

General Information

Location: DENVER CO USA
ICAO/IATA: KDEN / DEN
Lat/Long: N39° 51.70', W104° 40.39'
Elevation: 5434 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1349 Z
Sunset: 0036 Z

Runway Information

Runway: 07
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5352 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5354 ft
Lighting: Edge, ALS, Centerline

Runway: 16L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5357 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 16000 ft x 200 ft
Surface Type: concrete

TDZ-Elev: 5326 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5339 ft
Lighting: Edge, ALS, Centerline

Runway: 17R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5392 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5355 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5309 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 16000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 5327 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5354 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5434 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5370 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 125.600 Arrival Service
ATIS: 134.025 Departure Service
Denver Tower: 135.300
Denver Tower: 128.750
Denver Tower: 132.350
Denver Tower: 133.300
Denver Ground: 127.500
Denver Ground: 121.850
Denver Ramp/Taxi: 119.475
Denver Ramp/Taxi: 129.050
Denver Ramp/Taxi: 130.600
Denver Ramp/Taxi: 130.950
Denver Ramp/Taxi: 131.300
Denver Ramp/Taxi: 131.975
Denver Clearance Delivery: 118.750
Denver Approach: 120.800
Denver Approach: 124.950
Denver Approach: 126.550
Denver Approach: 127.050
Denver Approach: 128.450
Denver Approach: 119.300
Denver Approach: 120.350
Denver Terminal Control Area: 126.100
Denver Terminal Control Area: 128.250
Denver Terminal Control Area: 128.450
Denver Terminal Control Area: 134.850
Denver Departure: 128.450
Denver Departure: 128.250
Denver Departure: 127.050
Denver Departure: 126.100
Denver UNICOM: 122.950
Deicing Operations: 129.850
Deicing Operations: 130.525
Deicing Operations: 130.875
Deicing Operations: 131.175
Deicing Operations: 131.675
Denver Radio: 122.400 Flight Info Service RCO
Deicing Operations: 128.875
Deicing Operations: 128.825
Deicing Operations: 118.125
Deicing Operations: 129.500

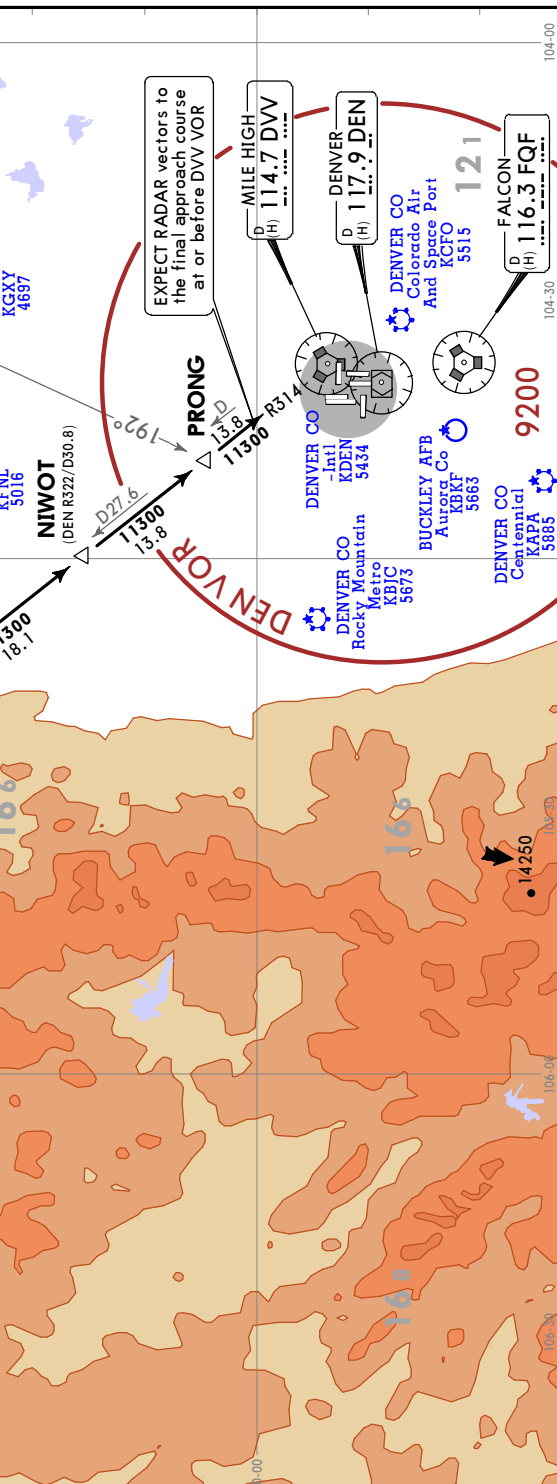
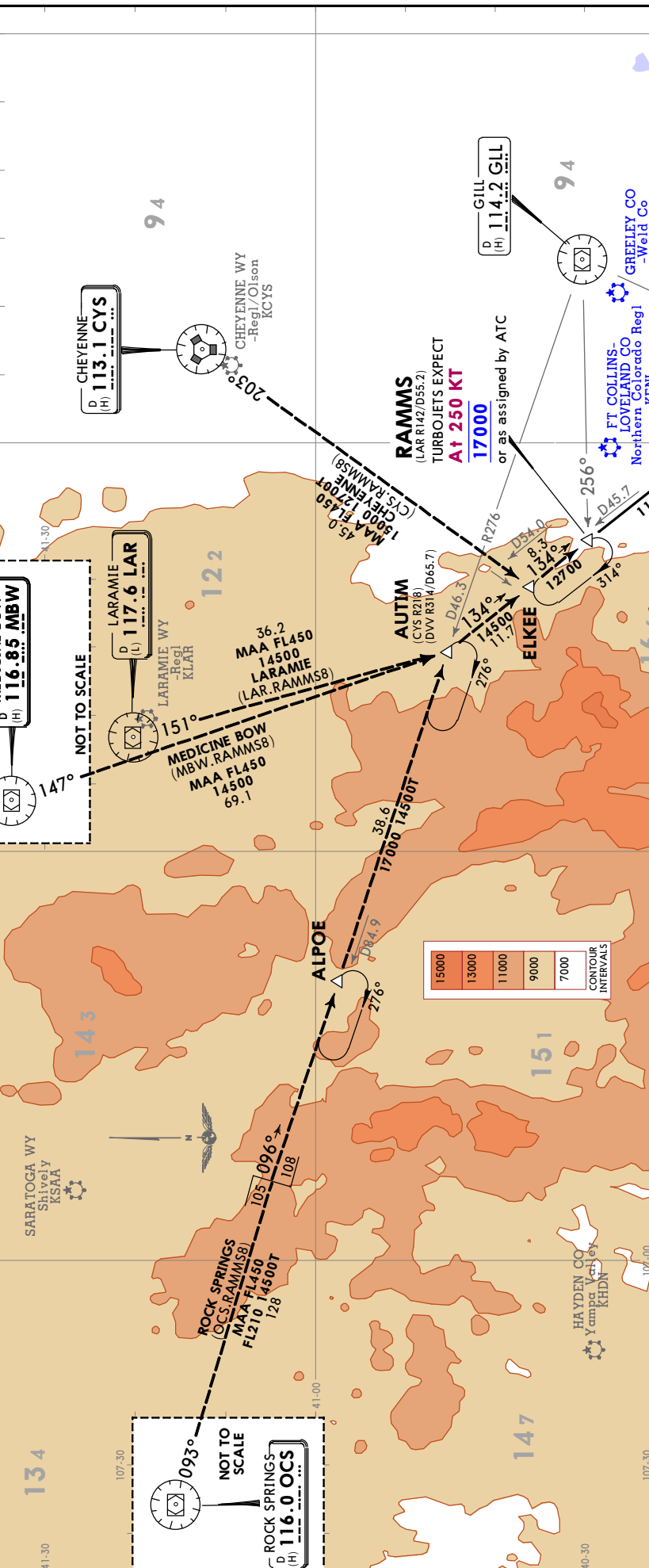
RAMMS 8 ARRIVAL
 (RAMMS.RAMMS8)
 (NORTHWEST ARRIVAL GATE)

Adjacent STAR is TOMSN arrival.

Alt Set: INCHES
 Trans level: FL180

Apt Elev
 See Graphic

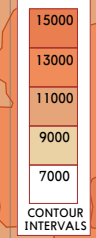
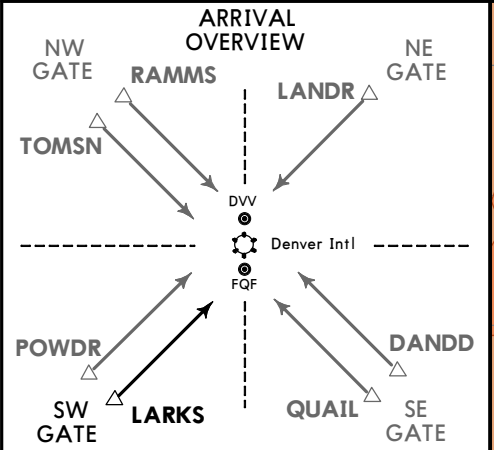
D-ATIS Arrival
 125.6



CHANGES: MBW VOR service volume & frequency.

CHANGES: Also serves removed, SAVGE Arrival removed from overview.

| | | |
|-----------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------------------|
| D-ATIS Arrival 125.6 | Apt Elev See Graphic | Alt Set: INCHES Trans level: FL180 |
| 1. RADAR required. 2. Adjacent STAR is POWDR arrival. | | |
| LARKS 2 ARRIVAL (LARKS.LARKS2) (SOUTHWEST ARRIVAL GATE) | | |
| ROUTING | | |
| From over LARKS on FQF R220 to FQF VOR. EXPECT RADAR vectors to the final approach course at or before FQF VOR. | | |



NOT TO SCALE

RED TABLE
D (H) 113.0 DBL

NOT TO SCALE

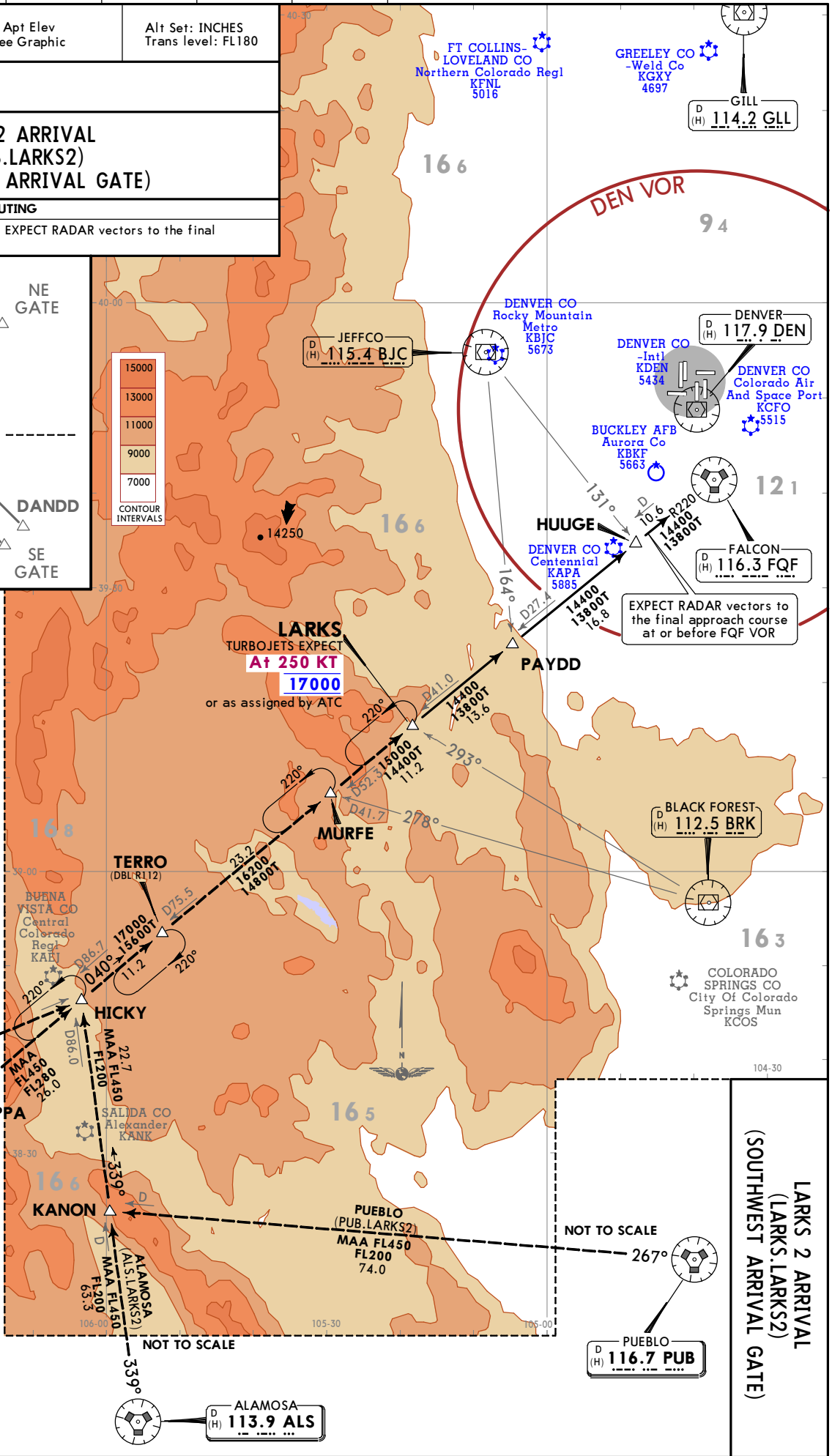
BLUE MESA
D (H) 114.9 HBU

NOT TO SCALE

BLUE MESA (HBU.LARKS2)
50.1
17000 16500T

NOT TO SCALE

RATTLESNAKE (RSK.LARKS2)
1.00
MAA FL450 FL370
D (H) 115.3 RSK



KDEN/DEN
 DENVER INTL
 20 MAR 20 (10-2B) EFF 26 MAR
 JEPPESEN DENVER, CO
 STAR

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POWDR 1 ARRIVAL (POWDR:POWDR1)
(SOUTHWEST ARRIVAL GATE)

