

LOC/DME I-AQD <u>108.5</u> Chn 22	APP CRS 353°	Rwy Ldg 12000 TDZE 5434 Apt Elev 5434
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ILS RWY 35L (CAT II & III)
DENVER INTL (DEN)

RNAV 1-GPS or RADAR required for procedure entry.

ALSF-2

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

T Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

D-ATIS
5.6 379.9

DENVER APP CON
119.3 307.3 (N)
120.35 379.3 (S)

DENVER TOWER
124.3 322.45

GND CON
121.35 379.175 (W)
121.85 377.1 (E)

MISSED APCH FIX


 GILL
 GLL 
114.2
 Chan 89

LOCALIZER .. 108.5
I-AQD ..
Chan 22

DENVER
117.9 DEN 
Chn 126

ROUTING TO CRUUP
(not to scale)

ELEV 5434

D

TDZE 5434

HIRL all Rwy's
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,
34R, 35L, 35R

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

Diagram illustrating a non-coincident VGSi and ILS glidepath. The VGSi glidepath is shown as a solid line, and the ILS glidepath is shown as a dashed line. The vertical separation at the 6.5 NM point is 1000 feet.

Station	I-AQD (ft)	Distance (NM)	Altitude (ft)
CRUUP	19.8	0.0	11000
CHOLA	16.6	3.2	10000
CELBI	13.4	6.5	7000
DYMON	6.9	6.5	7000

GS 3.00°
TCH 57

CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED