

| | | | |
|---|------------------------|---|--------------|
| LOC/DME I-OUF 111.1 Chan 48 | APP CRS 353° | Rwy Idg TDZE 5354 Apt Elev 5434 | 12000 |
|---|------------------------|---|--------------|

ILS or LOC RWY 34R

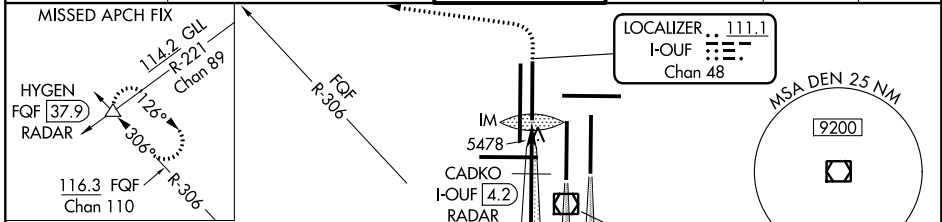
DENVER INTL (DEN)

⚠ S-LOC 34R DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cat C/D visibility to RVR 5500.

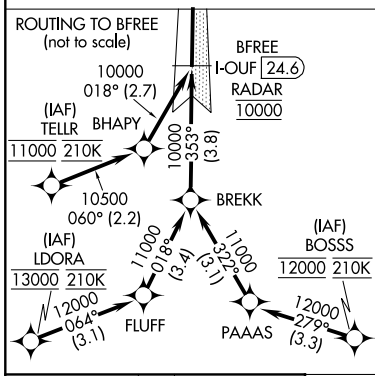
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

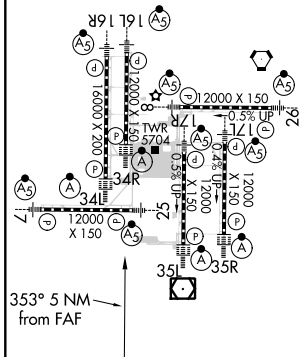
| | | | | | | |
|--|---|--|-------------------------------------|---------------------------------|---------------------------|-------|
| D-ATIS ARR 125.6 379.9 DEP 134.025 | DENVER APP CON 119.3 307.3 (NORTH) | DENVER APP CON 120.35 379.3 (SOUTH) | DENVER TOWER 135.3 351.95 | GND CON 127.5 379.175 | CLNC DEL 118.75 | CPDLC |
|--|---|--|-------------------------------------|---------------------------------|---------------------------|-------|



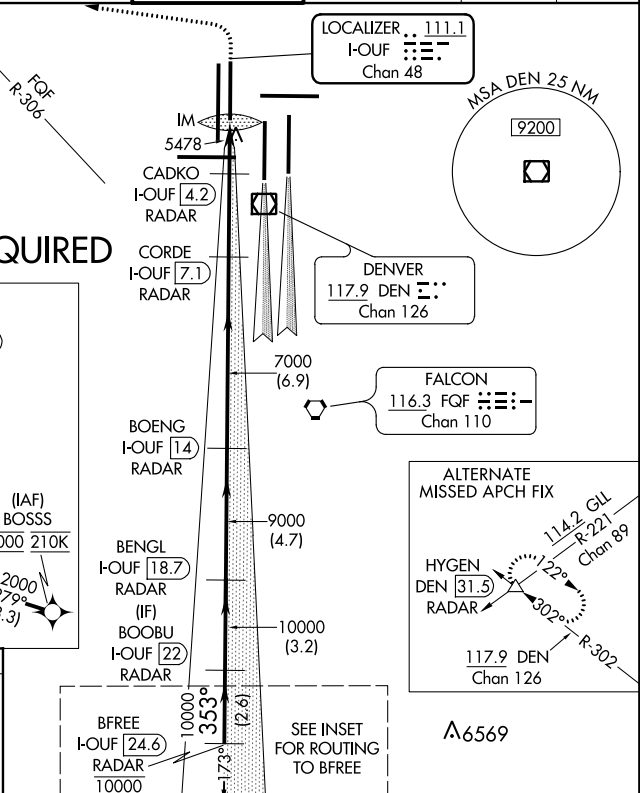
RADAR or GPS REQUIRED



| | | |
|--|----------|-----------|
| ELEV 5434 | D | TDZE 5354 |
| TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R | | |
| HIRL all Rwys | | |



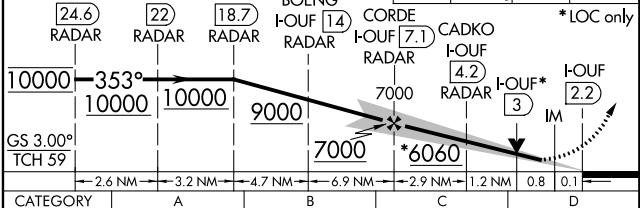
| FAF to MAP 5 NM | | | | | |
|-----------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

| | | | |
|------|----------|-------|-------|
| 5800 | 10000 | FQF | HYGEN |
| ↑ | hdg 270° | R-306 | △ |

*LOC only



| CATEGORY | A | B | C | D |
|-----------|---------------------|---|---------------------|---|
| S-ILS 34R | 5554/18 200 (200-½) | | | |
| S-LOC 34R | 5700/24 346 (300-½) | | 5700/30 346 (300-¾) | |

SW-1, 10 OCT 2019 to 07 NOV 2019

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