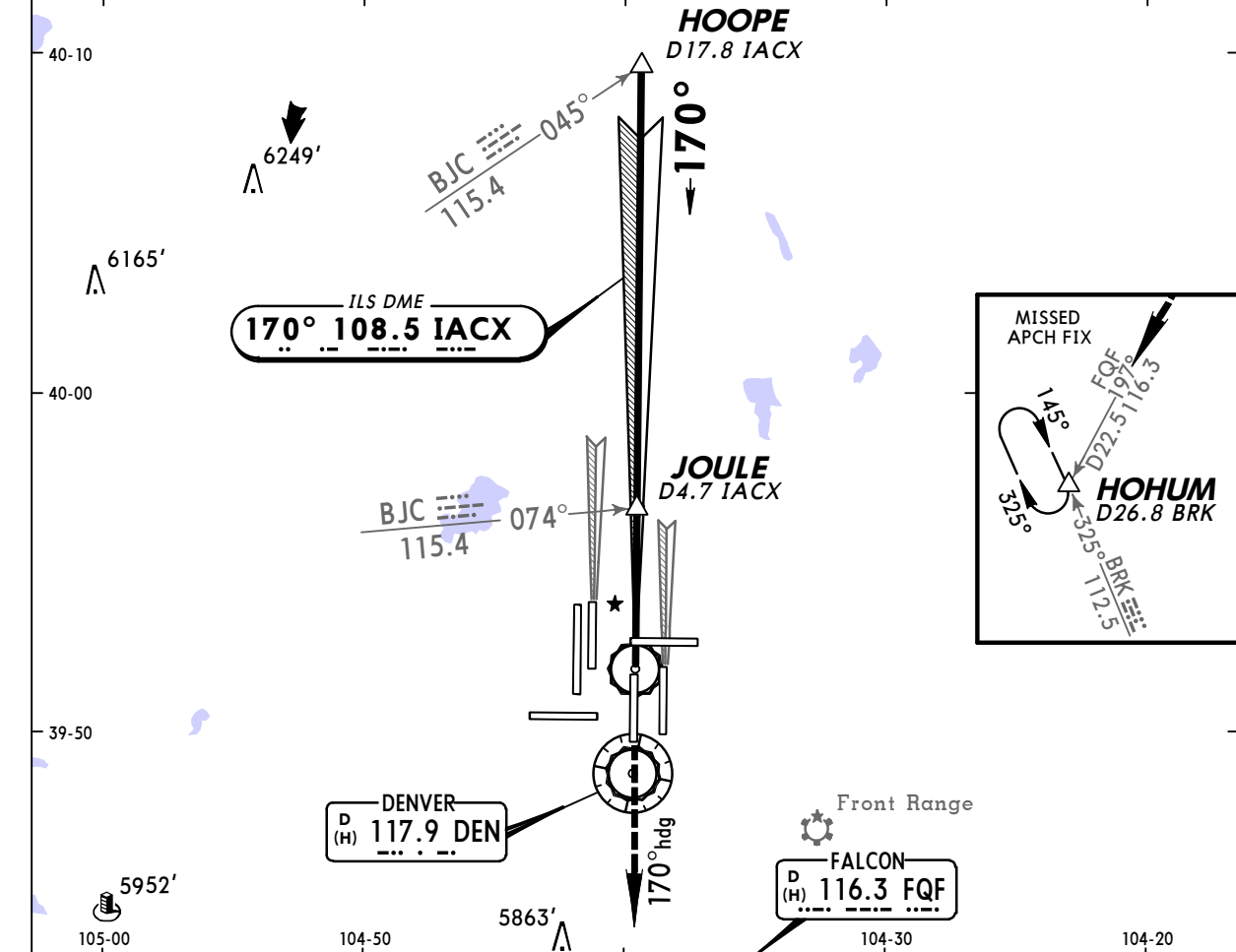
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 Not authorized during simultaneous operations.

KDEN/DEN
DENVER INTL

JEPPesen
11 JUL 08 (11-6)

DENVER, COLO
ILS Rwy 17R

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 133.3	Ground 121.85
LOC IACX 108.5	Final Apch Crs 170°	GS JOULE 7000' (1612')	ILS DA(H) 5588' (200')	Apt Elev 5431' TDZE 5388'	9200' MSA DEN VOR
MISSED APCH: Climb to 10000' via 170° heading and outbound on FQF VOR R-197 to HOHUM INT/D26.8 BRK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 16L and 17L.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR 10000' PAPI	↑ via 170° and 116.3 FQF HOHUM R-197
GS	3.00°	377	484	538	646	753		
JOULE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50	

STRAIGHT-IN LANDING RWY 17R						CIRCLE-TO-LAND	
ILS DA(H) 5588' (200')			LOC (GS out) MDA(H) 5680' (292')				
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out			
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	NA
B							
C							
D				RVR 40 or 3/4	RVR 50 or 1		

TERPS

Not authorized during simultaneous operations.

CHANGES: Charted obstructions.

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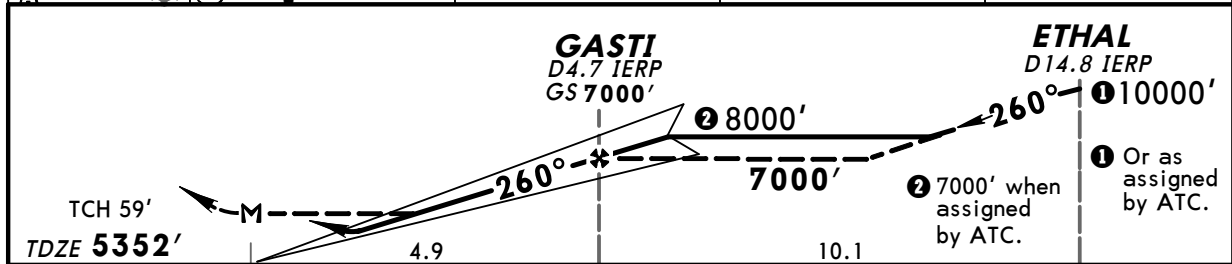
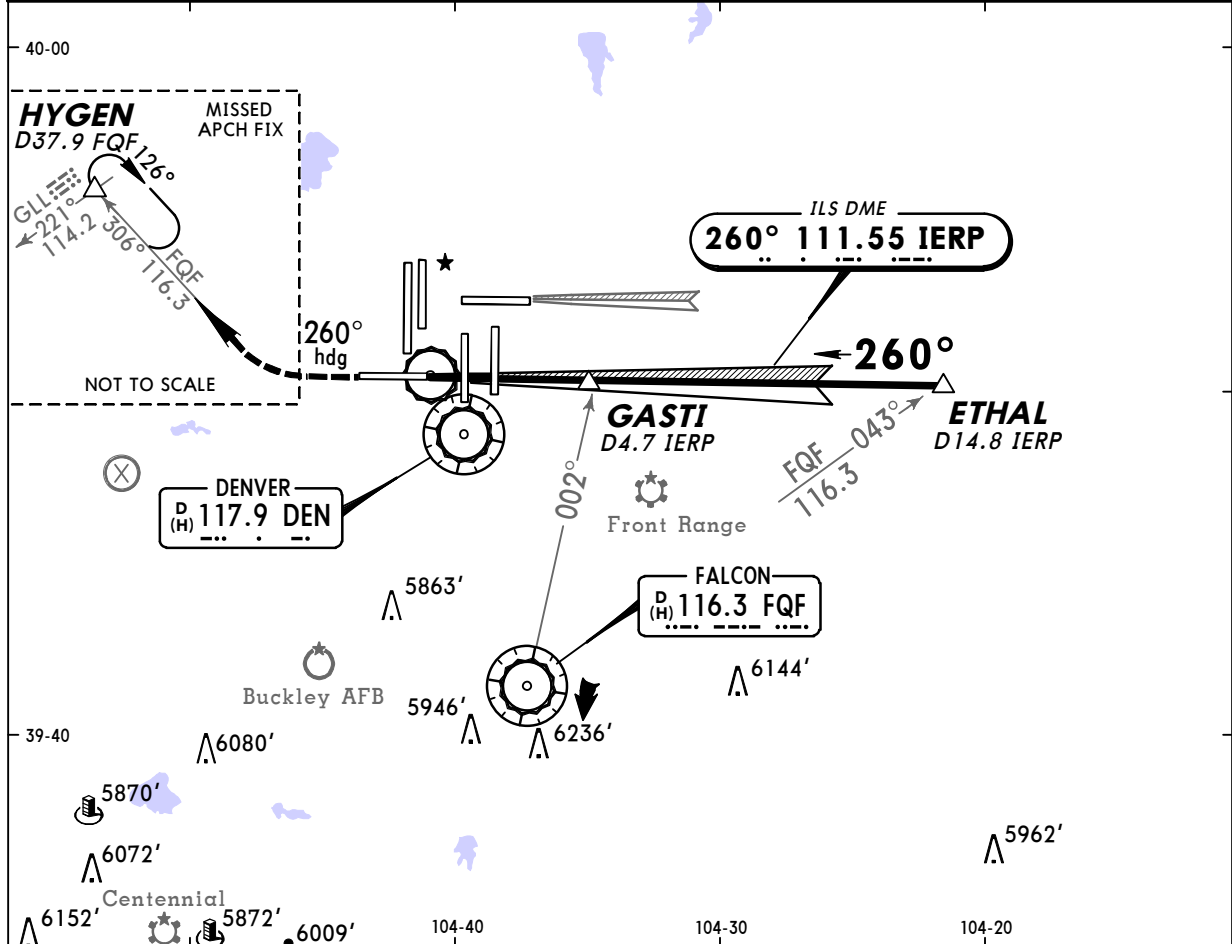
KDEN/DEN
DENVER INTL

JEPPESEN
16 SEP 11 (11-7)

DENVER, COLO
ILS or LOC Rwy 25

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 127.5
LOC IERP 111.55	Final Apch Crs 260°	GS GASTI 7000' (1648')	ILS DA(H) 5552' (200')	Apt Elev 5431' TDZE 5352'	9200'
MISSED APCH: Climb to 12000' via 260° heading 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'					
1. Radar required. 2. Simultaneous approach authorized with Rwy 26.					MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	12000'	↑	via 260° hdg and FQF R-306	
GS	3.00°	372	478	531	637	743					849
GASTI to MAP	4.9	4:12	3:16	2:56	2:27	2:06					1:50

STRAIGHT-IN LANDING RWY 25					CIRCLE-TO-LAND		
ILS 1 DA(H) 5552' (200')			2 LOC (GS out) MDA(H) 5720' (368')				
FULL		RAIL or ALS out		RAIL out		ALS out	
A						A	
B			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	B	
C	RVR 24 or 1/2	RVR 40 or 3/4				C	NA
D			RVR 40 or 3/4	RVR 60 or 1/4		D	

TERPS
A
M
E
N
D
2
B

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

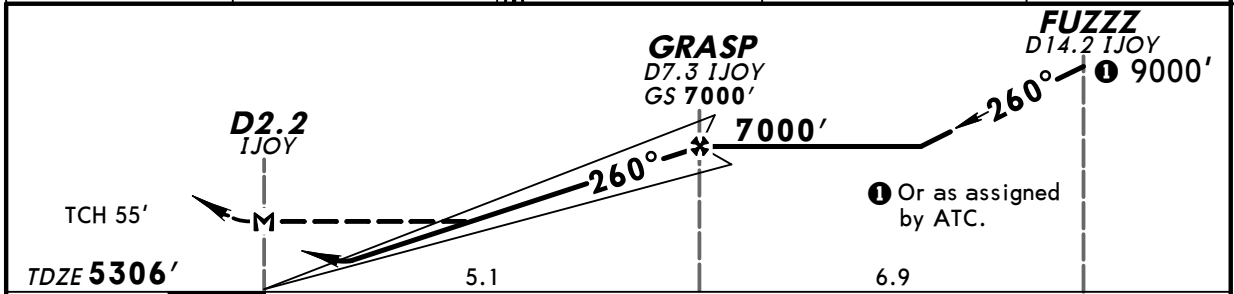
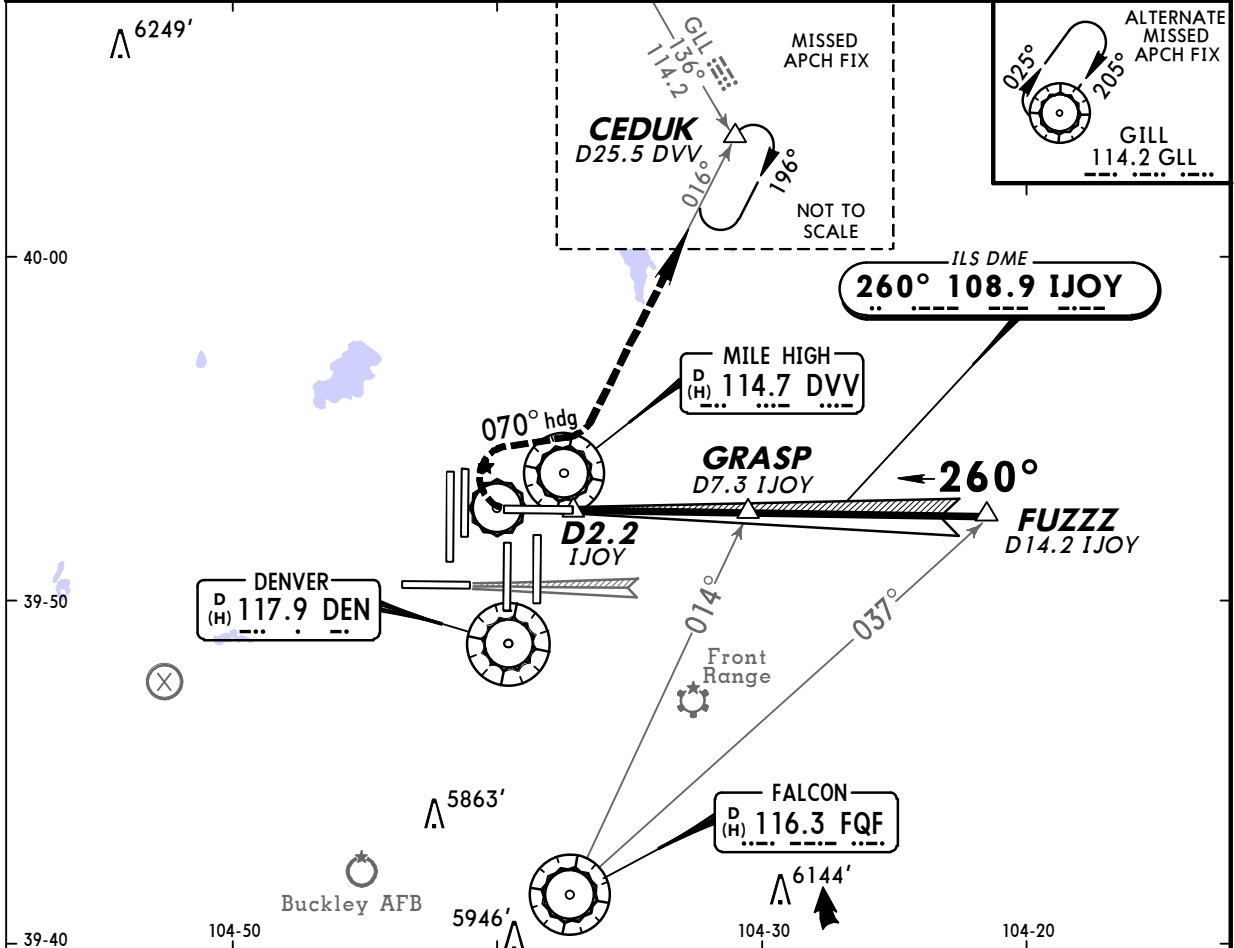
KDEN/DEN
DENVER INTL

JEPPESEN
16 SEP 11 **(11-8)**

DENVER, COLO
ILS or LOC Rwy 26

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
LOC IJOY 108.9	Final Apch Crs 260°	GS GRASP 7000' (1694')	ILS DA(H) 5506' (200')	Apt Elev 5431' TDZE 5306'
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 9000' on heading 070° and DVV VOR R-016 to CEDUK INT/D25.5 DVV and hold, or as directed by ATC.				9200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 25.				MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5900' 9000' ↑ RT on 070° hdg DVV and 114.7 R-016
GS	3.00°	372	478	531	637	849	
MAP at D2.2 IJOY or GRASP to MAP	5.1	4:22	3:24	3:04	2:33	2:11	

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND		
ILS DA(H) 5506' (200')		LOC (GS out) MDA(H) 5700' (394')		NA		
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A
B						B
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			C
D			RVR 40 or 3/4	RVR 60 or 1/4		D

TERPS AMEND 2A 22 SEP 2011

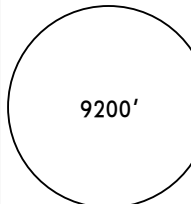
1 Not authorized during simultaneous operations.