1. DME required.
 2. Adjacent STAR is LARKS arrival.

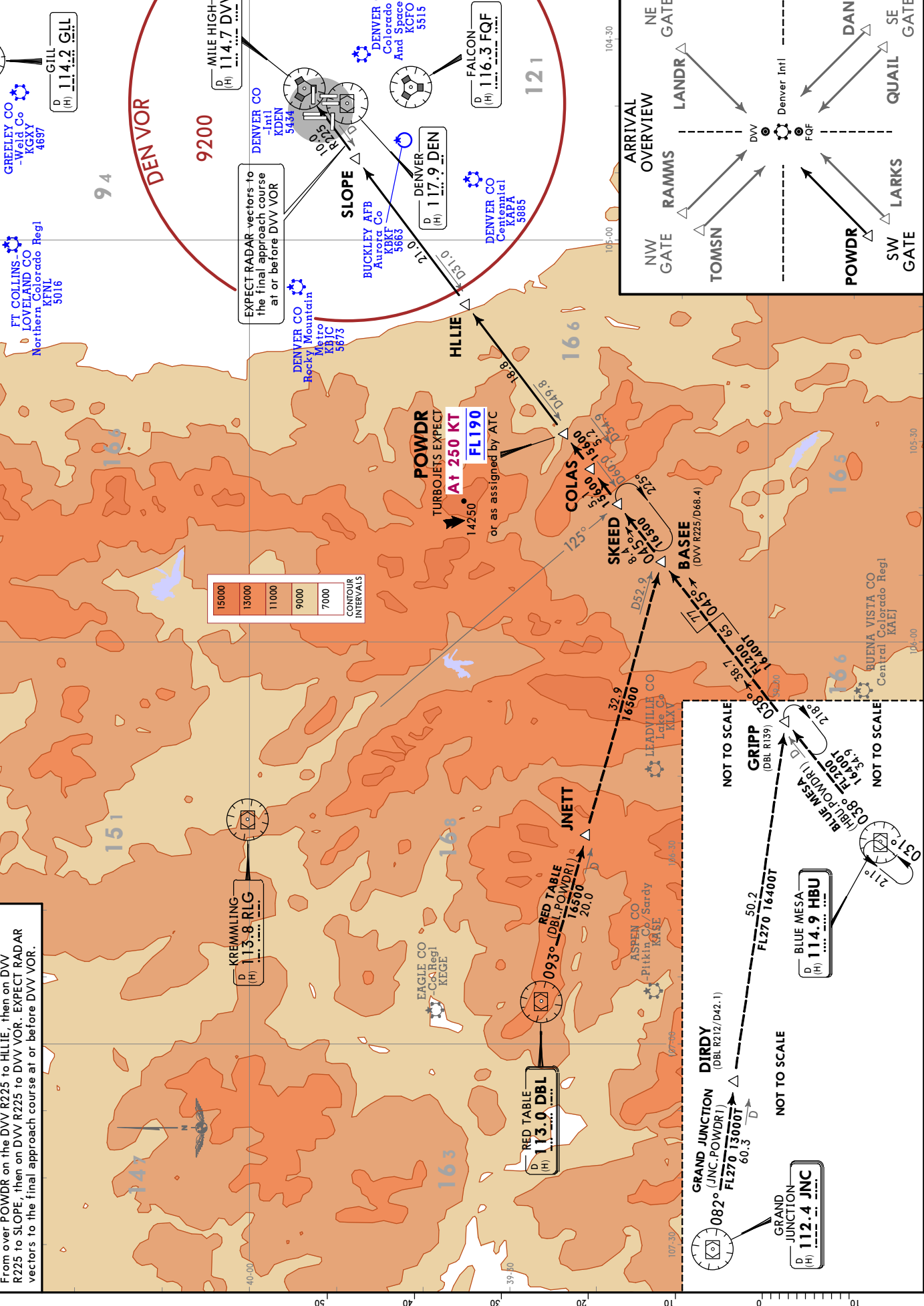
Alt Set: INCHES
 Trans level: FL180

Apt Elev
 See Graphic

D-ATIS Arrival
125.6

ROUTING

From over POWDR on the DVV R225 to HLLIE, then on DVV R225 to SLOPE, then on DVV R225 to DVV VOR. EXPECT RADAR vectors to the final approach course at or before DVV VOR.



JEPPESEN DENVER, COLO
20 MAR 20 (10-2C) Eff 26 Mar STAR

D-ATIS Arrival
125.6

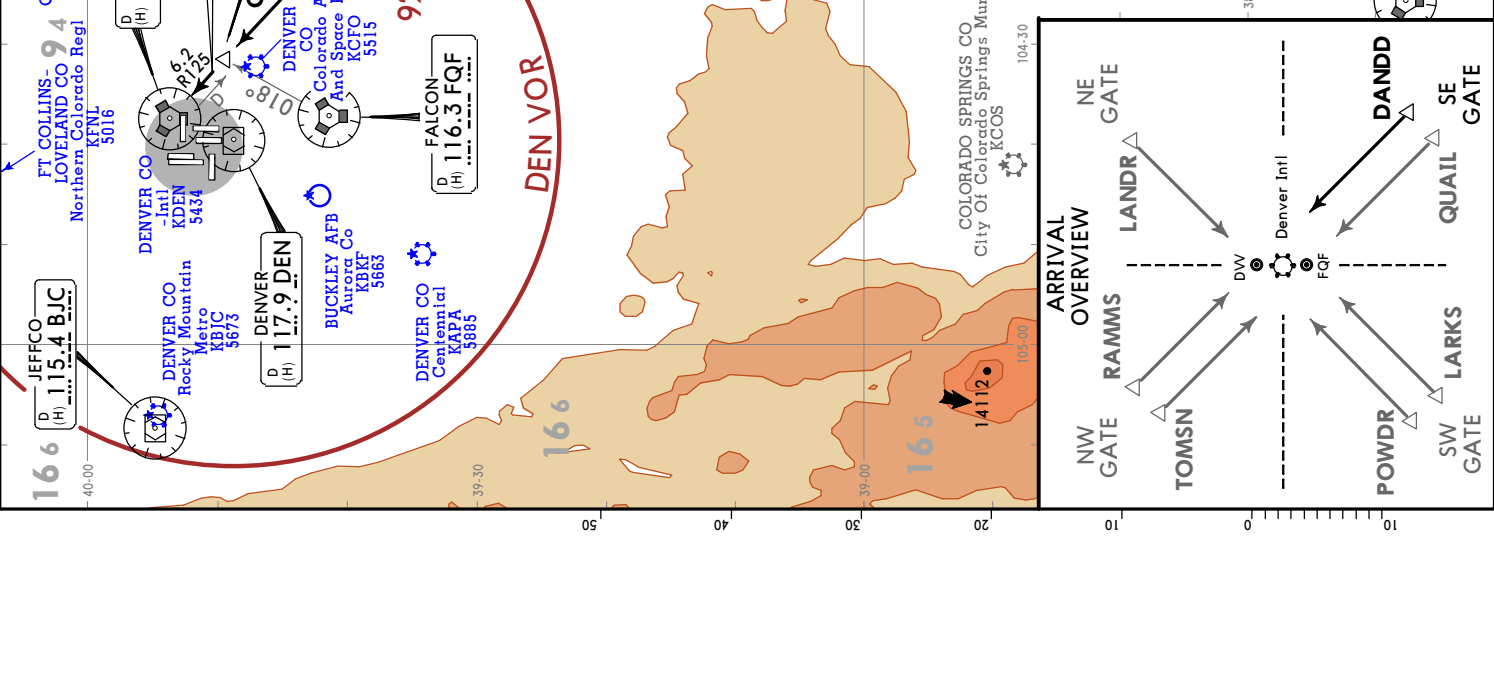
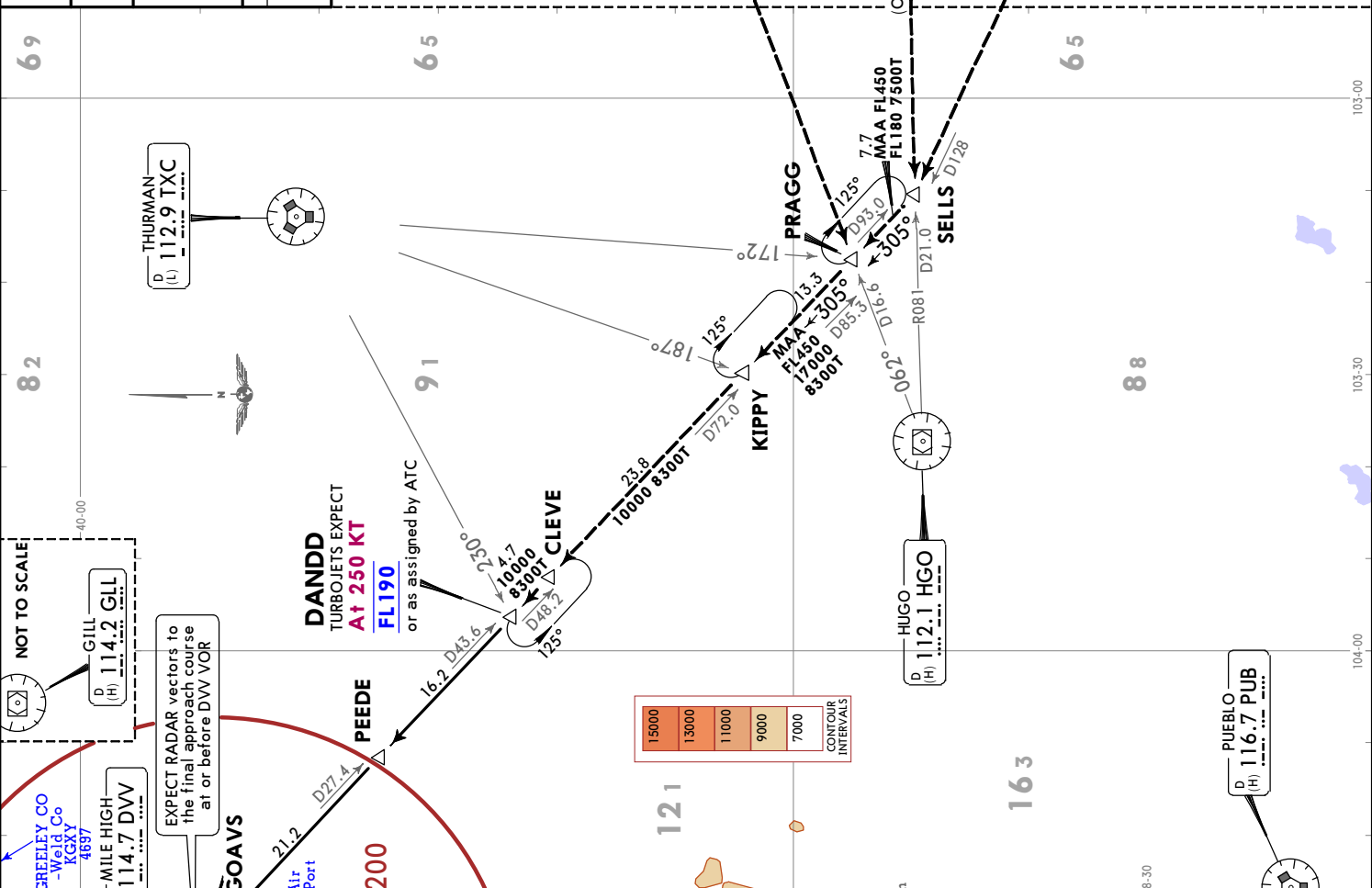
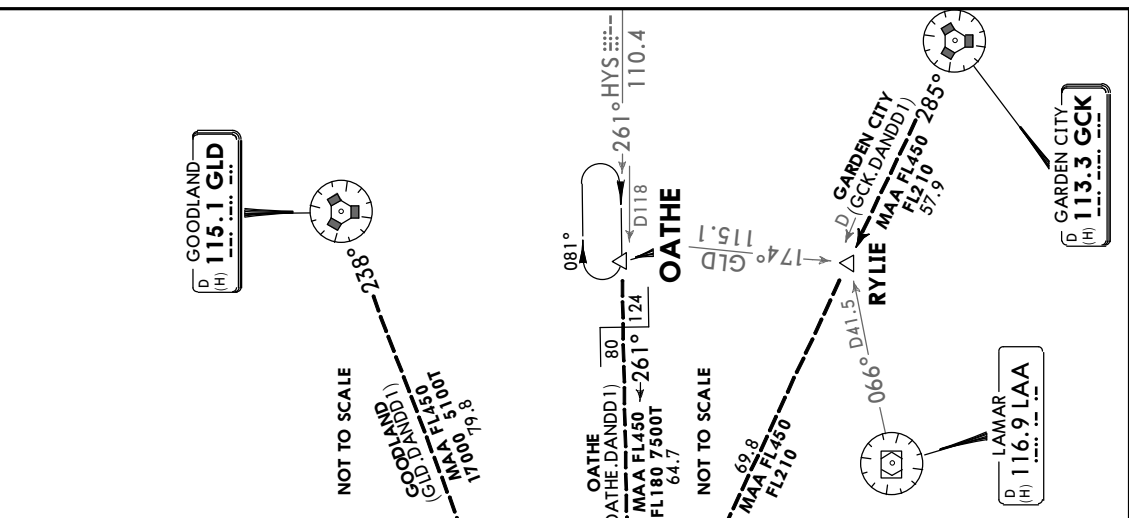
Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180

