

APP CRS <b>353°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5434</b>
	Apt Elev <b>5434</b>

# RNAV (RNP) Z RWY 35L

DENVER INTL (DEN)

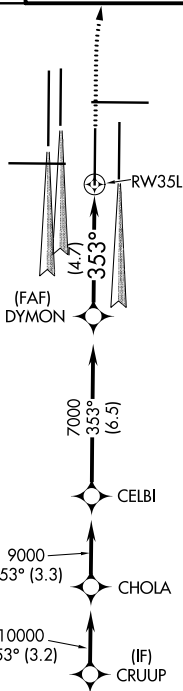
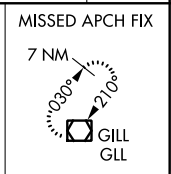
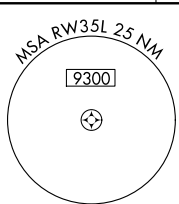
**▽** For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (115°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

D-ATIS ARR <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH)	DENVER TOWER <b>133.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
DEP <b>134.025</b>	<b>120.35 379.3</b> (SOUTH)				

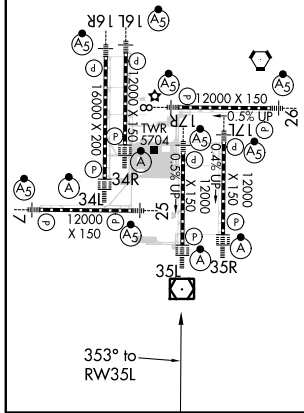


△ 6529

**RADAR REQUIRED**

ELEV 5434	<b>D</b>	TDZE 5434
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



DYMON	10000	GLL		
7000	↑	↘		
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).				
7000	↘ 353°	RW35L		
GP 3.00°	4.7 NM			
TCH 57				
CATEGORY	A	B	C	D
RNP 0.10 DA		5695/24	261 (300-½)	
RNP 0.30 DA		5760/32	326 (400-⅝)	
<b>AUTHORIZATION REQUIRED</b>				

SW-1, 10 OCT 2019 to 07 NOV 2019

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