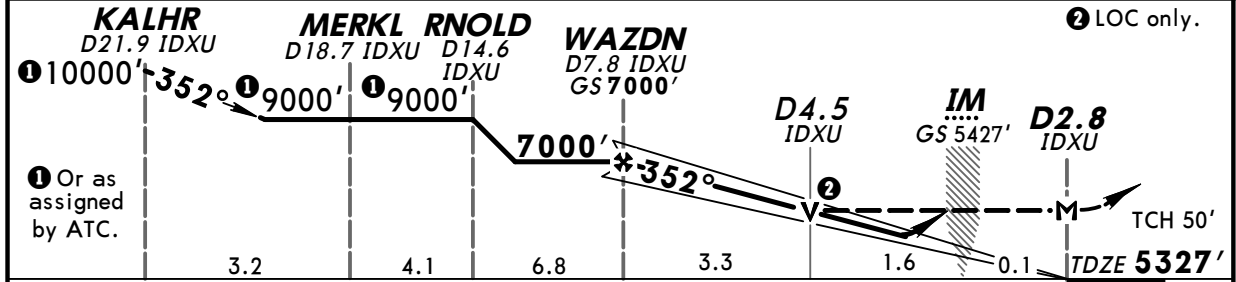
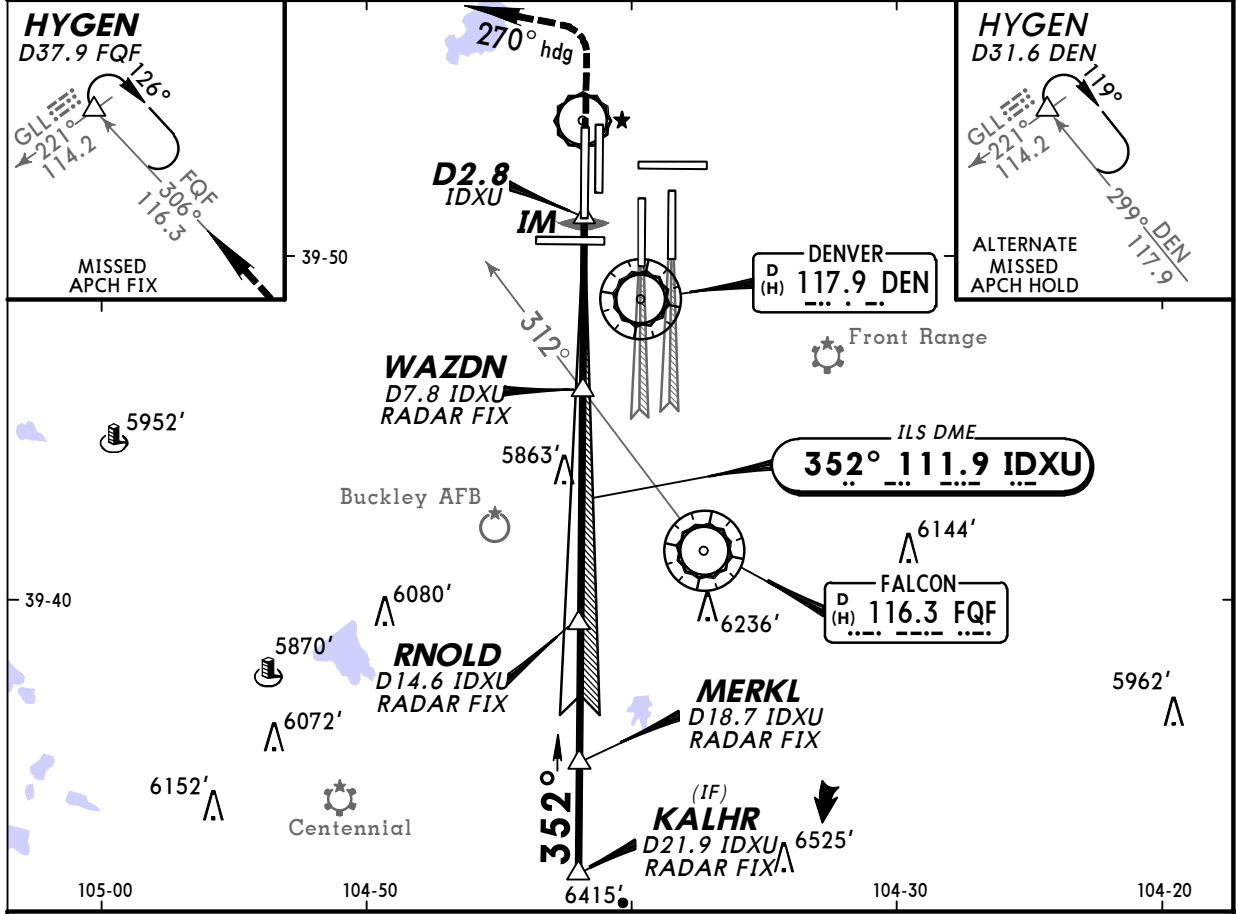
KDEN/DEN
DENVER INTL

JEPPESSEN
 17 SEP 10
Eff 23 Sep (11-9)

DENVER, COLO
ILS or LOC Rwy 34L

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35	DENVER Tower 135.3	Ground 127.5
LOC IDXU 111.9	Final Apch Crs 352°	GS WAZDN 7000' (1673')	ILS DA(H) 5527' (200')
Apt Elev 5431' TDZE 5327'			
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.			9200' 
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approaches authorized with Rwy 35L and 35R. 3. VGSI and ILS glidepath not coincident.			MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5800'	12000'	270°	FQF
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	on	116.3
MAP at D2.8 IDXU or WAZDN to MAP	5.0	4:17	3:20	3:00	2:30	2:09					R-306

STRAIGHT-IN LANDING RWY 34L				
ILS DA(H) 5527' (200')			1 2 LOC (GS out) MDA(H) 5940' (613')	
FULL	TDZ or CL out	ALS out	ALS out	ALS out
A			RVR 24 or 1/2	RVR 50 or 1
B			RVR 60 or 1/4	1 3/4
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	2
D			1 1/2	

1 Not authorized during simultaneous operations. **2** DME or Radar required.
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TERPS AMEND 1 23 SEP 2010

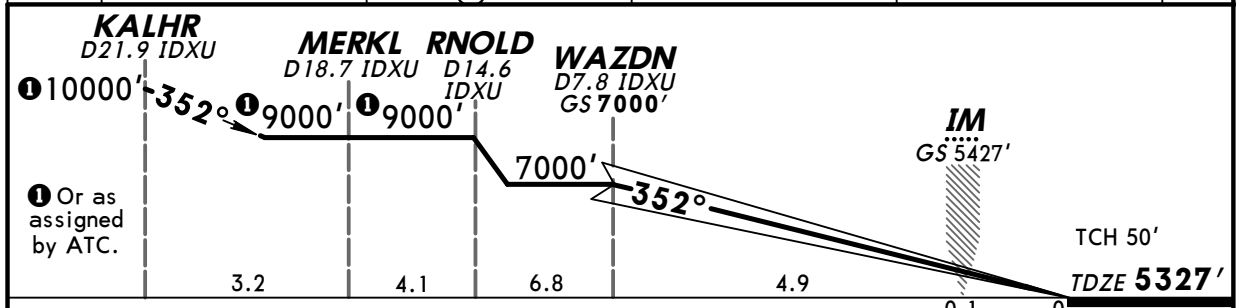
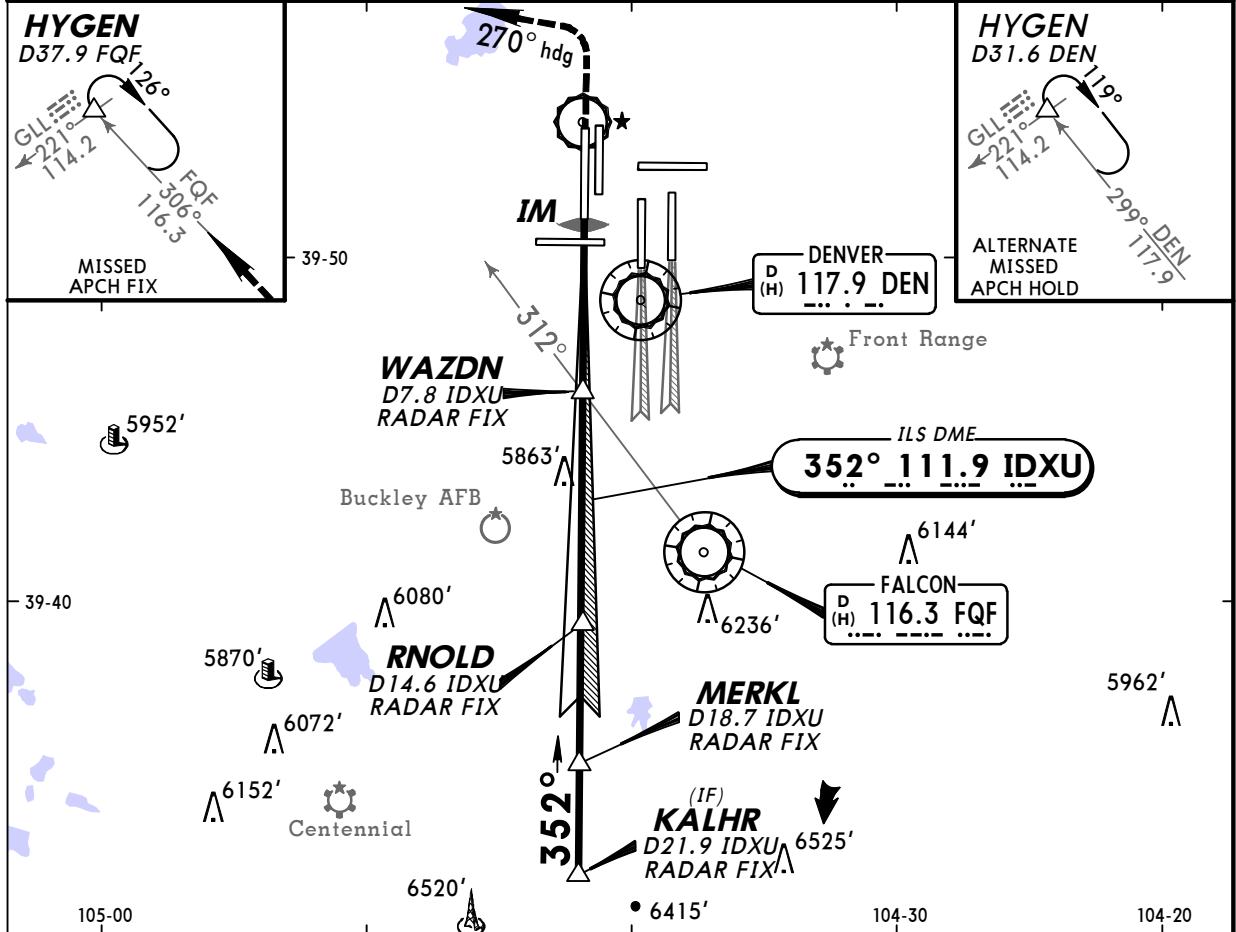
KDEN/DEN
DENVER INTL

JEPPESEN
 17 SEP 10
 Eff 23 Sep (11-9A)

DENVER, COLO
ILS Rwy 34L CAT II & III

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3		Ground 127.5	
LOC IDXU 111.9	Final Apch Crs 352°	GS WAZDN 7000' (1673')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 107' DA(H) 5427' (100')	Apt Elev 5431' TDZE 5327'
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.							9200' MSA DEN VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. RADAR required. 3. Simultaneous approaches authorized with Rwy's 35L and 35R. 4. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5800'	12000'	270° hdg	FQF on R-306
GS	3.00°	377	484	538	646	753					

STRAIGHT-IN LANDING RWY 34L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107' DA(H) 5427' (100')
NA	RVR 3	RVR 7	RVR 12

TERPS AMEND 1 23 SEP 2010

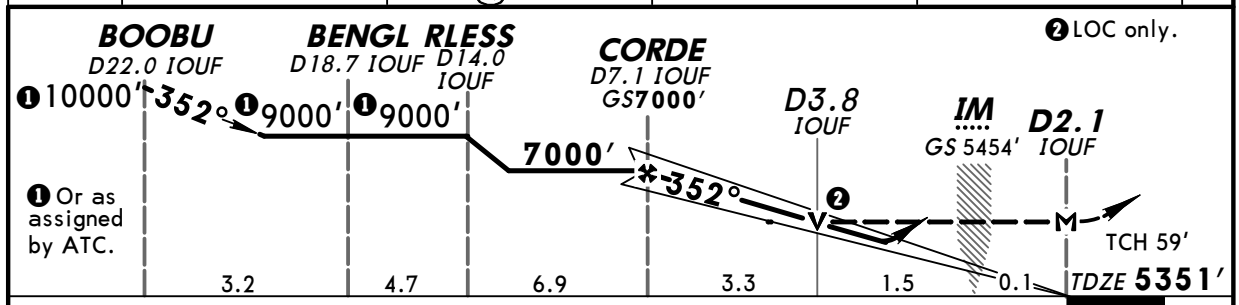
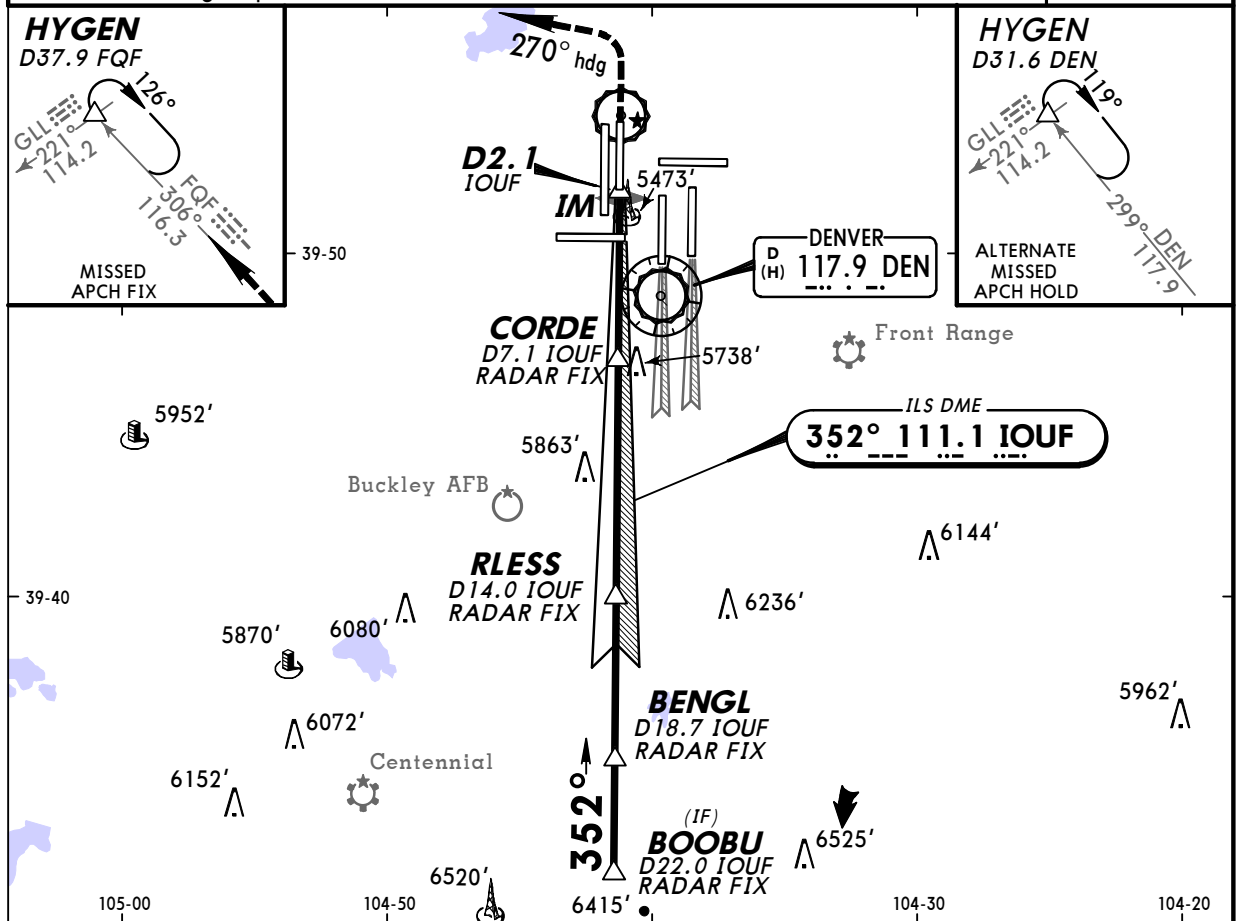
KDEN/DEN
DENVER INTL

JEPPESSEN
 17 SEP 10
Eff 23 Sep (11-10)

DENVER, COLO
ILS or LOC Rwy 34R

BRIEFING STRIP™

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5
LOC IOUF 111.1	Final Apch Crs 352°	GS CORDE 7000' (1649')	ILS DA(H) 5551' (200')	Apt Elev 5431' TDZE 5351'
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading and outbound on FQF VOR R-306 to HYGEN INT/ D37.9 FQF and hold.				9200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approaches authorized with Rwy 35L and 35R. 3. VGSI and ILS glidepath not coincident.				MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 5800' ↑ 12000' ↓ 270° on hdg FQF and 116.3 R-306
GS	3.00°	377	474	538	646	861	
MAP at D2.1 IOUF or CORDE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	

STRAIGHT-IN LANDING RWY 34R				①② LOC (GS out) MDA(H) 5920' (569')	
ILS DA(H) 5551' (200')		FULL		ALS out	
TDZ or CL out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B				RVR 50 or 1	1 1/2
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		
D				RVR 60 or 1/4	1 3/4

① Not authorized during simultaneous operations. ② DME or Radar required.
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TERPS AMEND 2 23 SEP 2010

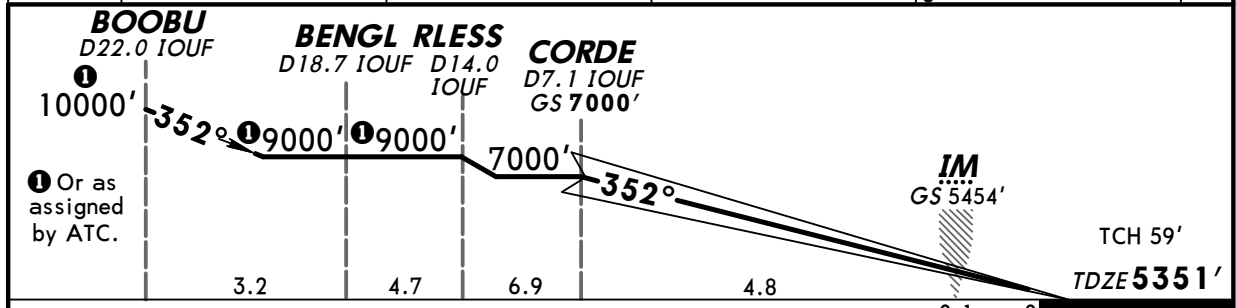
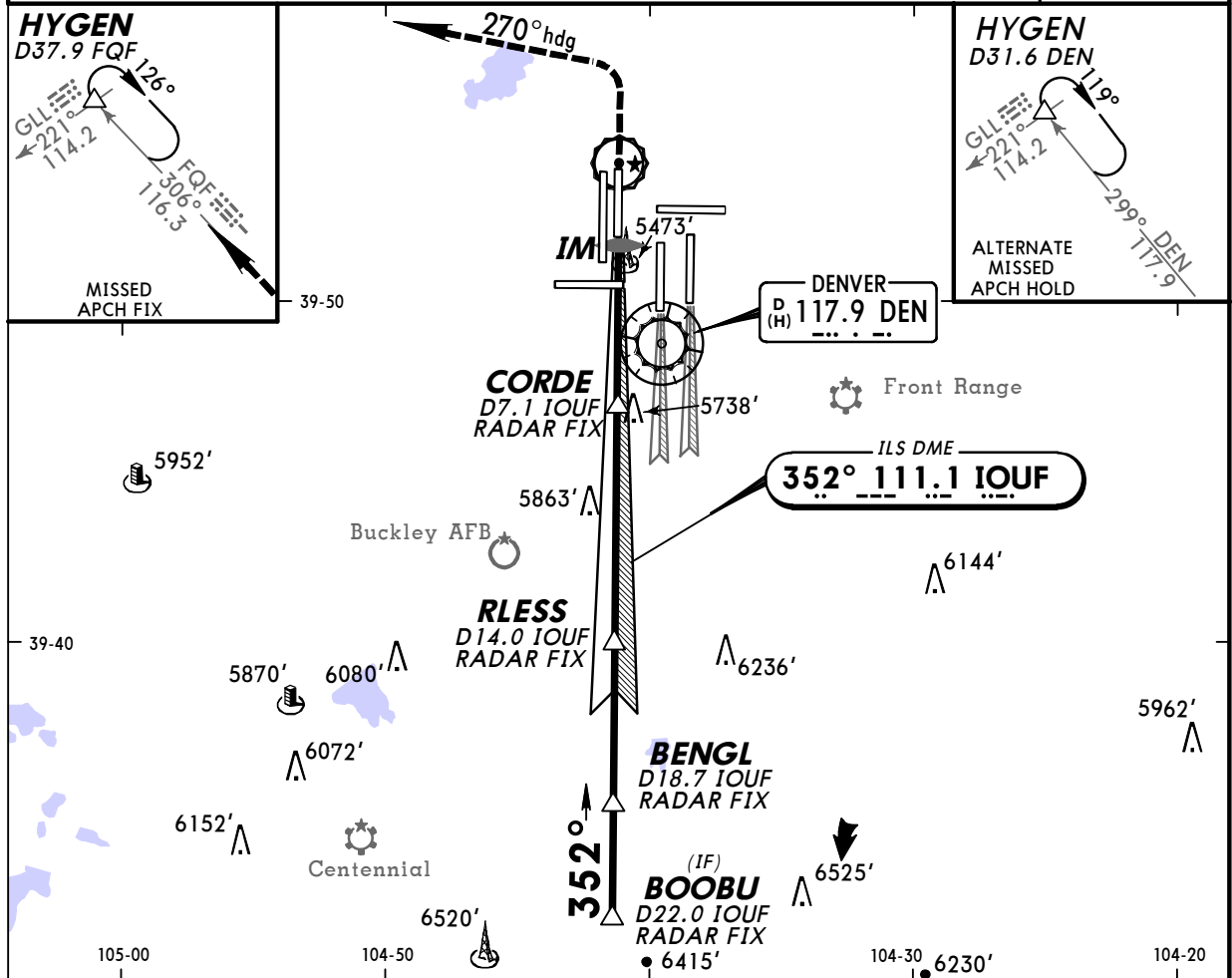
KDEN/DEN
DENVER INTL

JEPPesen
17 SEP 10
Eff 23 Sep (11-10A)

DENVER, COLO
ILS Rwy 34R CAT II & III

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3		DENVER Tower South 120.35		DENVER Tower 135.3		Ground 127.5	
LOC IOUF 111.1	Final Apch Crs 352°	GS CORDE 7000' (1649')	CAT IIIC NA	CAT IIIB	CAT IIIA Refer to Minimums	CAT II RA 108' DA(H) 5451' (100')	Apt Elev 5431' TDZE 5351'	9200'	
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading 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'		MSA DEN VOR			
1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. Simultaneous approaches authorized with Rwy 35L and 35R. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5800'	12000'	on 270° LT	and 116.3 R-306	FQF
GS	3.00°	377	484	538	646	753						

STRAIGHT-IN LANDING RWY34R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 5451' (100')
NA	RVR 3	RVR 7	RVR 12

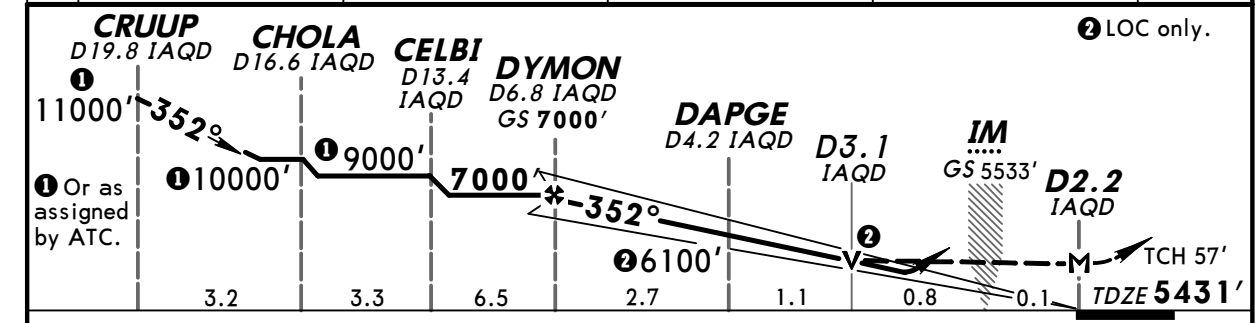
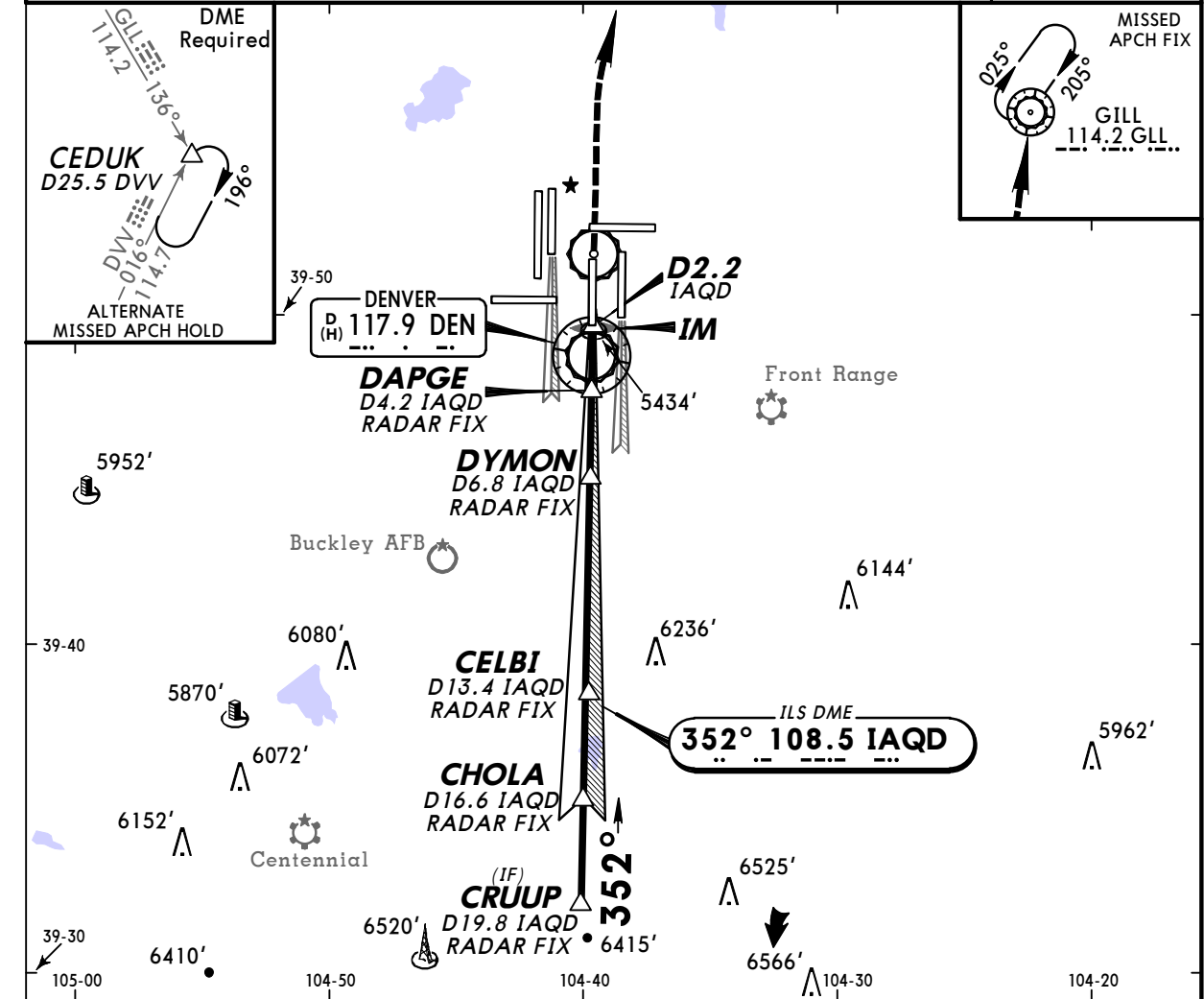
TERPS AMEND 2 23 SEP 2010

KDEN/DEN
DENVER INTL

JEPPesen
17 SEP 10
Eff 23 Sep **(11-11)**

DENVER, COLO
ILS or LOC Rwy 35L

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3	South 120.35	DENVER Tower 133.3	Ground 121.85
LOC IAQD 108.5	Final Apch Crs 352°	GS DYMON 7000' (1569')	ILS DA(H) 5631' (200')	Apt Elev 5431' TDZE 5431'
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 approaches authorized with Rwy 34R and 35R.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	10000'	RT	D	GLL 114.2
GS	3.00°	377	484	538	646	753	PAPI				
MAP at D2.2 IAQD or DYMON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46				

STRAIGHT-IN LANDING RWY 35L LOC (GS out) ILS DA(H) 5631' (200') MDA(H) 5780' (349')			
FULL	TDZ or CL out	ALS out	ALS out
A/B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
D	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4

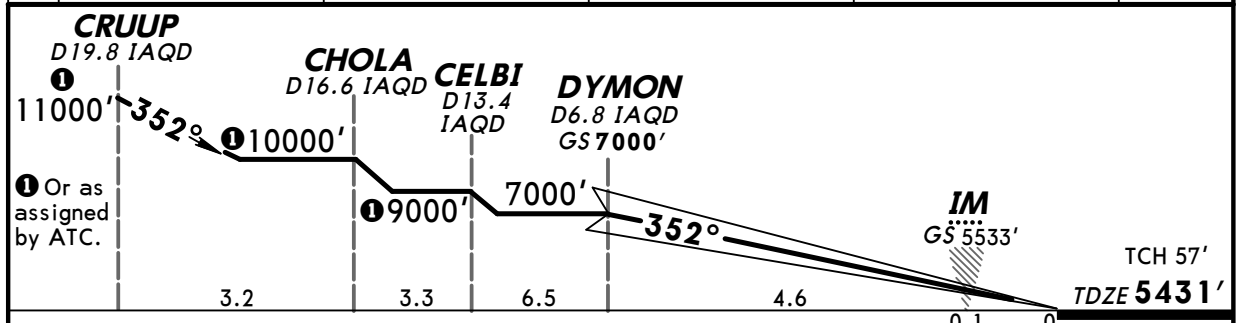
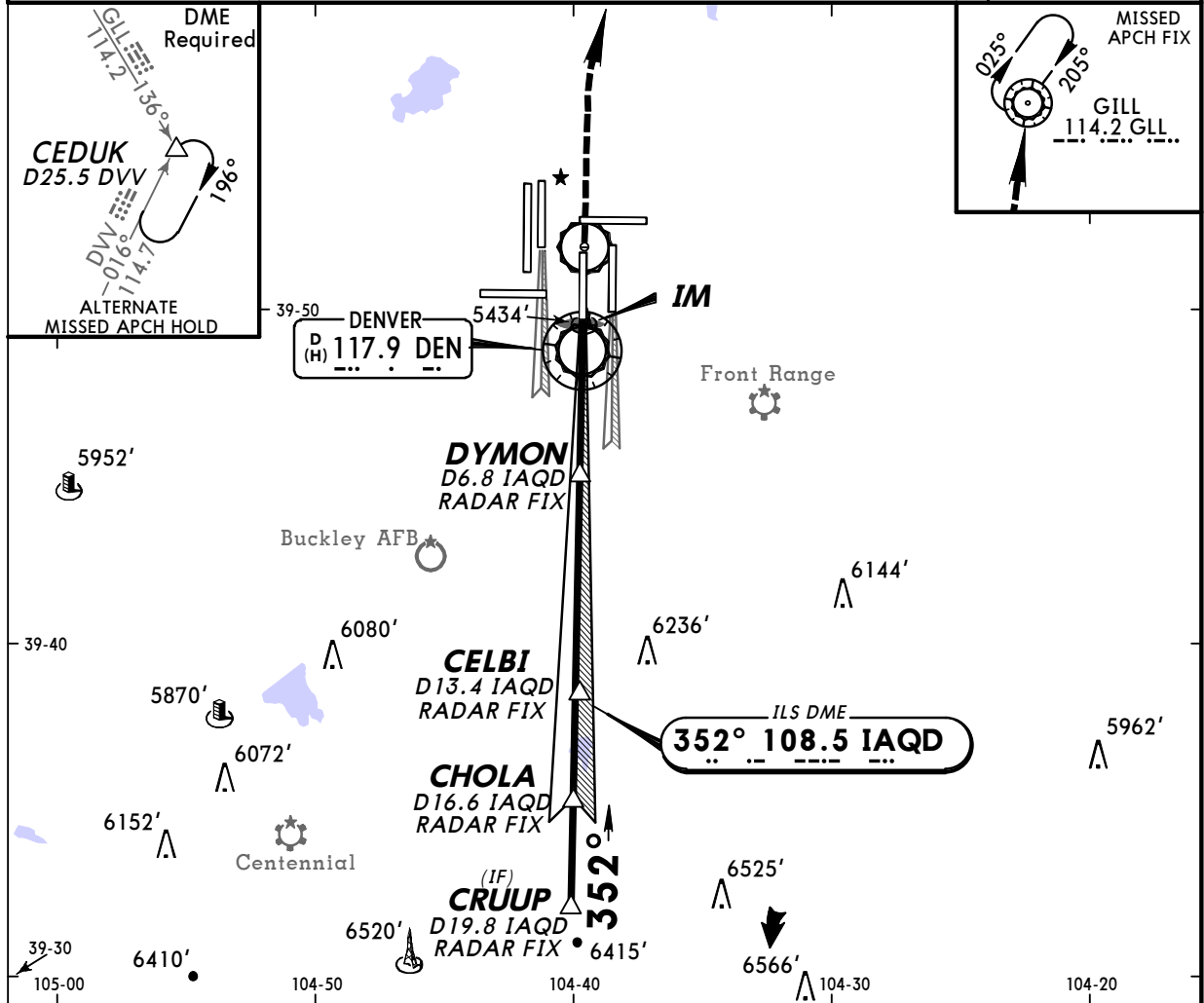
1 Not authorized during simultaneous operations. **2** DME or Radar required.
 TERPS AMEND 4 23 SEP 2010 CHANGES: Procedure. © JEPPESEN, 1997, 2010. ALL RIGHTS RESERVED.