DANDD 1 ARRIVAL
(DANDD.DANDD1)
(SOUTHEAST ARRIVAL GATE)

ROUTING

From over DANDD on DVV R125 to DVV VOR. EXPECT RADAR vectors to the final approach course at or before DVV VOR.



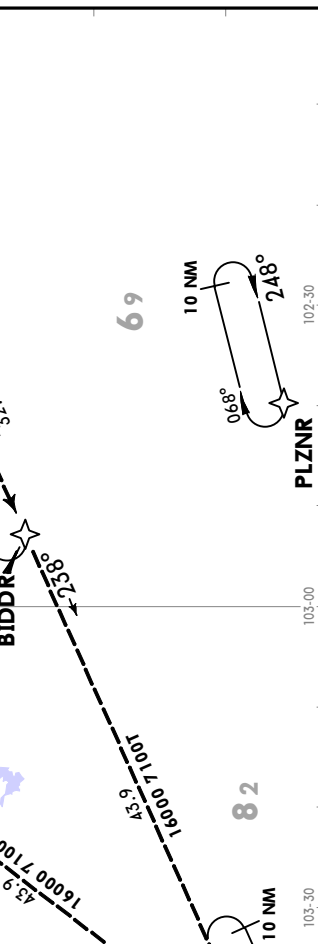
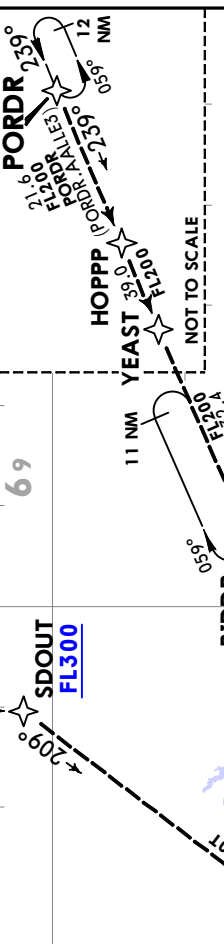
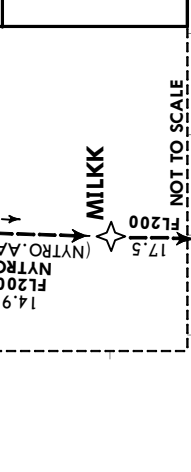
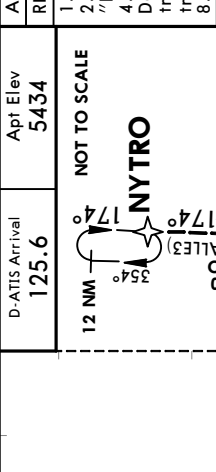
KDEN/DEN
DENVER INTL

