

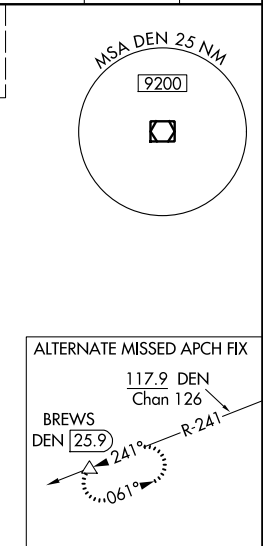
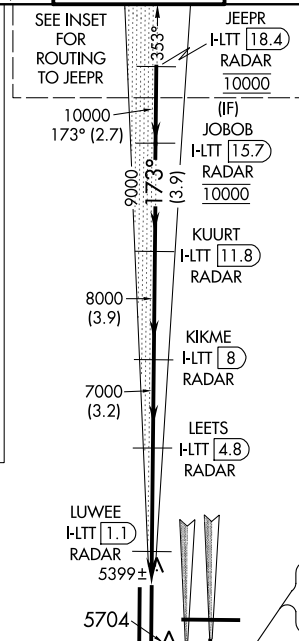
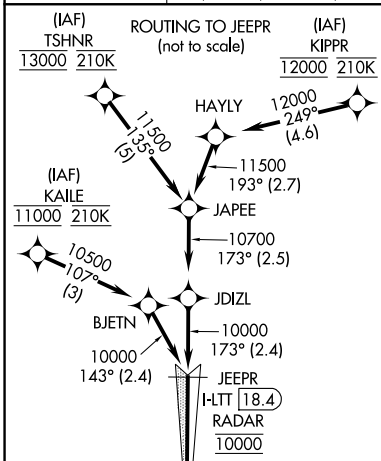
LOC/DME I-LTT <b>111.1</b> Chan <b>48</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5357</b> <b>5434</b>
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# ILS or LOC RWY 16L

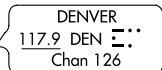
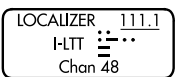
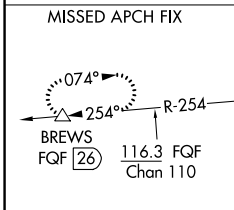
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 17L/17R. DME required. S-LOC 16L DME or RADAR required. For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500.

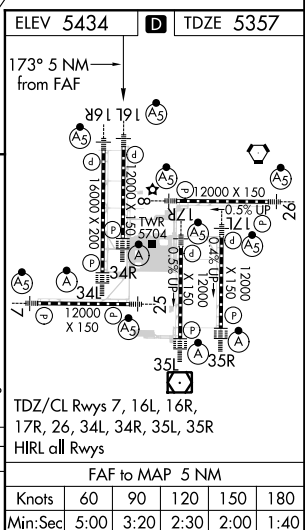
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR or GPS REQUIRED



5900	12000	FQF R-254	BREWS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
*LOC only		LUYEE I-LTT 1.1 RADAR	LEETS I-LTT 4.8 RADAR	KIKME I-LTT 8 RADAR	KUURT I-LTT 11.8 RADAR	JOBOB I-LTT 15.7 RADAR	JEEPR I-LTT 18.4 RADAR
H-LTT 0.2		*H-LTT 0.6	7000	8000	9000	10000	10000
0.8		0.5	3.7 NM	3.2 NM	3.9 NM	3.9 NM	2.7 NM
CATEGORY	A		B		C		D
S-ILS 16L	5557/18		200 (200-½)				
S-LOC 16L	5660/24		303 (300-½)				



SW-1, 10 OCT 2019 to 07 NOV 2019

SW-1, 10 OCT 2019 to 07 NOV 2019