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JEPPESEN
17 SEP 10
Eff 23 Sep (11-11A)

DENVER, COLO
ILS Rwy 35L CAT II & III

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35			DENVER Tower 133.3	Ground 121.85
LOC IAQD 108.5	Final Apch Crs 352°	GS DYMON 7000' (1569')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 106' DA(H) 5531' (100')
Apt Elev 5431' TDZE 5431'						9200' 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 and Acft Certification Required. 2. Radar required. 3. Simultaneous approaches authorized with Rwy 34R and 35R.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	10000'	RT	D	GLL
GS	3.00°	377	484	538	646	753	PAPI	↑			114.2

STRAIGHT-IN LANDING RWY35L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106' DA(H) 5531' (100')
NA	RVR 3	RVR 7	RVR 12

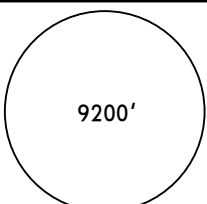
TERPS AMEND 4 23 SEP 2010

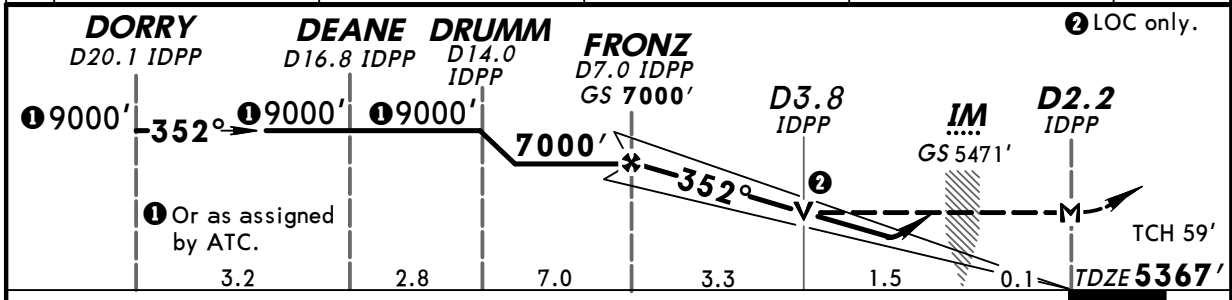
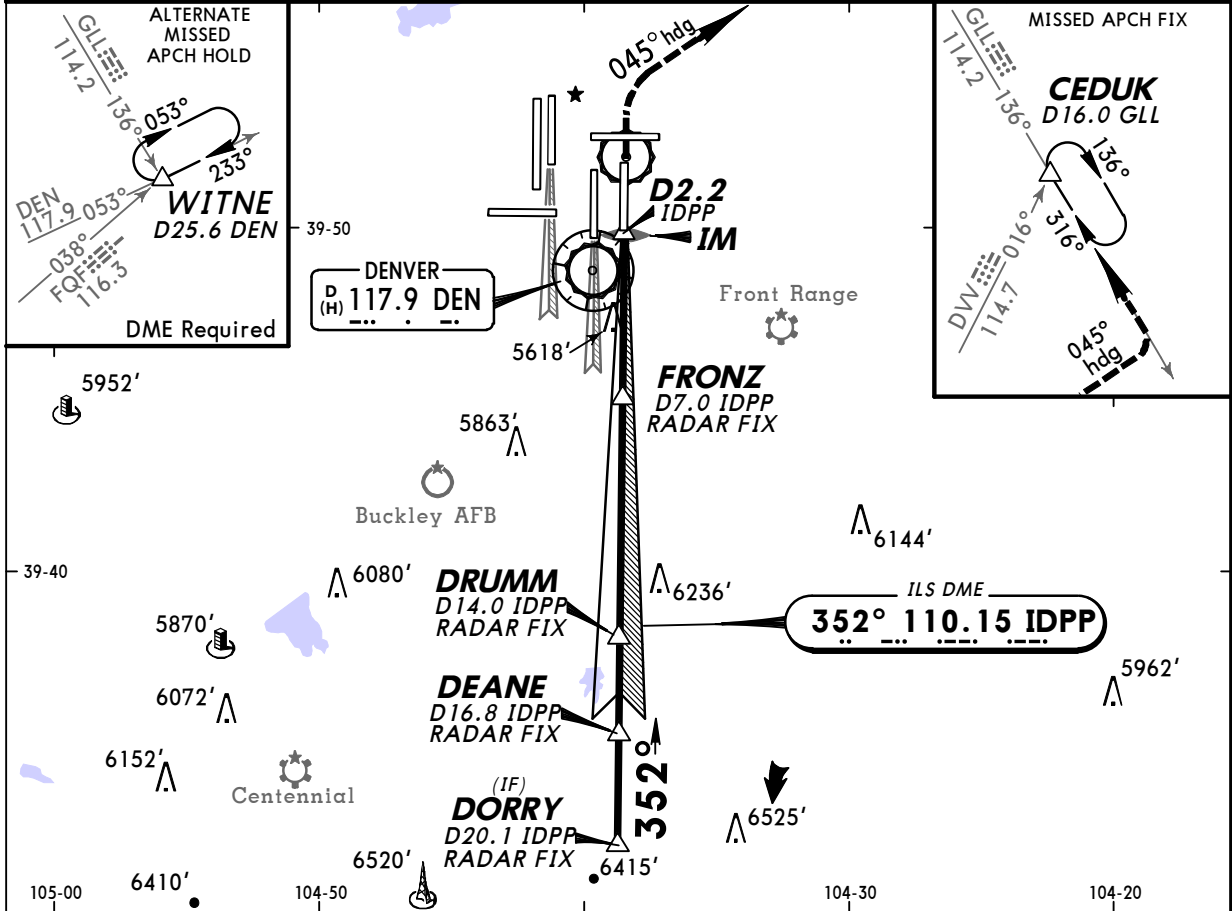
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DENVER INTL

JEPPesen
17 SEP 10
Eff 23 Sep **11-12**

DENVER, COLO
ILS or LOC Rwy 35R

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
LOC IDPP 110.15	Final Apch Crs 352°	GS FRONZ 7000' (1633')	ILS DA(H) 5567' (200')	Apt Elev 5431' TDZE 5367'	 9200' MSA DEN VOR
MISSED APCH: Climb to 5800', then climbing RIGHT turn to 10000' via 045° heading and inbound on GLL VOR R-136 to CEDUK INT/D16.0 GLL and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approaches authorized with Rwy 34R and 35L. 3. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5800'	10000'	045°	GLL
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	hdg	R-136
MAP at D2.2 IDPP or FRONZ to MAP	4.9	4:12	3:16	2:56	2:27	2:06					

STRAIGHT-IN LANDING RWY 35R				1 2 LOC (GS out)	
ILS DA(H) 5567' (200')			MDA(H) 5940' (573')		
FULL	TDZ or CL out	ALS out	ALS out		
A			RVR 24 or 1/2	RVR 50 or 1	
B					
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	
D				1 1/2	
				1 3/4	

1 Not authorized during simultaneous operations. 2 DME or Radar required.

CHANGES: Procedure.

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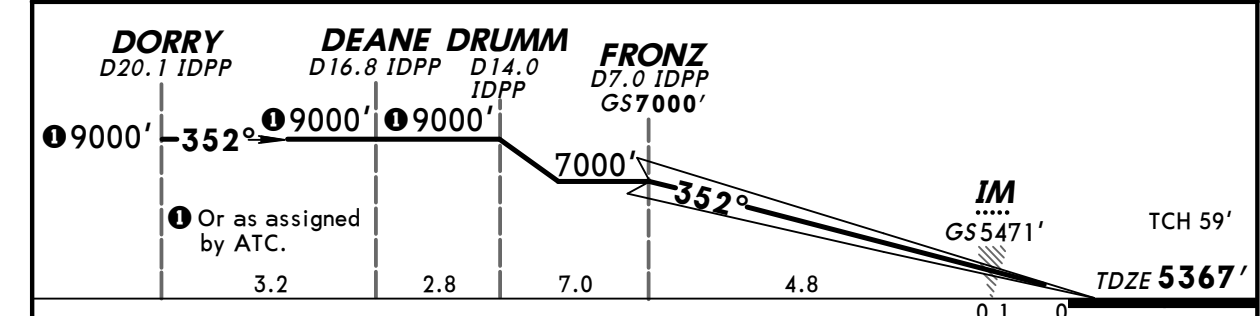
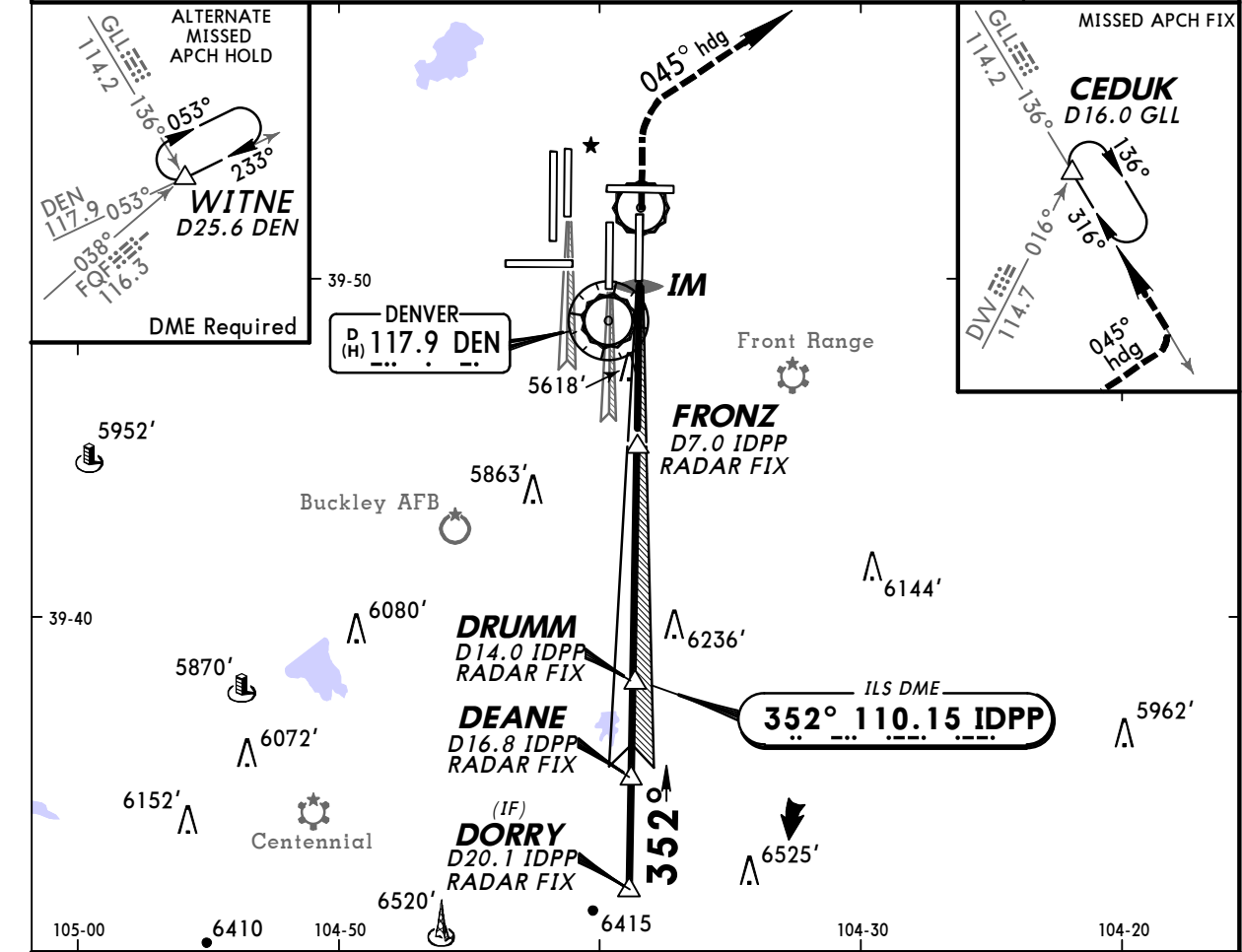
TERPS AMEND 2 23 SEP 2010

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DENVER INTL

JEPPesen
17 SEP 10
Eff 23 Sep (11-12A)

DENVER, COLO
ILS Rwy 35R CAT II & III

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3		Ground 121.85	
LOC IDPP 110.15	Final Apch Crs 352°	GS FRONZ 7000' (1633')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 105' DA(H) 5467' (100')	Apt Elev 5431' TDZE 5367'
MISSED APCH: Climb to 5800', then climbing RIGHT turn to 10000' via 045° heading and inbound on GLL VOR R-136 to CEDUK INT/D16.0 GLL and hold.							9200' MSA DEN VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. Simultaneous approaches authorized with Rwy 34R and 35L. 4. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5800'	10000'	via RT	045° and 114.2° hdg	GLL R-136
GS	3.00°	377	484	538	646	753						

STRAIGHT-IN LANDING RWY 35R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	1 CAT II ILS RA 105' DA(H) 5467' (100')
NA	RVR 3	RVR 7	RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.
 CHANGES: Procedure. © JEPPesen, 1997, 2010. ALL RIGHTS RESERVED.

TERPS AMEND 2 23 SEP 2010

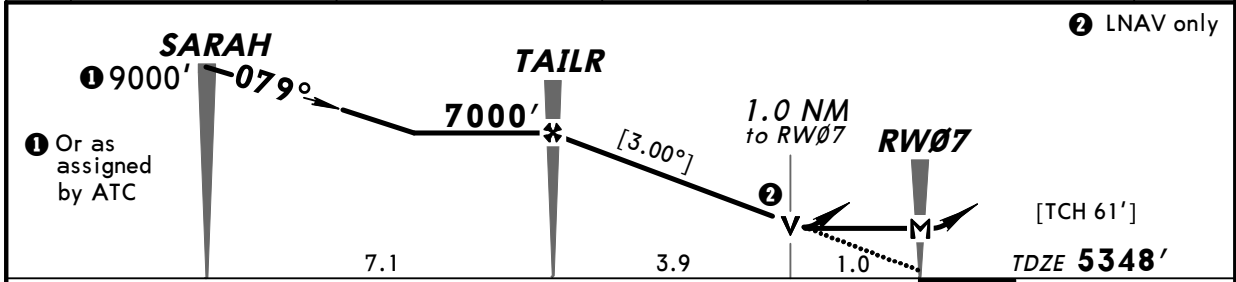
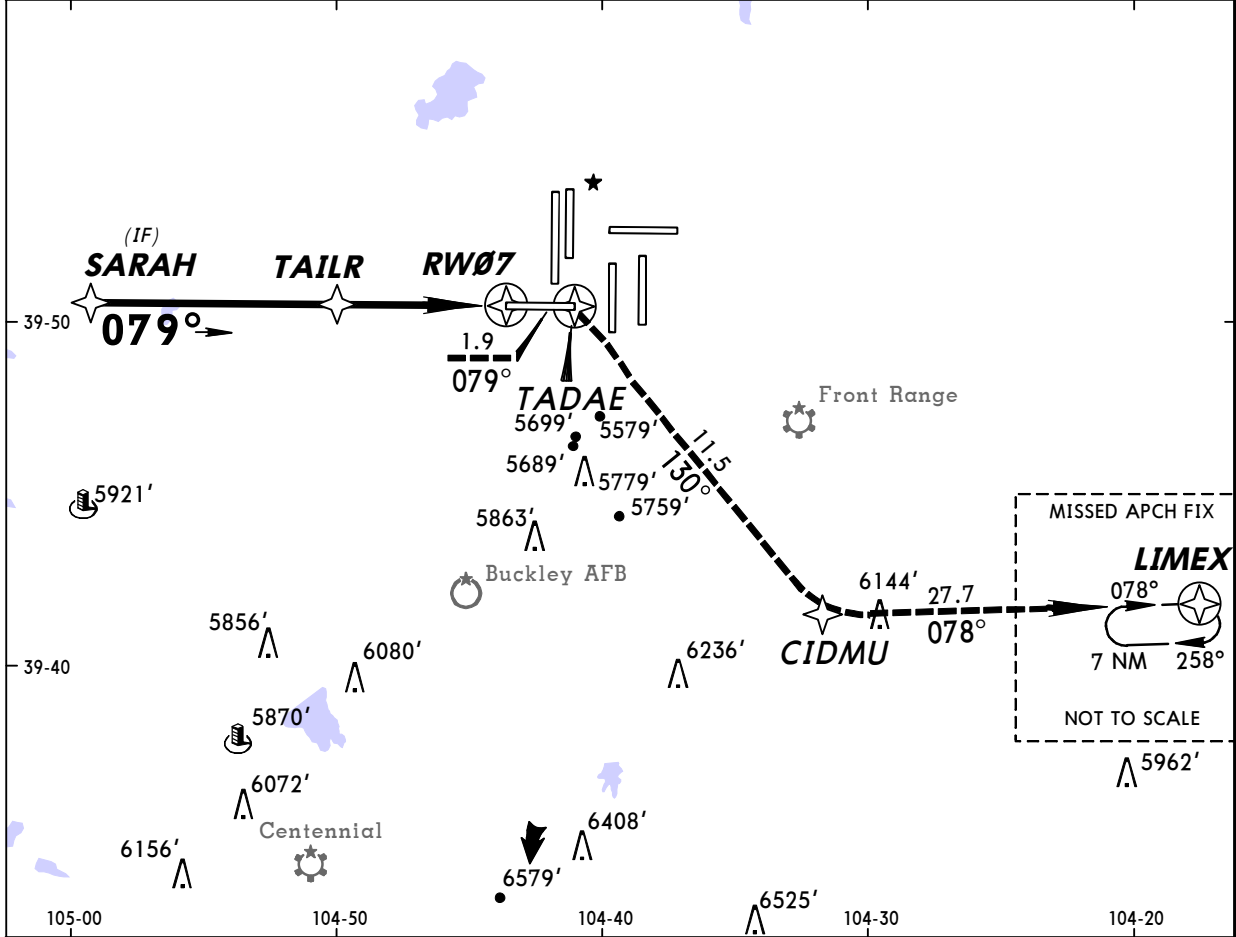
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DENVER INTL