JEPPESEN DENVER, COLO
1 OCT 21 (10-2D) Eff 7 Oct
RNAV STAR

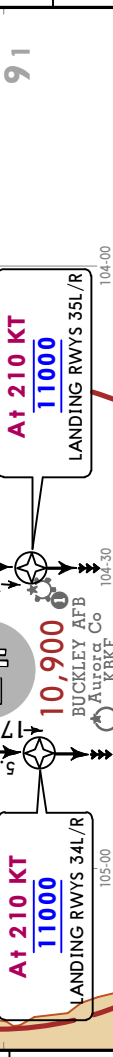
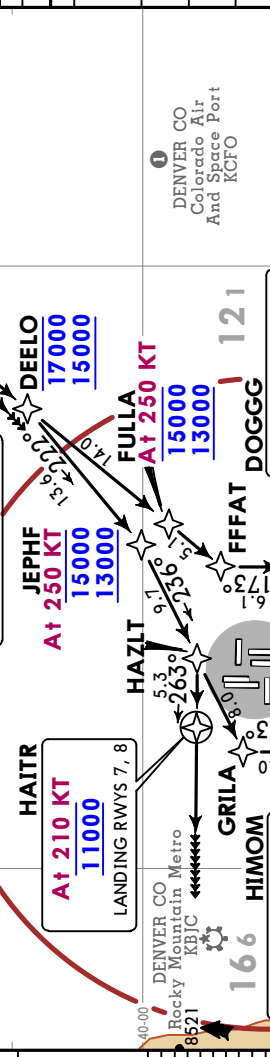
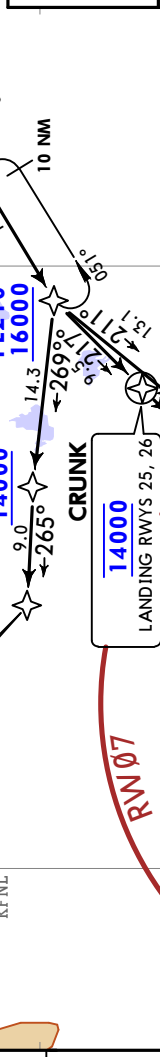
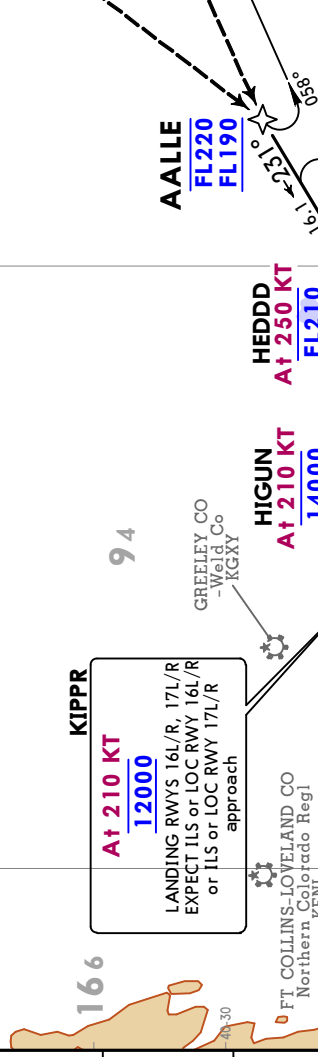
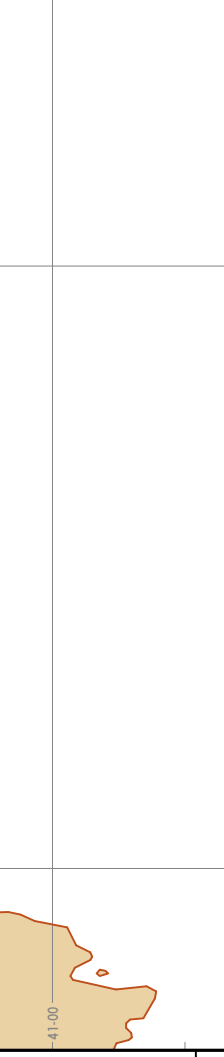
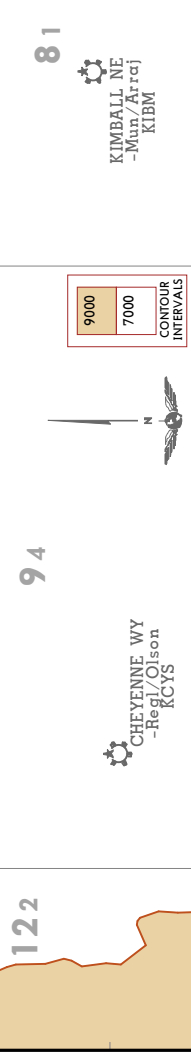
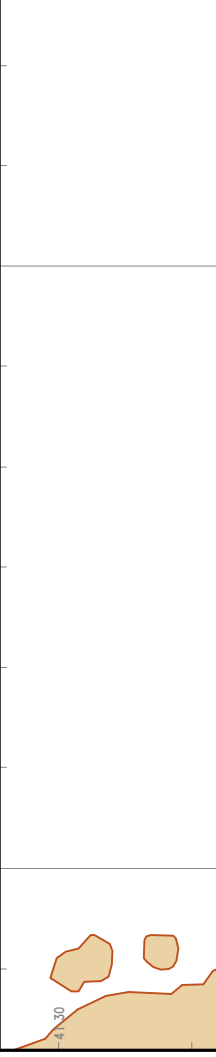
Alt Set: INCHES Trans level: FL180
 RNAV 1 - DME/DME/IRU or GPS required
 1. RADAR required for non-GPS equipped aircraft.
 2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction.
 4. EXPECT runway assignment on initial contact with Denver TRACON. 5. Landing NORTH select RWY 35R transition. 6. Landing SOUTH select RWY 17R transition. 7. Landing EAST select RWY 7 transition. 8. Landing WEST select RWY 26 transition.

AALE 3 RNAV ARRIVAL (AALE.AALLE3) (ALL RWYS)

SPEED RESTRICTION
 Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.



ROUTING
 From AALE on track 231° to cross HEDDD between 16000 and FL210.
LANDING
 RWY 7, 8
 From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000, then on track 236° to HAZLT, then on track 263° to cross HAITR at 11000, then on track 263°. EXPECT RADAR vectors to final approach course.
 RWY 16L/R
 From HEDDD on track 269° to cross HIGUN at 14000, then on track 265° to cross KIPPR at 12000. EXPECT ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach.
 RWY 25, 26
 From HEDDD on track 217° to cross CRUNK at 14000, then on track 217°. EXPECT RADAR vectors to final approach course.
 RWY 34L/R
 From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000, then on track 236° to HAZLT, then on track 236° to GRILA, then on track 173° to cross HIMOM at 11000, then on track 173°. EXPECT RADAR vectors to final approach course.
 RWY 35L/R
 From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 211° to cross FULLA between 13000 and 15000, then on track 211° to FFFAT, then on track 173° to cross DOGGG at 11000, then on track 173°. EXPECT RADAR vectors to final approach course.



JEPPESEN DENVER, COLO
1 OCT 21 (10-2F) Eff 7 Oct
RNAV STAR

D-ATIS Arrival
125.6
 Apt Elev
5434

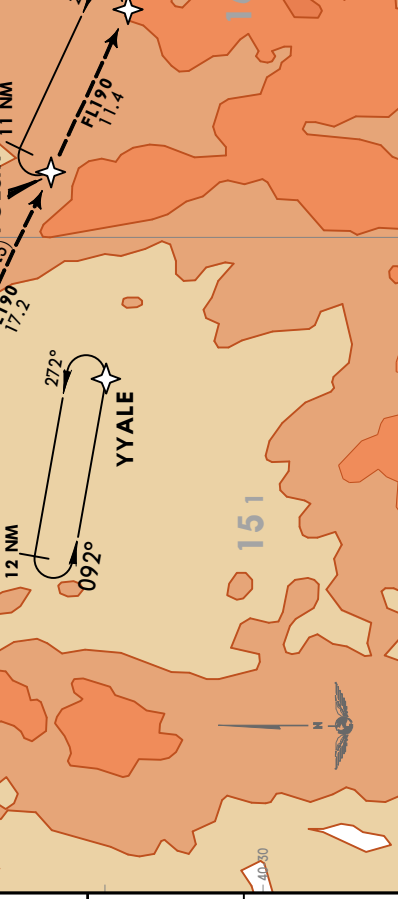
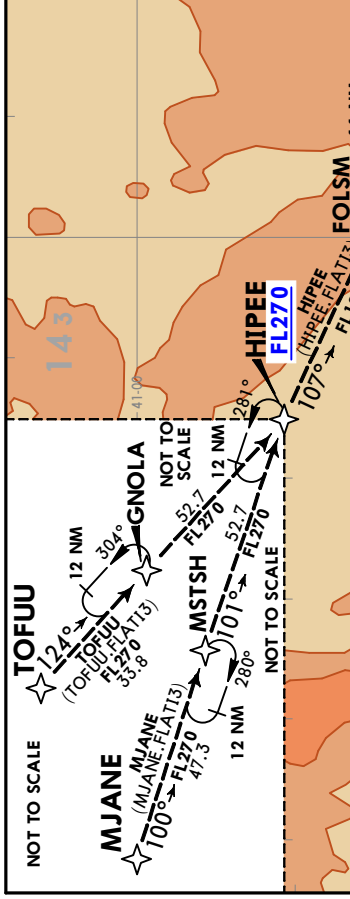
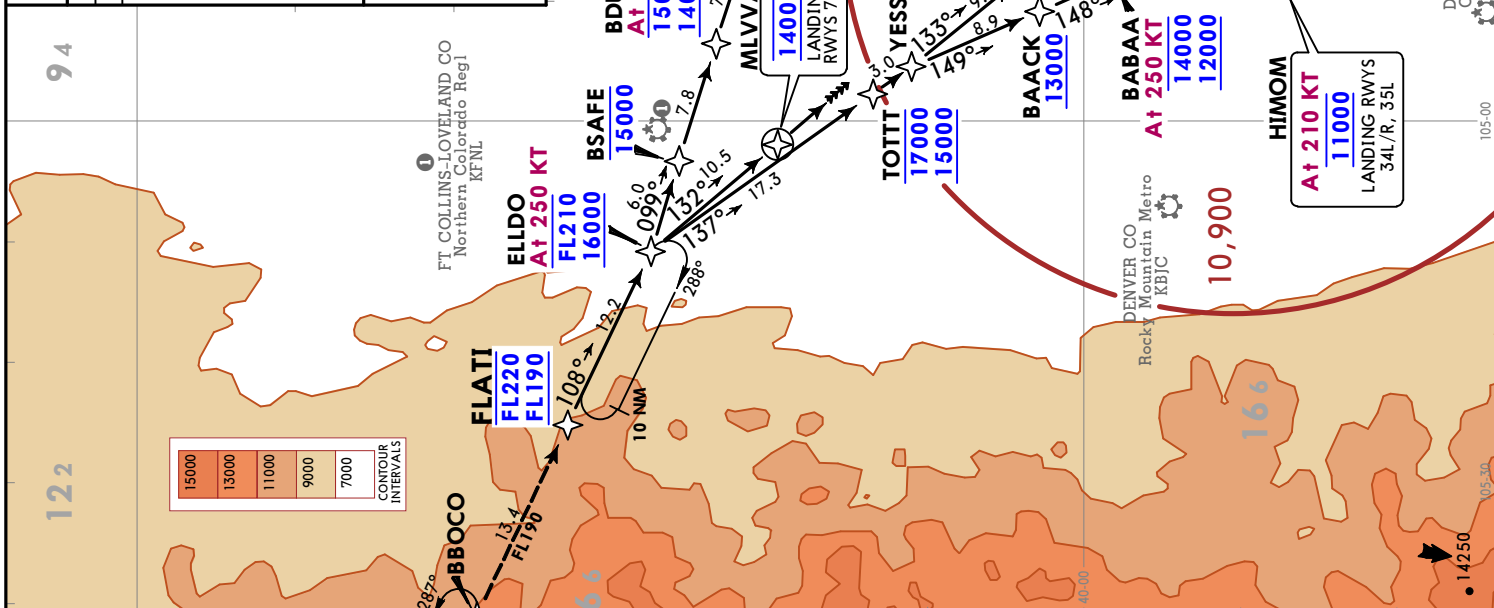
Alt Set: INCHES Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft.
2. Turbojet aircraft only.
3. Denver Center will issue "Descend via" clearance and landing direction.
4. HIPEE enroute transition: Do not file - to be assigned by ATC.
5. EXPECT runway assignment on initial contact with Denver TRACON.
6. Landing NORTH select RWY 34R transition.
7. Landing SOUTH select RWY 16R transition.
8. Landing EAST select RWY 7 transition.
9. Landing WEST select RWY 26 transition.

