

LOC/DME I-BXP <b>110.15</b> Chan 38 (Y)	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5339</b> <b>5434</b>
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# ILS or LOC RWY 17L

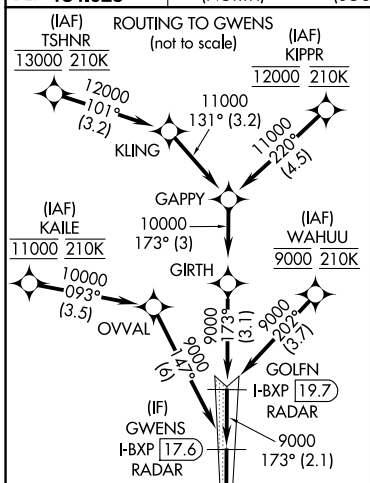
DENVER INTL (DEN)

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

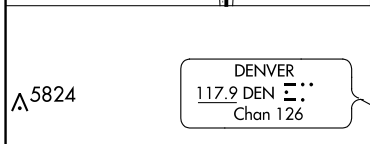
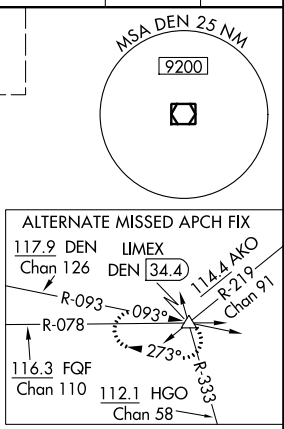


**MISSED APPROACH:** Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

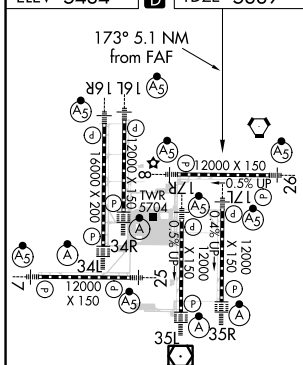
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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SEE INSET FOR ROUTING TO GWENS

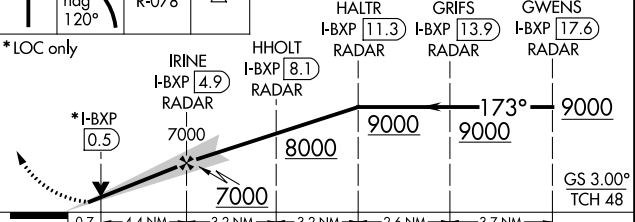


ELEV 5434	D	TDZE 5339
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## RADAR or GPS REQUIRED

5900 10000 FQF R-078 LIMEX △  
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66).



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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

SW-1, 10 OCT 2019 to 07 NOV 2019

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