JEPPESEN
29 JUL 05 (12-1)

DENVER, COLO
RNAV (GPS) Rwy 7

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 127.5
RNAV	Final Apch Crs 079°	Minimum Alt 7000' (1652')	LNAV/VNAV DA(H) 5740' (392')	Apt Elev 5431'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>10,900'</p> <p>MSA RW07</p>
MISSED APCH: Climb to 10000' via 079° course to TADAE, then track 130° to CIDMU then track 078° to LIMEX and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Baro-VNAV not authorized below -25°C (-13°F). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized. 5. VGSI and descent angles not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 10000' via 079° TADAE
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at RW07							

STRAIGHT-IN LANDING RWY 7					CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 5740' (392')			LNAV MDA(H) 5740' (392')			
RAIL or ALS out			RAIL out		ALS out	
A					A	NA
B			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	
C	RVR 40 or 3/4	RVR 60 or 1/4				
D			RVR 50 or 1	RVR 60 or 1/4		

TERPS

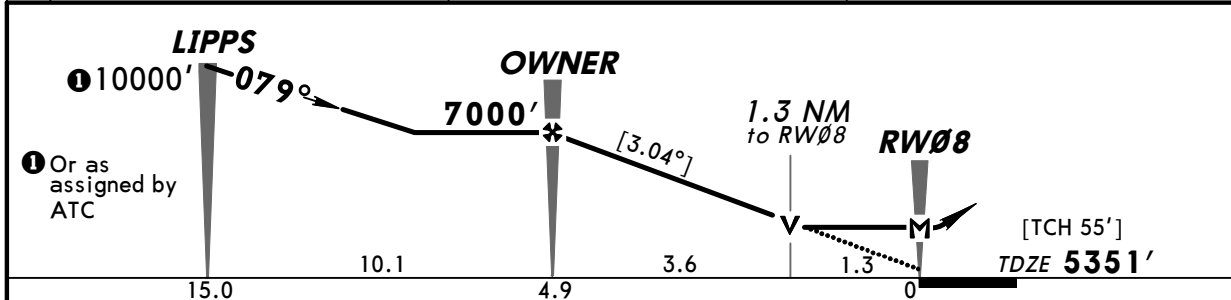
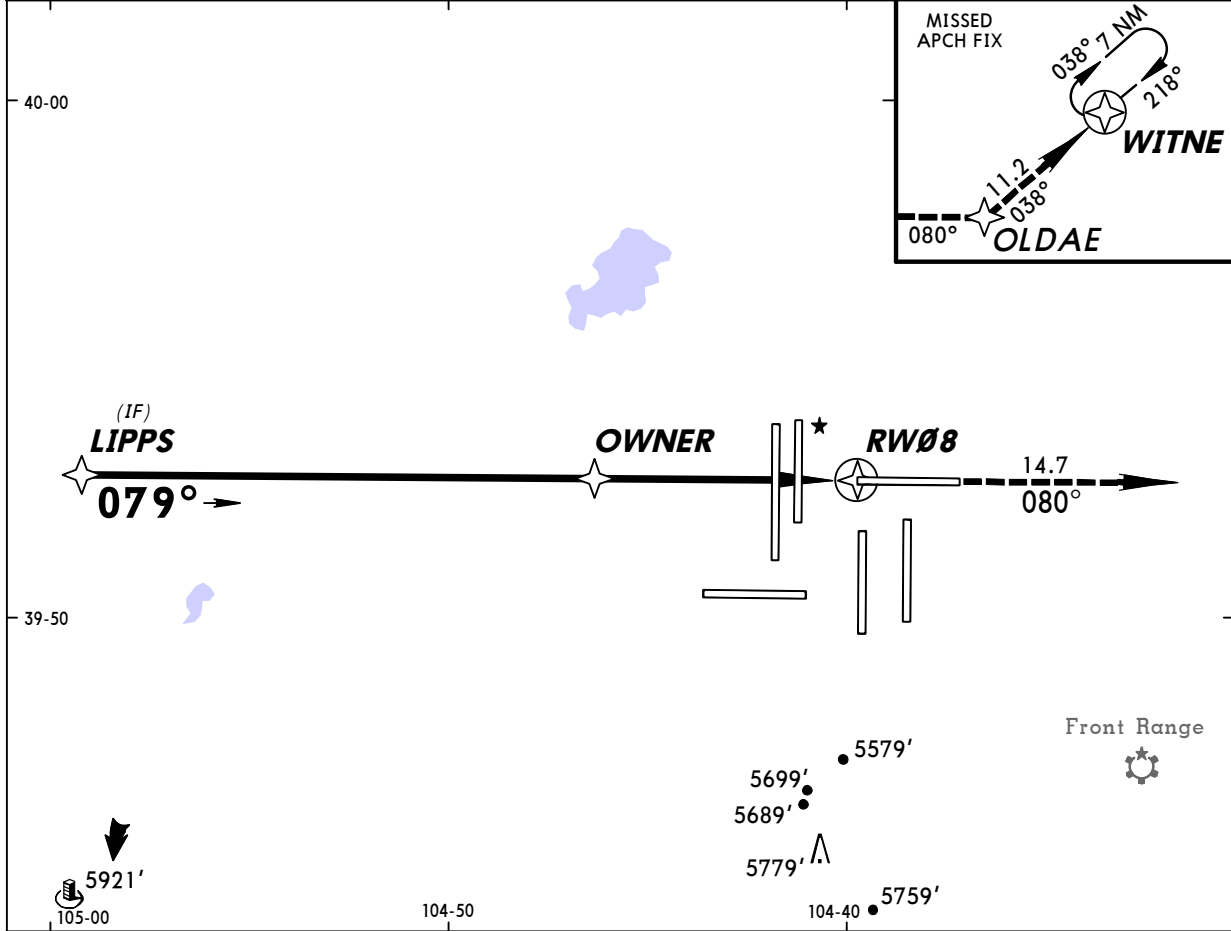
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DENVER INTL

JEPPESEN
29 JUL 05 (12-2)

DENVER, COLO
RNAV (GPS) Rwy 8

BRIEFING STRIP™

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 079°	Minimum Alt OWNER 7000' (1649')	LNAV MDA(H) 5820' (469')	Apt Elev 5431' TDZE 5351'	9700' MSA RW08
MISSED APCH: Climb to 10000 via 080° course to OLDAE then track 038° to WITNE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000' ↑ via 080° OLDAE
Descent angle [3.04°]	376	484	538	645	753	861		
MAP at RW08								

STRAIGHT-IN LANDING RWY 8 LNAV MDA(H) 5820' (469')				CIRCLE-TO-LAND	
RAIL out		ALS out		NA	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		
B	RVR 40 or 3/4	RVR 60 or 1/4			
C	RVR 50 or 1	1 1/2			
D					

TERPS

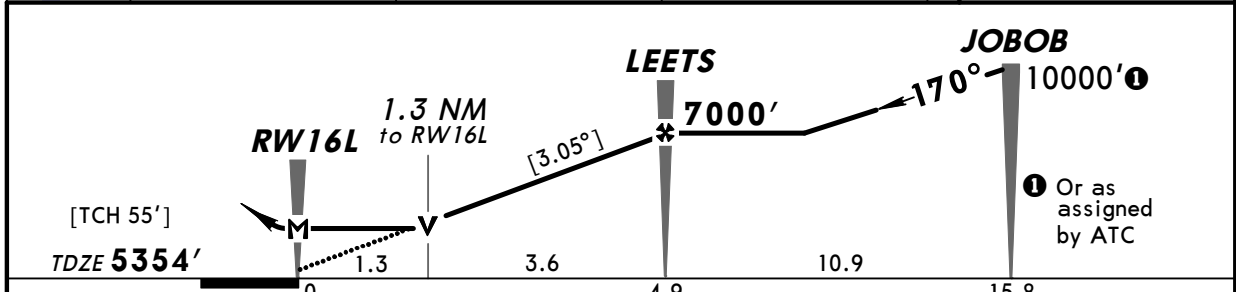
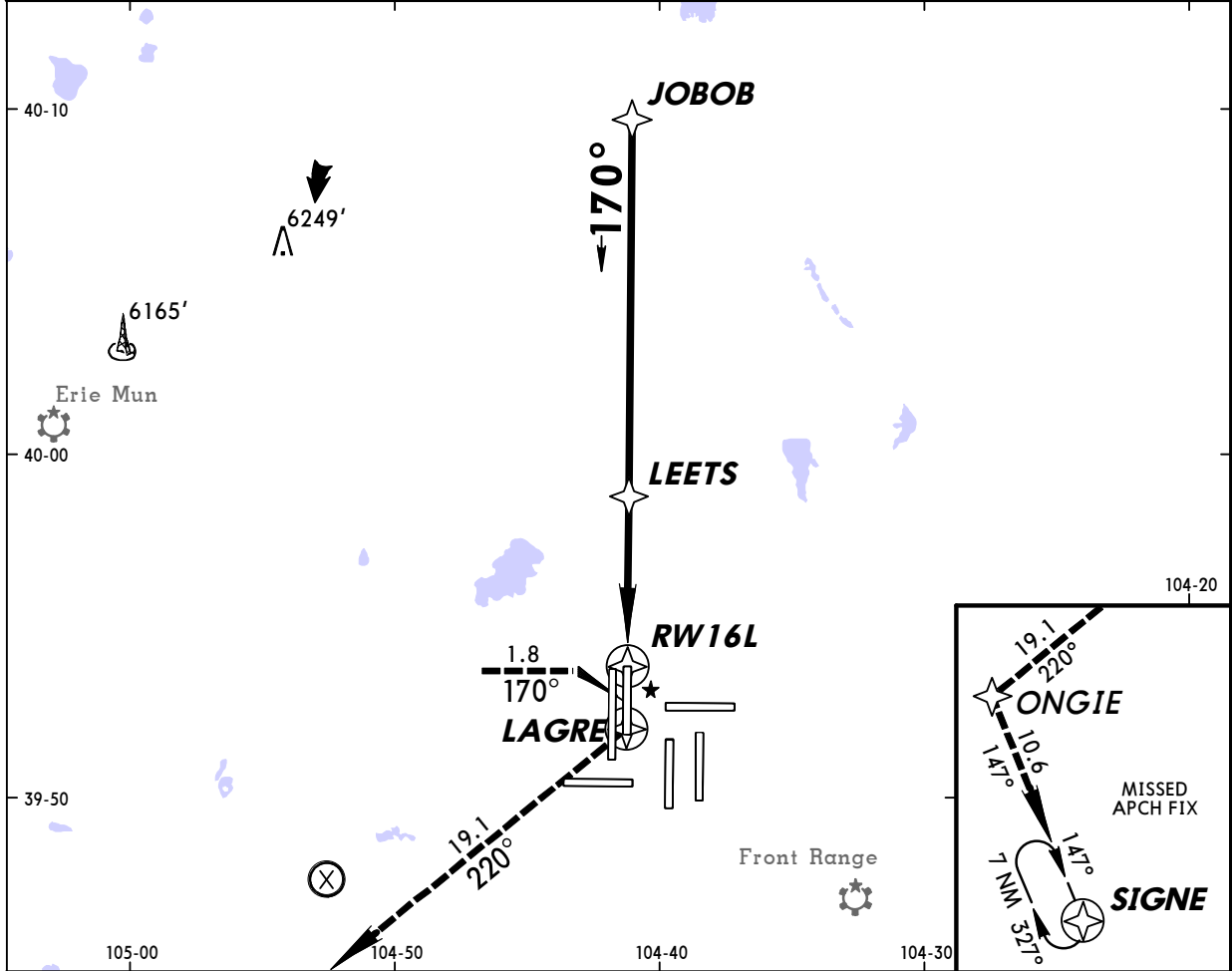
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DENVER INTL

JEPPESEN
2 SEP 11 (12-3)

DENVER, COLO
RNAV (GPS) Rwy 16L

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 127.5
RNAV	Final Apch Crs 170°	Minimum Alt LEETS 7000' (1646')	LNAV MDA(H) 5820' (466')	Apt Elev 5431' TDZE 5354'	10,200' MSA RW16L
MISSED APCH: Climb to 12000' via 170° course to LAGRE, then 220° track to ONGIE, then 147° track to SIGNE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. GPS or RNP-0.30 required. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	12000' via 170° LAGRE
Descent angle [3.05°]	378	486	540	648	755	863		
MAP at RW16L								

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
LNAV MDA(H) 5820' (466')					
RAIL out			ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B				B	
C	RVR 40 or 3/4	RVR 60 or 1 1/4		C	
D	RVR 50 or 1	1 1/2		D	