FLATI 3 RNAV ARRIVAL (FLATI.FLAT13) (ALL RWYS)

SPEED RESTRICTION
 Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.



ROUTING

From FLATI on track 108° to cross ELLDO between 16000 and FL210.

LANDING

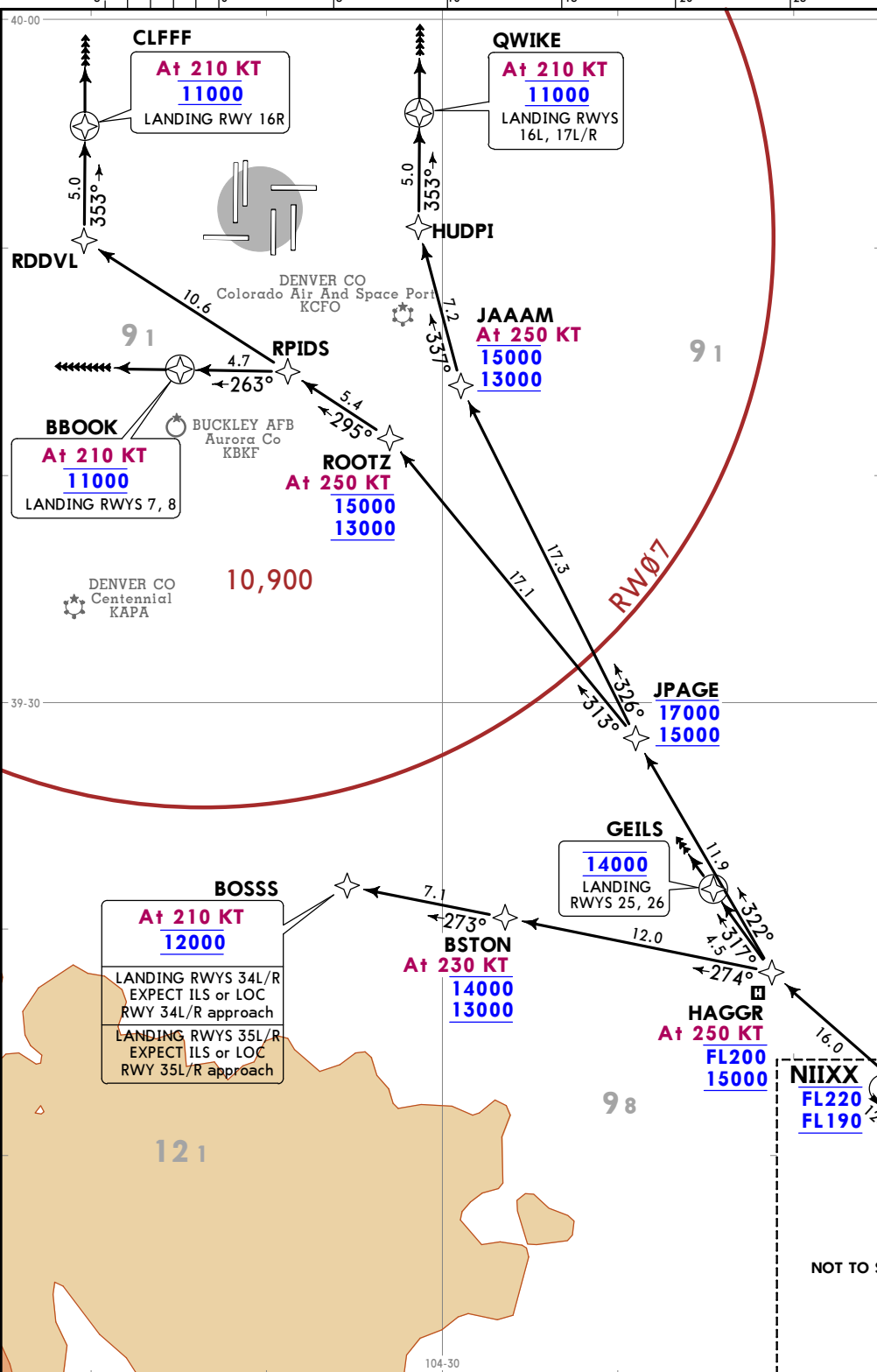
| RWY | Procedure |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7, 8 | From ELLDO on track 132° to cross MLVVA at 14000, then on track 132°. EXPECT RADAR vectors to final approach course. |
| 16L/R | From ELLDO on track 099° to cross BSFAE at or below 15000, then on track 099° to cross BDUNN between 14000 and 15000, then on track 099° to cross TSHNR at 13000. EXPECT ILS or LOC RWY 16L/R approach. |
| 17L/R | From ELLDO on track 099° to cross BSFAE at or below 15000, then on track 099° to cross BDUNN between 14000 and 15000, then on track 099° to cross TSHNR at 13000. EXPECT ILS or LOC RWY 17L/R approach. |
| 25, 26 | From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000, then on track 083°. EXPECT RADAR vectors to final approach course. |
| 34L/R 35L | From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESS, then on track 149° to cross BAACK at or above 13000, then on track 148° to cross BABAA between 12000 and 14000, then on track 173° to cross HIMOM at 11000, then on track 173°. EXPECT RADAR vectors to final approach course. |
| 35R | From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESS, then on track 133° to cross SKEWD between 13000 and 15000, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHG between 12000 and 14000, then on track 118° to FFFAT, then on track 173° to cross DOGGG at 11000, then on track 173°. EXPECT RADAR vectors to final approach course. |

LOST COMMS

In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, execute the ILS RWY 16R, when DEN is landing NORTH, execute the ILS RWY 34R.

CHANGES: Procedure revised, renumbered.

KDEN/DEN
DENVER INTL



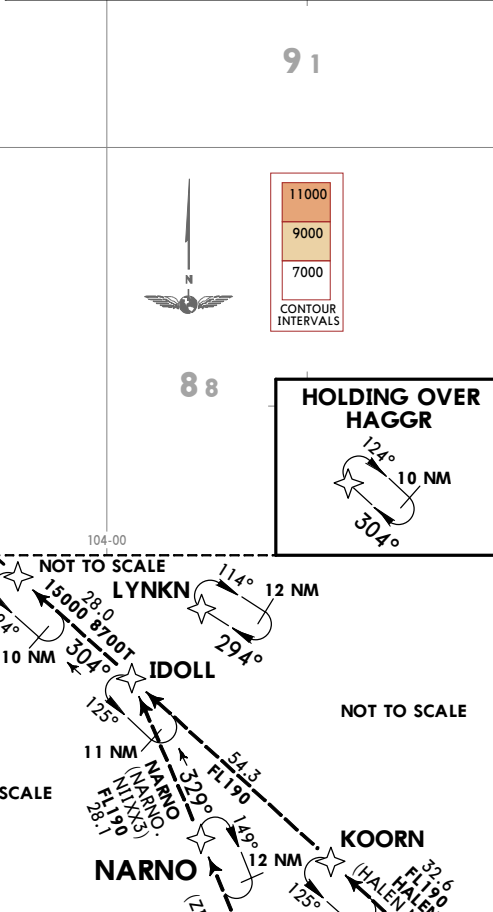
| | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------|------|
| D-ATIS Arrival | 125.6 | Apt Elev | 5434 |
| Alt Set: INCHES Trans level: FL180 | | | |
| RNAV 1 - DME/DME/IRU or GPS | | | |
| <ol style="list-style-type: none"> 1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction. 4. NARNO enroute transition: Do not file - to be assigned by ATC. 5. Landing NORTH select RWY 35R transition. 6. Landing SOUTH select RWY 17R transition. 7. Landing EAST select RWY 7 transition. 8. Landing WEST select RWY 26 transition. 9. EXPECT runway assignment on initial contact with Denver TRACON. | | | |

NIIXX 3 RNAV ARRIVAL (NIIXX.NIIXX3) (ALL RWYS)

SPEED RESTRICTION
Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

LOST COMMS
In the event of lost communications prior to runway transition assignment, when DEN is landing SOUTH, execute the ILS RWY 17R, when DEN is landing NORTH, execute the ILS RWY 35R.

| ROUTING | |
|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| From NIIXX on track 304° to cross HAGGR between 15000 and FL200. | |
| RWY | LANDING |
| 7, 8 | From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 263° to cross BBOOK at 11000, then on track 263°. EXPECT RADAR vectors to final approach course. |
| 16L 17L/R | From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 326° to cross JAAAM between 13000 and 15000, then on track 337° to HUDPI, then on track 353° to cross QWIKI at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| 16R | From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 353° to cross CLFFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| 25, 26 | From HAGGR on track 317° to cross GEILS at 14000, then on track 317°. EXPECT RADAR vectors to final approach course. |
| 34L/R | From HAGGR on track 274° to cross BSTON between 13000 and 14000, then on track 273° to cross BOSS at 12000. EXPECT ILS or LOC RWY 34L/R approach. |
| 35L/R | From HAGGR on track 274° to cross BSTON between 13000 and 14000, then on track 273° to cross BOSS at 12000. EXPECT ILS or LOC RWY 35L/R approach. |



| |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| From NIIXX on track 304° to cross HAGGR between 15000 and FL200. |
| From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 263° to cross BBOOK at 11000, then on track 263°. EXPECT RADAR vectors to final approach course. |
| From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 326° to cross JAAAM between 13000 and 15000, then on track 337° to HUDPI, then on track 353° to cross QWIKI at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000, then on track 295° to RPIDS, then on track 353° to cross CLFFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| From HAGGR on track 317° to cross GEILS at 14000, then on track 317°. EXPECT RADAR vectors to final approach course. |
| From HAGGR on track 274° to cross BSTON between 13000 and 14000, then on track 273° to cross BOSS at 12000. EXPECT ILS or LOC RWY 34L/R approach. |
| From HAGGR on track 274° to cross BSTON between 13000 and 14000, then on track 273° to cross BOSS at 12000. EXPECT ILS or LOC RWY 35L/R approach. |

JEPPesen DENVER, COLO
1 OCT 21 10-2K EFF 7 Oct
RNAV STAR

KDEN/DEN
DENVER INTL

JEPPESEN
1 OCT 21 (10-2L) Eff 7 Oct

DENVER, COLO
RNAV STAR

SSKII 3 RNAV ARRIVAL (SSKII.SSKI13)
(ALL RWYS)

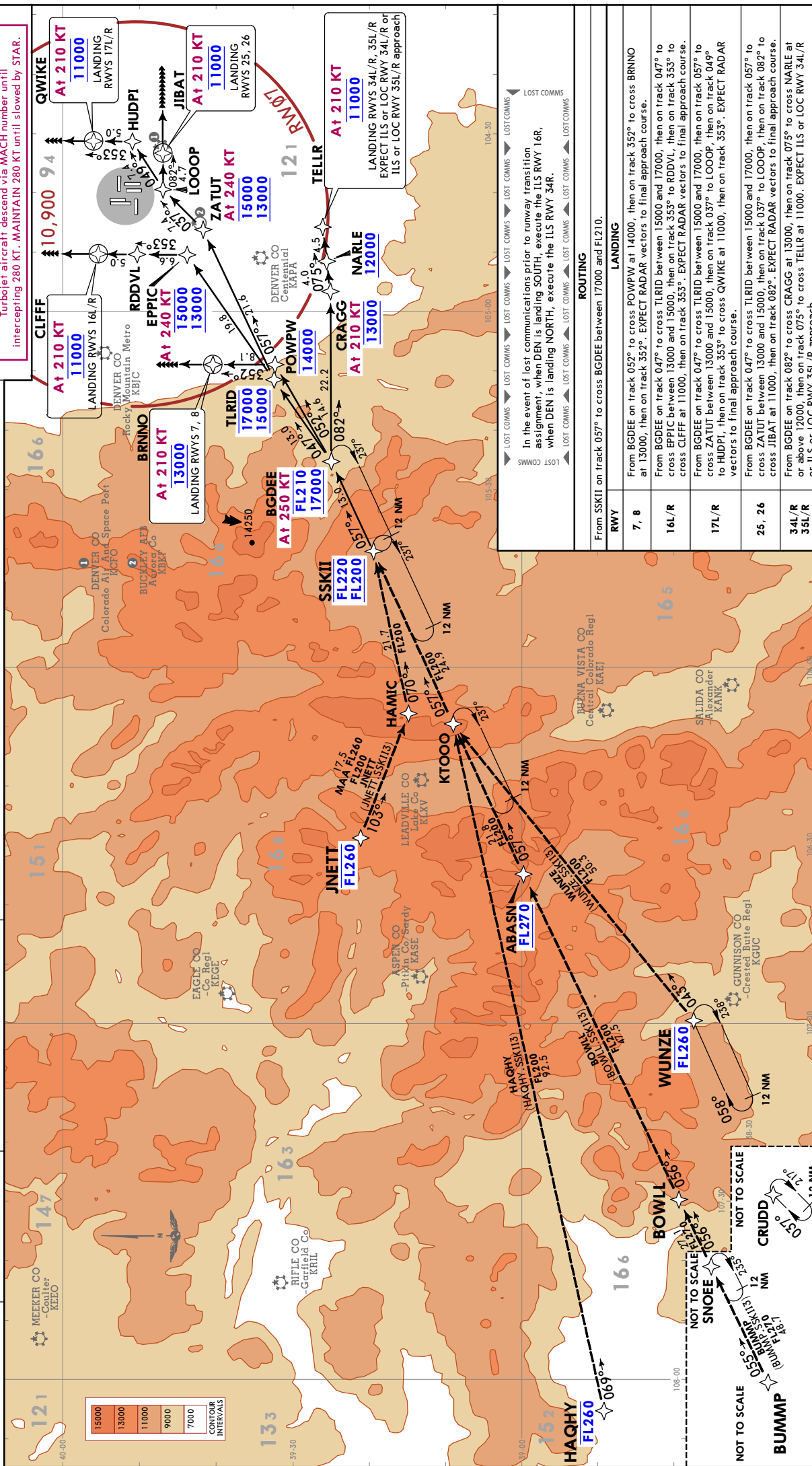
1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction. 4. EXPECT runway assignment on initial contact with Denver TRACON. 5. BOWLL enroute transition: Do not file - to be assigned by ATIS.
6. Landing NORTH select Rwy 34R transition. 7. Landing SOUTH select Rwy 16R transition.
8. Landing EAST select Rwy 7 transition. 9. Landing WEST select Rwy 26 transition.