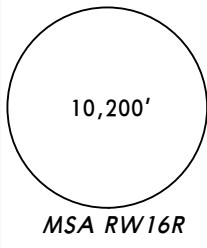
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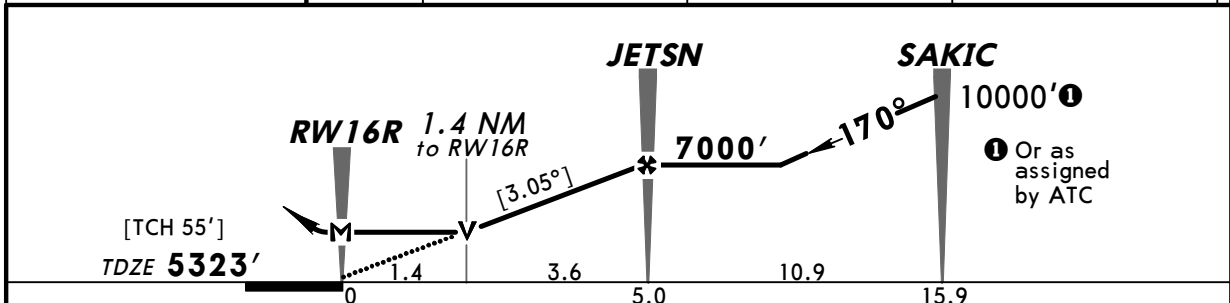
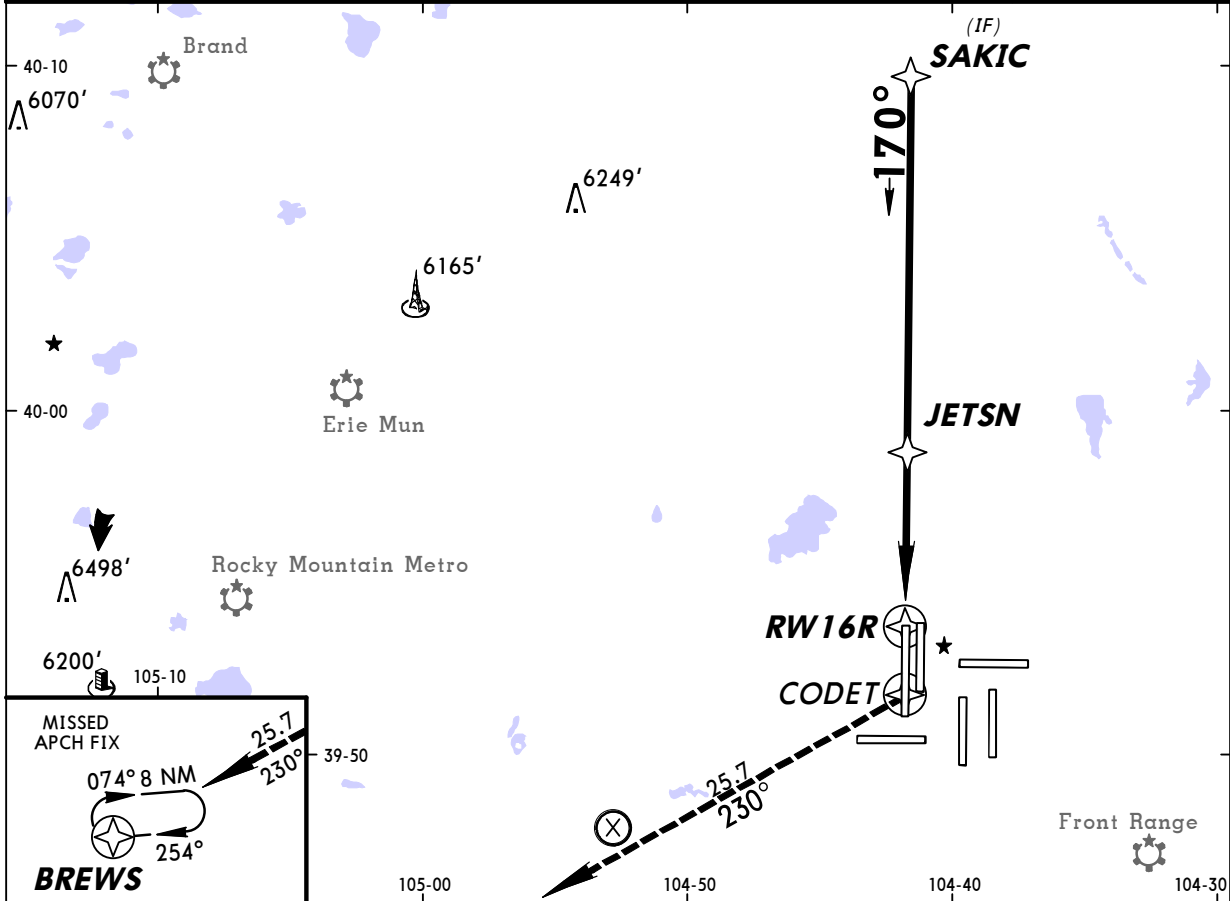
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DENVER INTL

JEPPESEN
 2 SEP 11 (12-4)

DENVER, COLO
RNAV (GPS) Rwy 16R

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 127.5
RNAV	Final Apch Crs 170°	Minimum Alt JETSN 7000' (1677')	LNAV MDA(H) 5820' (497')	Apt Elev 5431' TDZE 5323'	 <p>10,200' MSA RW16R</p>
MISSED APCH: Climb to 13000' direct CODET and via 230° track to BREWS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. GPS or RNP-0.30 required. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	13000'	D → CODET
Descent angle [3.05°]	378	486	540	648	755	863			
MAP at RW16R									

STRAIGHT-IN LANDING RWY 16R LNAV MDA(H) 5820' (497')				CIRCLE-TO-LAND	
		RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		A
B	RVR 40 or 3/4	RVR 60 or 1/4			B
C	RVR 50 or 1	1 1/2			C
D					D
					NA

AMEND O A TERPS

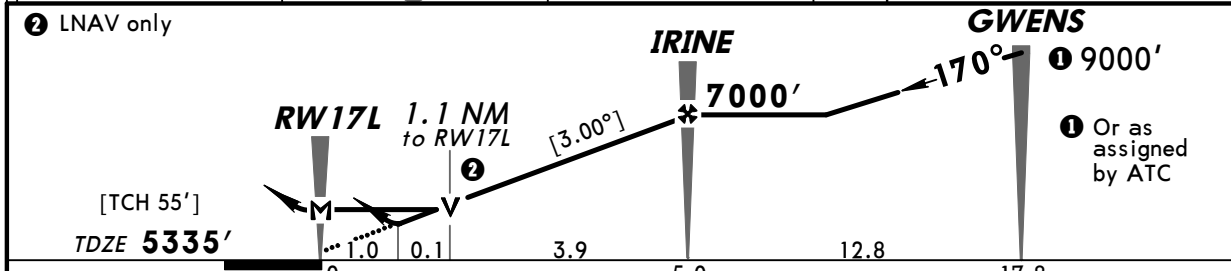
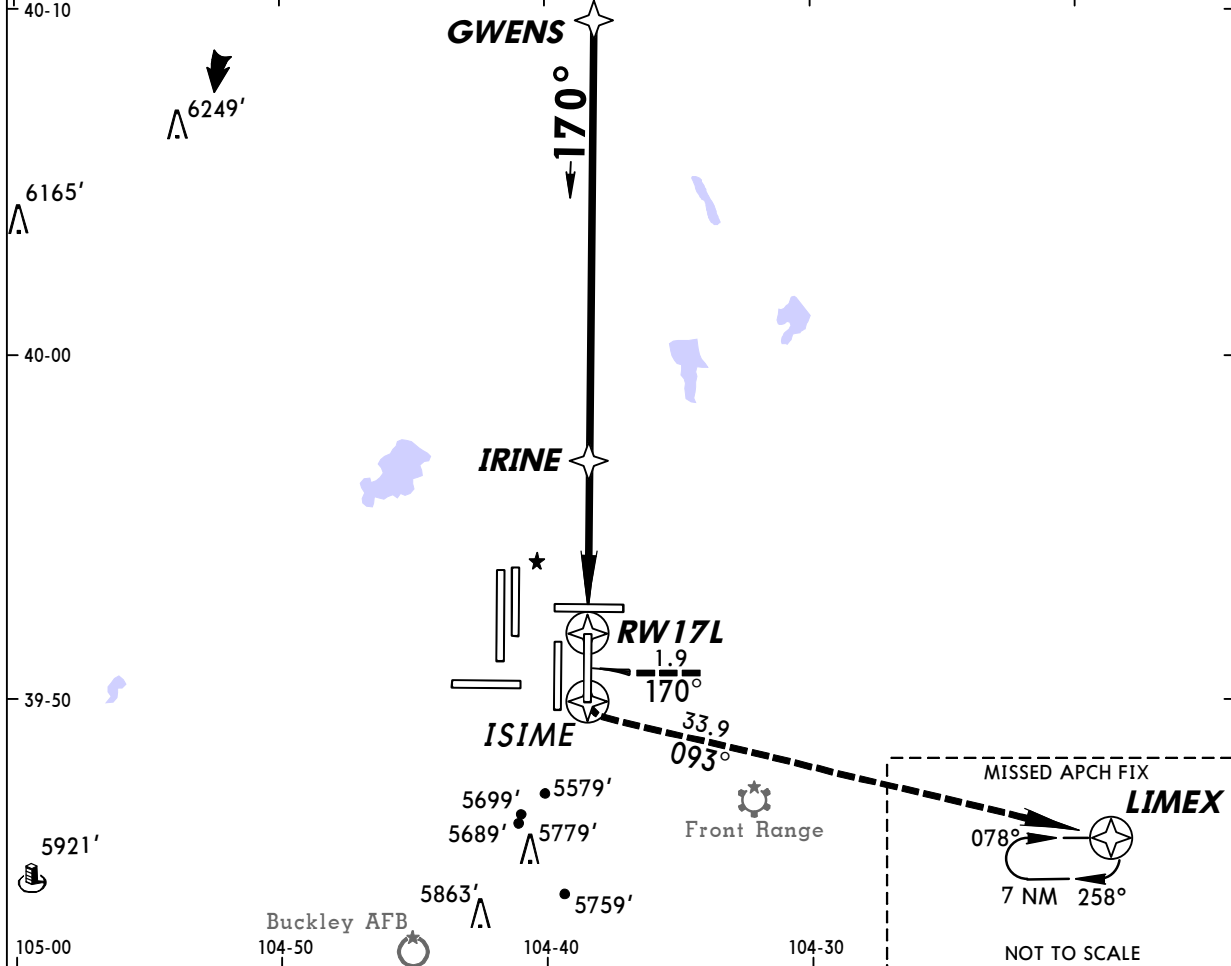
KDEN/DEN
DENVER INTL

JEPPESEN
29 JUL 05 (12-5)

DENVER, COLO
RNAV (GPS) Rwy 17L

BRIEFING STRIP™

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 170°	Minimum Alt IRINE 7000' (1665')	LNAV/VNAV DA(H) 5700' (365')	Apt Elev 5431' TDZE 5335'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>9200'</p> <p>MSA RW17L</p>
<p>MISSED APCH: Climb to 10000' via 170° course to ISIME, then track 093° to LIMEX and hold.</p>					
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. RADAR required. 2. BARO-VNAV not authorized below -25°C (-13°F). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized.</p>					



Gnd speed-Kts	70	90	100	120	140	160	MALS R PAPI ↑ 10000' via 170° ISIME
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at RW17L							

STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 5700' (365')		LNAV MDA(H) 5720' (385')			
RAIL or ALS out		RAIL out	ALS out		

TERPS

A					A
B					B
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D			RVR 50 or 1	RVR 60 or 1/4	NA

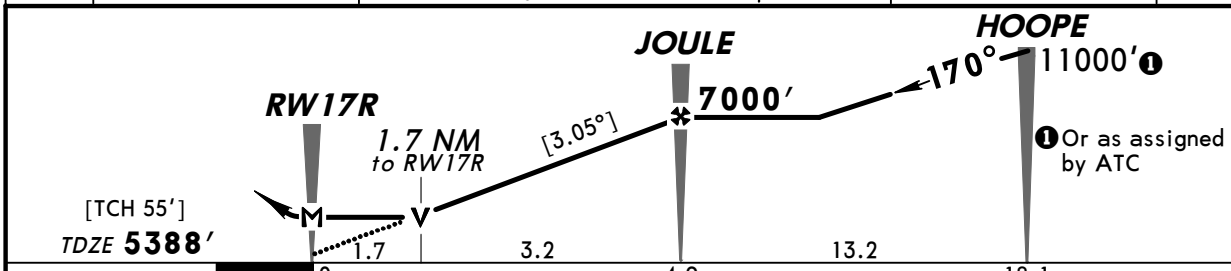
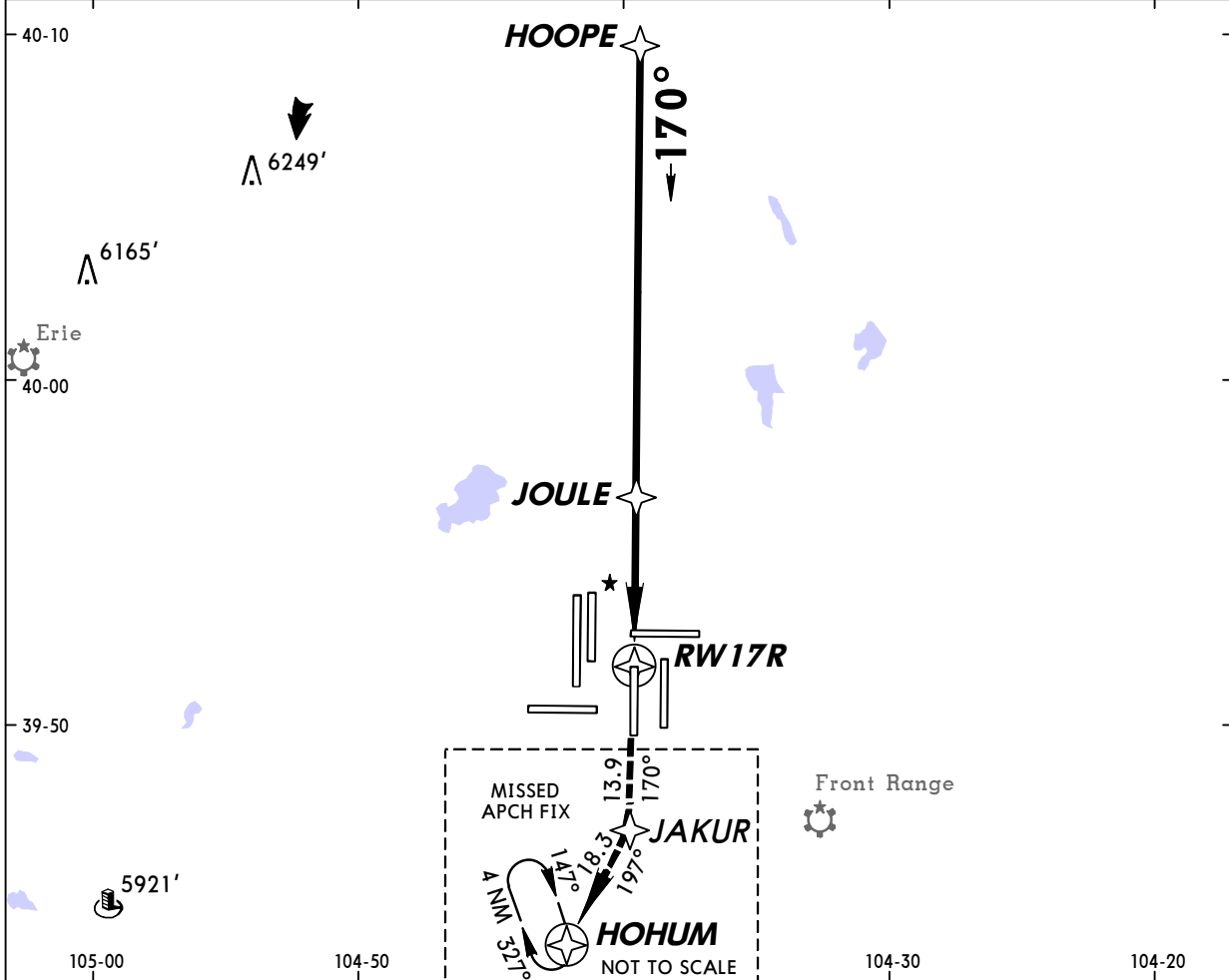
KDEN/DEN
DENVER INTL

JEPPESEN
29 JUL 05 (12-6)

DENVER, COLO
RNAV (GPS) Rwy 17R

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 133.3	Ground 121.85
RNAV	Final Apch Crs 170°	Minimum Alt JOULE 7000' (1612')	LNAV MDA(H) 5920' (532')	Apt Elev 5431' TDZE 5388'	9400' MSA RW17R
MISSED APCH: Climb to 10000' via 170° course to JAKUR, then track 197° to HOHUM and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. RADAR required. 2. GPS or RNP-0.3 required. 3 DME/DME RNP-0.3 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000' ↑ via 170°	JAKUR
Descent angle [3.05°]	378	486	540	648	755	863			
MAP at RW17R									

STRAIGHT-IN LANDING RWY 17R			CIRCLE-TO-LAND		
LNAV MDA(H) 5920' (532')					
RAIL out			ALS out		

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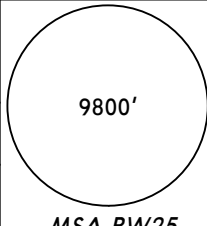
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B				B	
C	RVR 50 or 1		1 1/2	C	
D	RVR 60 or 1 1/4		1 3/4	D	

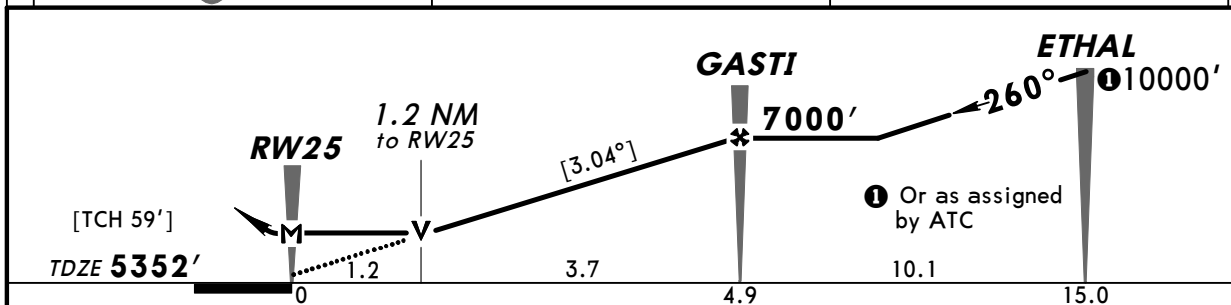
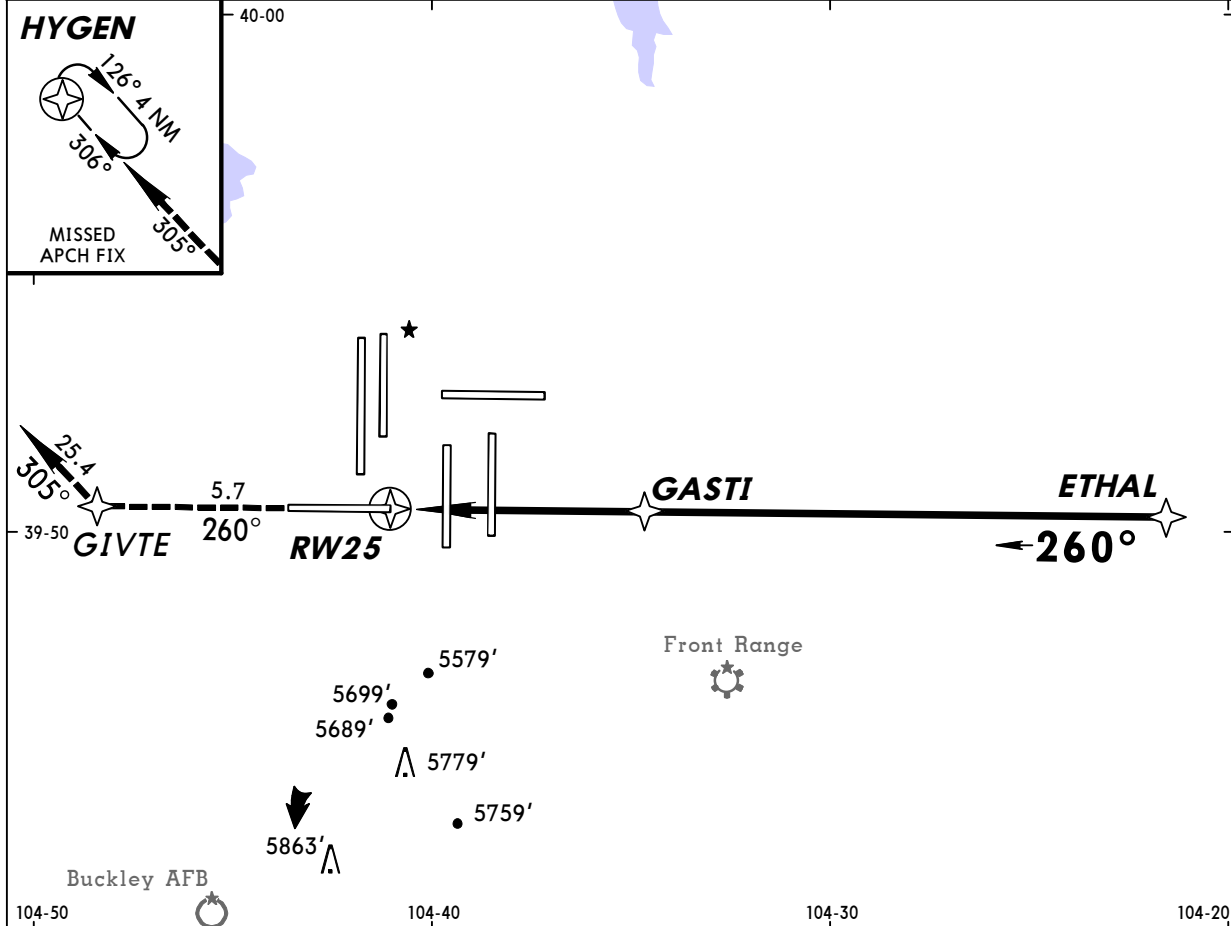
KDEN/DEN
DENVER INTL

JEPPESEN
 14 JUL 06 (12-7)

DENVER, COLO
RNAV (GPS) Rwy 25

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 127.5
RNAV	Final Apch Crs 260°	Minimum Alt GASTI 7000' (1648')	LNAV MDA(H) 5780' (428')	Apt Elev 5431' TDZE 5352'
MISSED APCH: Climb to 12000' via 260° course to GIVTE, then track 305° to HYGEN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR required. 2. VGS1 and descent angles not coincident. 3. DME/DME RNP-0.3 not authorized.				
MSA RW25				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	12000' via 260° ↑	GIVTE
Descent angle [3.04°]	376	484	538	645	753	861			
MAP at RW25									

STRAIGHT-IN LANDING RWY 25 LNAV MDA(H) 5780' (428')			CIRCLE-TO-LAND		
RAIL out		ALS out			

AMEND O A TERPS

A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B				B	
C	RVR 40 or 3/4	RVR 60 or 1/4		C	
D	RVR 50 or 1	1 1/2		D	

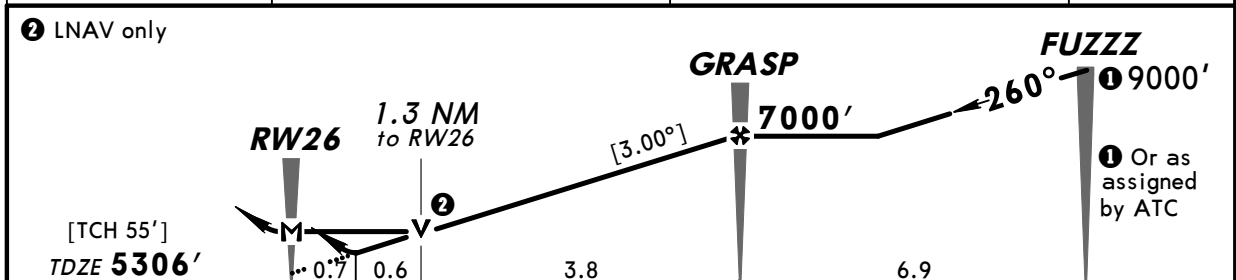
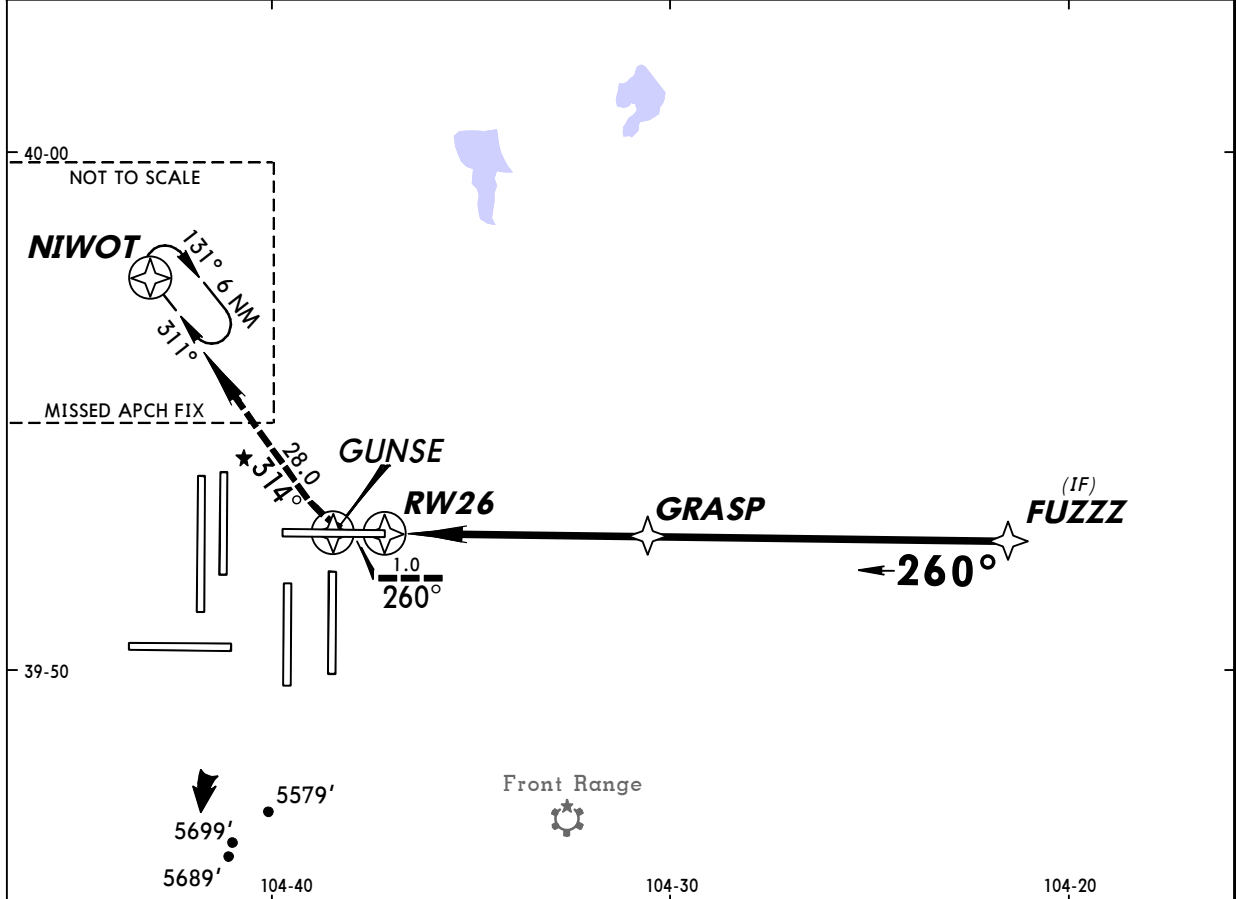
KDEN/DEN
DENVER INTL

JEPPESEN
14 JUL 06 (12-8)

DENVER, COLO
RNAV (GPS) Rwy 26

BRIEFING STRIP™

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 260°	Minimum Alt GRASP 7000' (1694')	LNAV/VNAV DA(H) 5580' (274')	Apt Elev 5431' TDZE 5306'	8100' MSA RW26
MISSED APCH: Climb to 11000' via 260° course to GUNSE, then track 314° to NIWOT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Baro-VNAV not authorized below -25°C (-13°F). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	11000' ↑ via 260°	GUNSE
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW26									

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 5580' (274')			LNAV MDA(H) 5760' (454')				
RAIL or ALS out			RAIL out		ALS out		
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2		RVR 40 or 3/4	RVR 50 or 1	A
B			RVR 40 or 3/4		RVR 60 or 1/4		B
C	RVR 50 or 1		RVR 40 or 3/4		C		
D	RVR 40 or 3/4		RVR 50 or 1		1 1/2		D
							NA

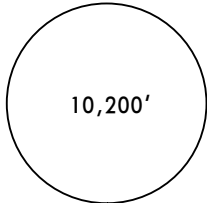
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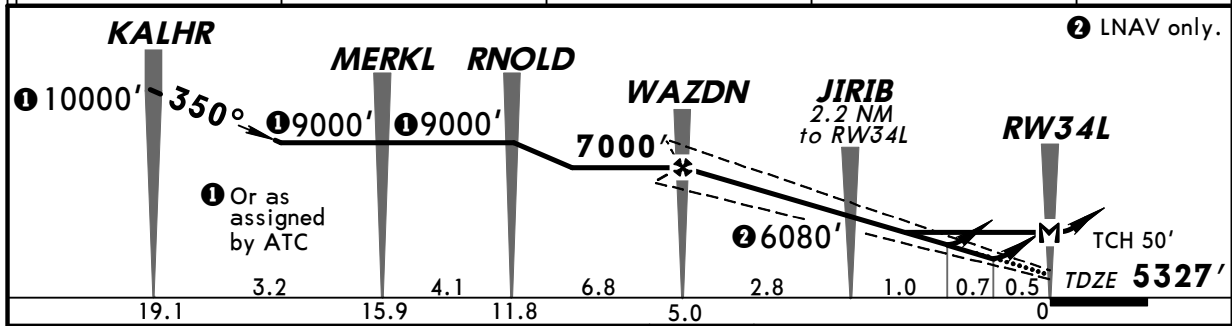
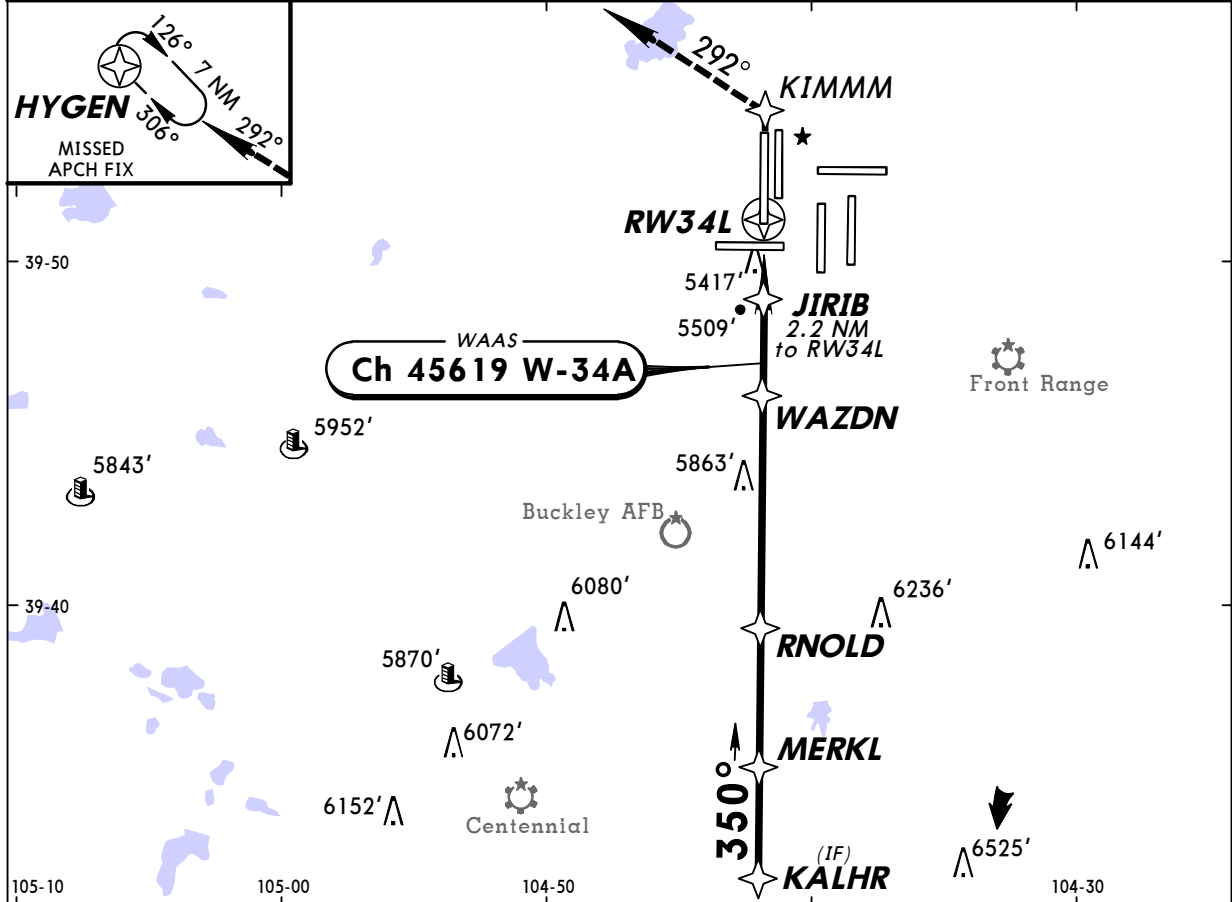
KDEN/DEN
DENVER INTL

JEPPESEN
17 SEP 10 (12-9) Eff 23 Sep

DENVER, COLO
RNAV (GPS) Rwy 34L

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 127.5
WAAS Ch 45619 W-34A	Final Apch Crs 350°	Minimum Alt WAZDN 7000' (1673')	LPV DA(H) 5527' (200')	Apt Elev 5431' TDZE 5327'
MISSED APCH: Climb to 12000' direct KIMMM and on track 292° to HYGEN and hold, continue climb-in-hold to 12000'.				 10,200' MSA RW34L
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	12000'	KIMMM
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW34L									

STRAIGHT-IN LANDING RWY 34L					
LPV DA(H) 5527' (200')		LNAV/VNAV DA(H) 5771' (444')		LNAV MDA(H) 5940' (613')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	
C				RVR 60 or 1/4	1 3/4
D				1 1/2	2

TERPS AMEND 1 23 SEP 2010

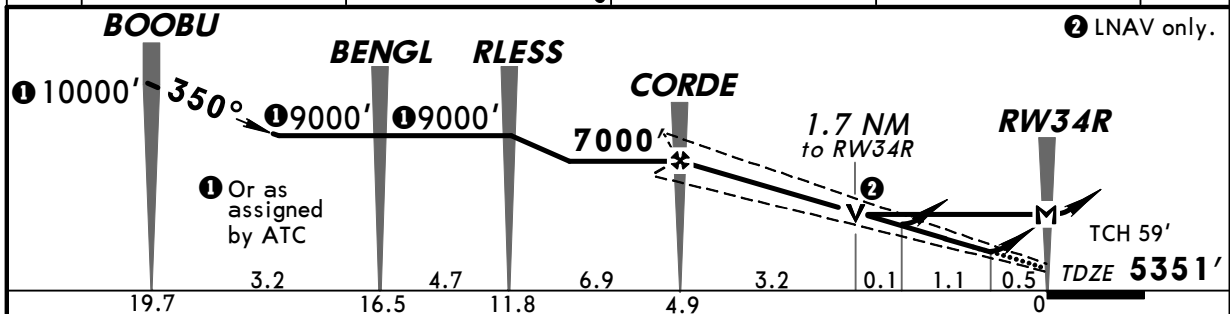
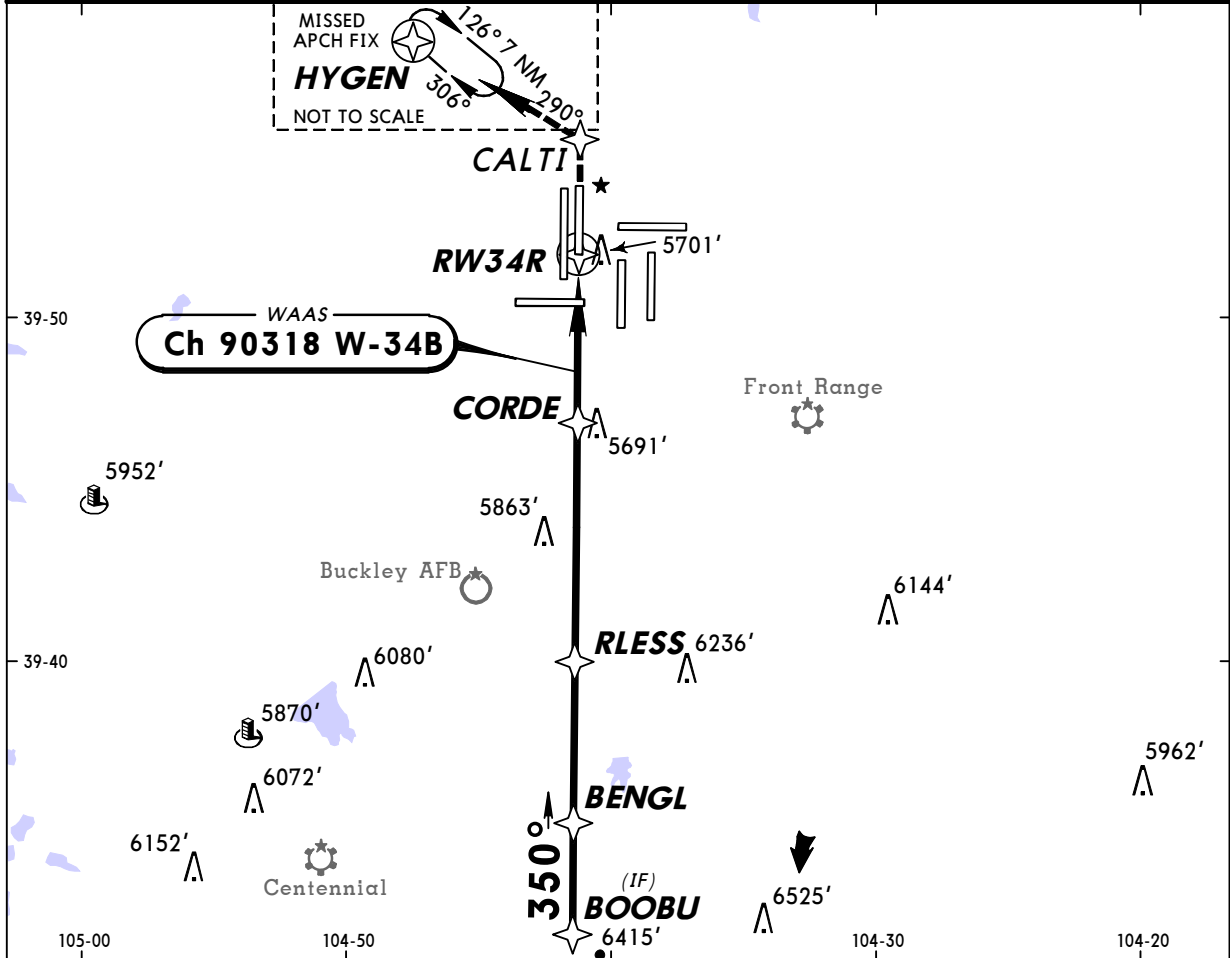
KDEN/DEN
DENVER INTL

JEPPESEN
17 SEP 10 **(12-10)** **Eff 23 Sep**

DENVER, COLO
RNAV (GPS) Rwy 34R

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3	Ground 127.5
WAAS Ch 90318 W-34B	Final Apch Crs 350°	Minimum Alt CORDE 7000' (1649')	LPV DA(H) 5551' (200')	Apt Elev 5431' TDZE 5351'
MISSED APCH: Climb to 12000' direct CALTI and on track 290° to HYGEN and hold, continue climb-in-hold to 12000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.				10,200' MSA RW34R



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	12000'	D → CALTI
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW34R									

STRAIGHT-IN LANDING RWY 34R					
LPV DA(H) 5551' (200') ALS out		LNAV/VNAV DA(H) 5911' (560') ALS out		LNAV MDA(H) 5960' (609') ALS out	
A					
B	RVR 24 or 1/2	RVR 40 or 3/4	1/2	2	RVR 24 or 1/2 RVR 50 or 1
C					RVR 60 or 1/4 1 3/4
D					1 1/2 2

TERPS AMEND 1 23 SEP 2010

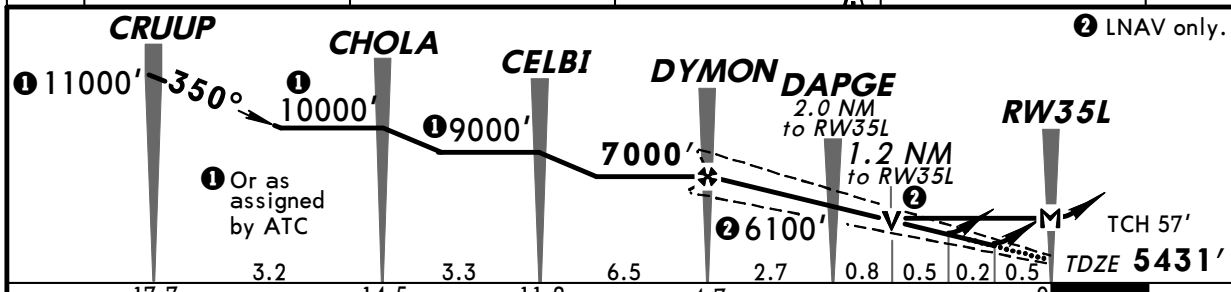
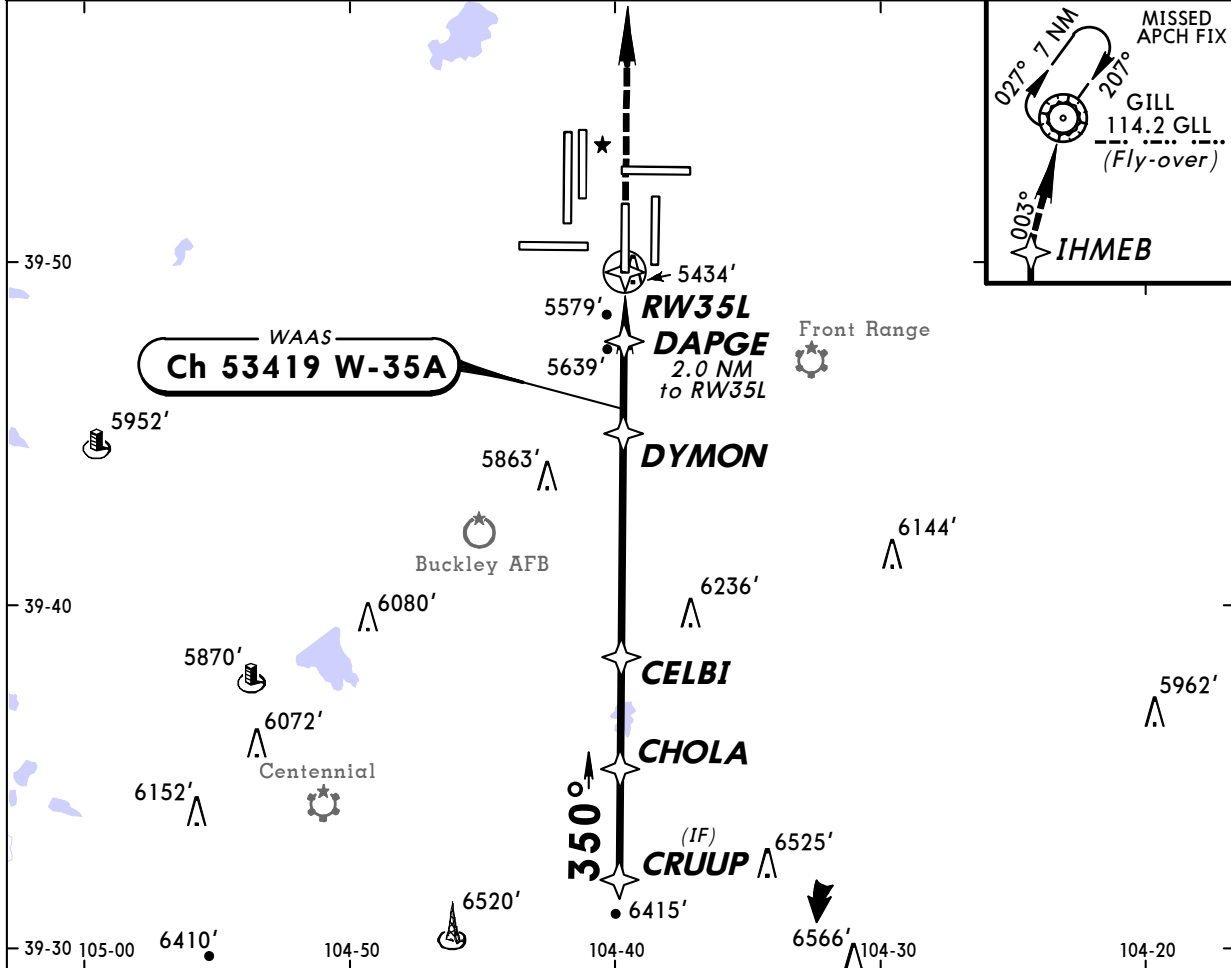
KDEN/DEN
DENVER INTL

JEPPESEN
17 SEP 10 **(12-11)** Eff 23 Sep

DENVER, COLO
RNAV (GPS) Rwy 35L

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 133.3	Ground 121.85
WAAS Ch 53419 W-35A	Final Apch Crs 350°	Minimum Alt DYMON 7000' (1569')	LPV DA(H) 5631' (200')	Apt Elev 5431' TDZE 5431'	<p>9200'</p> <p>MSA RW35L</p>
<p>MISSED APCH: Climb to 10000' direct IHMEB and on track 003° to GLL VOR and hold.</p>					
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized.</p>					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	10000' ↑	IHMEB
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW35L									

STRAIGHT-IN LANDING RWY 35L					
LPV DA(H) 5631' (200')		LNAV/VNAV DA(H) 5715' (284')		LNAV MDA(H) 5860' (429')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
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 40 or 3/4
D			RVR 40 or 3/4		RVR 50 or 1
					1 1/4
					1 1/2

TERPS AMEND 1 23 SEP 2010

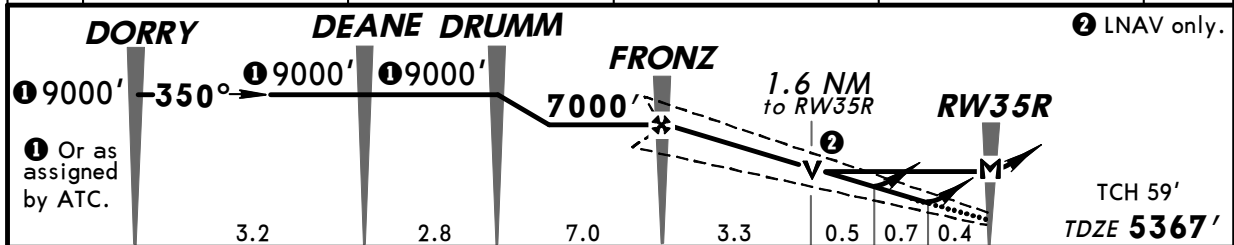
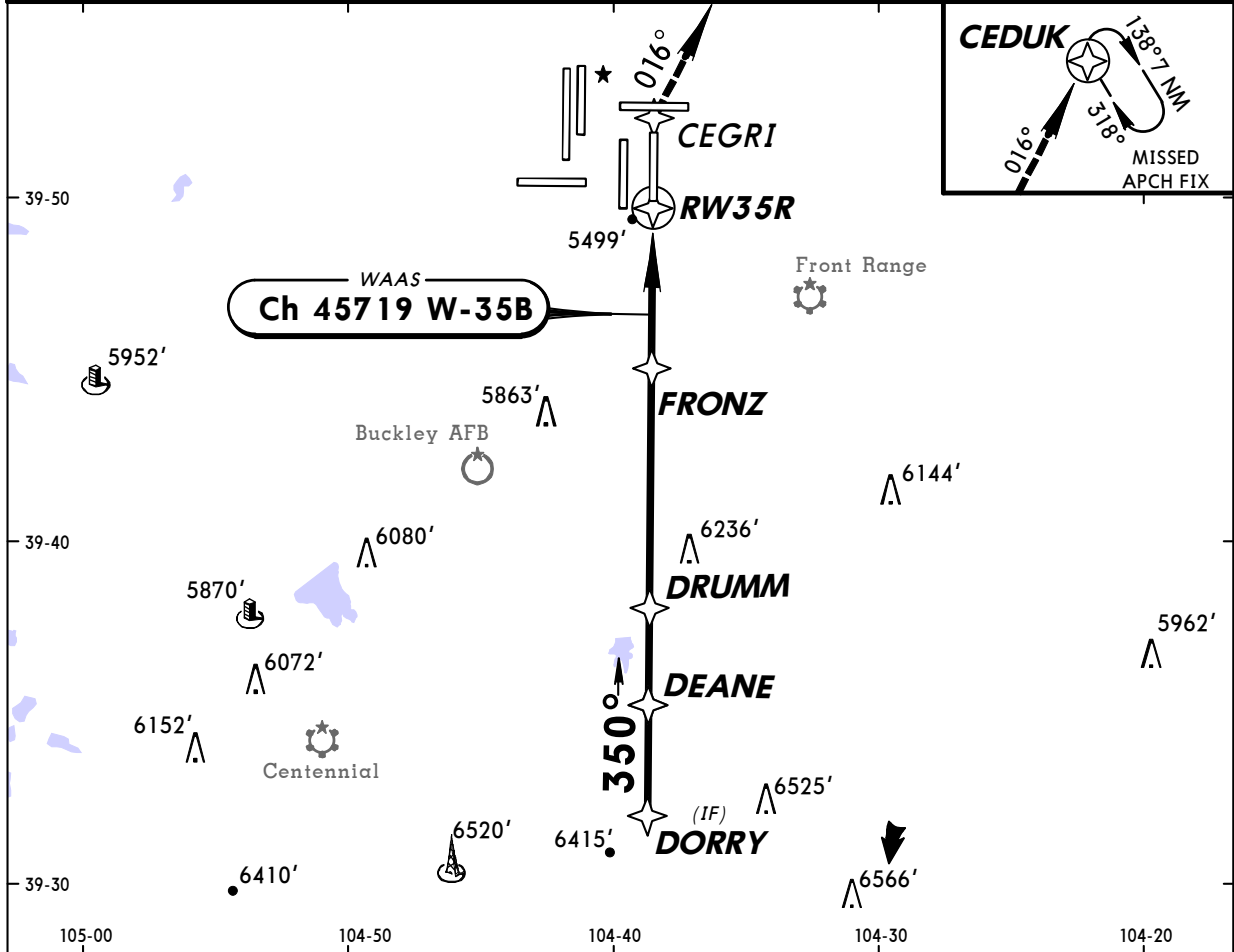
KDEN/DEN
DENVER INTL

JEPPESEN
17 SEP 10 **(12-12)** Eff 23 Sep

DENVER, COLO
RNAV (GPS) Rwy 35R

BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
WAAS Ch 45719 W-35B	Final Apch Crs 350°	Minimum Alt FRONZ 7000' (1633')	LPV DA(H) 5567' (200')	Apt Elev 5431' TDZE 5367'	<p>9200'</p> <p>MSA RW35R</p>
MISSED APCH: Climb to 10000' direct CEGRI and on track 016° to CEDUK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.					



Or as assigned by ATC.	17.9	3.2	14.7	2.8	11.9	7.0	4.9	3.3	0.5	0.7	0.4	0	ALSF-II PAPI	10000'	→	CEGRI	
Gnd speed-Kts	70	90	100	120	140	160											
Glide Path Angle	3.00°	372	478	531	637	743	849										
MAP at RW35R																	

STRAIGHT-IN LANDING RWY 35R					
LPV DA(H) 5567' (200')		LNAV/VNAV DA(H) 5788' (421')		LNAV MDA(H) 5940' (573')	
ALS out		ALS out		ALS out	
A					
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2
C					RVR 50 or 1
D					RVR 60 or 1/4

TERPS AMEND 1 23 SEP 2010