D-ATIS Arrival
125.6

Apt Elev
5434

Alt Set: INCHES Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS



CLIFF
At 210 KT
11000
LANDING RWYS 16L/R

BRNINO
At 210 KT
13000
LANDING RWYS 7, 8

TLRID
17000
15000

BGDEE
At 250 KT
FL210
17000

SSKII
FL220
FL200

JNETT
FL260

HAGHY
FL260

QWIKI
At 210 KT
11000
LANDING RWYS 17L/R

LOOOP
At 210 KT
11000
LANDING RWYS 25, 26

ZATUT
At 240 KT
15000
13000

POWPW
14000

CRAGG
At 210 KT
13000

NARLE
12000

TELLR
At 210 KT
11000
LANDING RWYS 34L/R, 35L/R
EXPECT ILS or LOC Rwy 34L/R or ILS or LOC Rwy 35L/R approach

HUDPI
At 210 KT
11000
LANDING RWYS 25, 26

JIBAT
At 210 KT
11000
LANDING RWYS 25, 26

CRAGG
At 210 KT
13000

NARLE
12000

TELLR
At 210 KT
11000
LANDING RWYS 34L/R, 35L/R
EXPECT ILS or LOC Rwy 34L/R or ILS or LOC Rwy 35L/R approach

TELLR
At 210 KT
11000
LANDING RWYS 34L/R, 35L/R
EXPECT ILS or LOC Rwy 34L/R or ILS or LOC Rwy 35L/R approach

TELLR
At 210 KT
11000
LANDING RWYS 34L/R, 35L/R
EXPECT ILS or LOC Rwy 34L/R or ILS or LOC Rwy 35L/R approach

| ROUTING | |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RWY | LANDING |
| 7, 8 | From BGDEE on track 052° to cross POWPW at 14000, then on track 352° to cross BRNNO at 13000, then on track 352°. EXPECT RADAR vectors to final approach course. |
| 16L/R | From BGDEE on track 047° to cross TLRID between 15000 and 17000, then on track 047° to cross EPPIC between 13000 and 15000, then on track 353° to RDDL, then on track 353° to cross CLIFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| 17L/R | From BGDEE on track 047° to cross TLRID between 15000 and 17000, then on track 057° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 049° to HUDPI, then on track 353° to cross QWIKI at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| 25, 26 | From BGDEE on track 047° to cross TLRID between 15000 and 17000, then on track 057° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 082° to cross JIBAT at 11000, then on track 082°. EXPECT RADAR vectors to final approach course. |
| 34L/R 35L/R | From BGDEE on track 082° to cross CRAGG at 13000, then on track 075° to cross NARLE at or above 12000, then on track 075° to cross TELLR at 11000. EXPECT ILS or LOC Rwy 34L/R or ILS or LOC Rwy 35L/R approach. |

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CHANGES: Procedure revised, renumbered.

JEPPESEN
1 OCT 21 (10-2M) Eff 7 Oct

DENVER, COLO
RNAV STAR

KDEN/DEN
DENVER INTL

TBARR 3 RNAV ARRIVAL (TBARR.TBARR3)
(ALL RWYS)

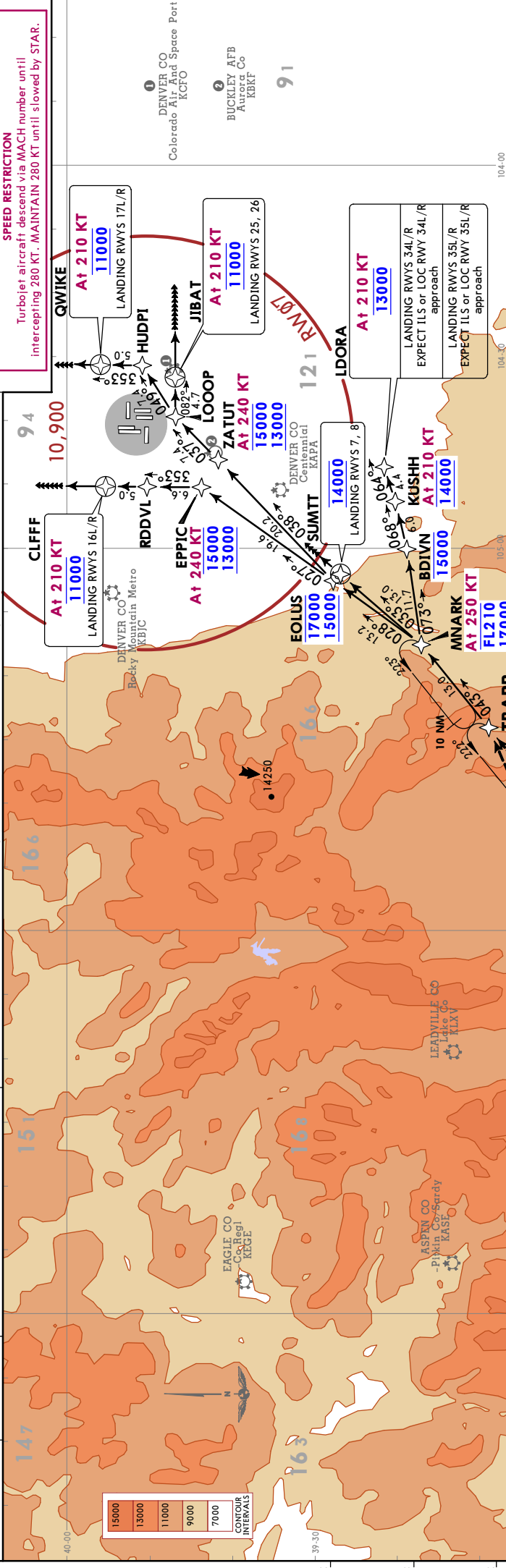
D-ATIS Arrival
125.6

Apt Elev
5434

Alt Set: INCHES Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS

1. RADAR required for non-GPS equipped aircraft. 2. Turbojet aircraft only. 3. Denver Center will issue "Descend via" clearance and landing direction. 4. EXPECT runway assignment on initial contact with Denver TRACON. 5. BBRRO and NVVER enroute transitions: Do not file - to be assigned by ATC. 6. Landing NORTH select Rwy 34R transition. 7. Landing SOUTH select Rwy 16R transition. 8. Landing EAST select Rwy 7 transition. 9. Landing WEST select Rwy 26 transition.



SPEED RESTRICTION
Turbojet aircraft descend via MACH number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

ROUTING

| RWY | From TBARR on track 043° to cross MNNARK between 17000 and FL210. |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7, 8 | LANDING From MNNARK on track 033° to cross SUMMIT at 14000, then on track 033°. EXPECT RADAR vectors to final approach course. |
| 16L/R | From MNNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 027° to cross EPPIC between 13000 and 15000, then on track 353° to RDDVL, then on track 353° to cross CLIFF at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| 17L/R | From MNNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 038° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 049° to HUDPI, then on track 353° to cross QWUIKE at 11000, then on track 353°. EXPECT RADAR vectors to final approach course. |
| 25, 26 | From MNNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 038° to cross ZATUT between 13000 and 15000, then on track 037° to LOOOP, then on track 082° to cross JIBAT at 11000, then on track 082°. EXPECT RADAR vectors to final approach course. |
| 34L/R | From MNNARK on track 073° to cross BDIVN at or below 15000, then on track 068° to cross KUSHH at 14000, then on track 064° to cross LDORA at 13000. EXPECT ILS or LOC Rwy 34L/R approach. |
| 35L/R | From MNNARK on track 073° to cross BDIVN at or below 15000, then on track 068° to cross KUSHH at 14000, then on track 064° to cross LDORA at 13000. EXPECT ILS or LOC Rwy 35L/R approach. |

KDEN/DEN DENVER INTL DENVER, COLO

JEPPESEN EFF 26 MAR 20 MAR 20 10-3 SID

| DENVER Departure (R) | | Apt Elev See Graphic | | Trans alt: 18000 RADAR required. | |
|----------------------|--------|----------------------|-------|----------------------------------|-------|
| North | East | West | South | 128.45 | 126.1 |
| 127.05 | 128.25 | 128.45 | 126.1 | | |

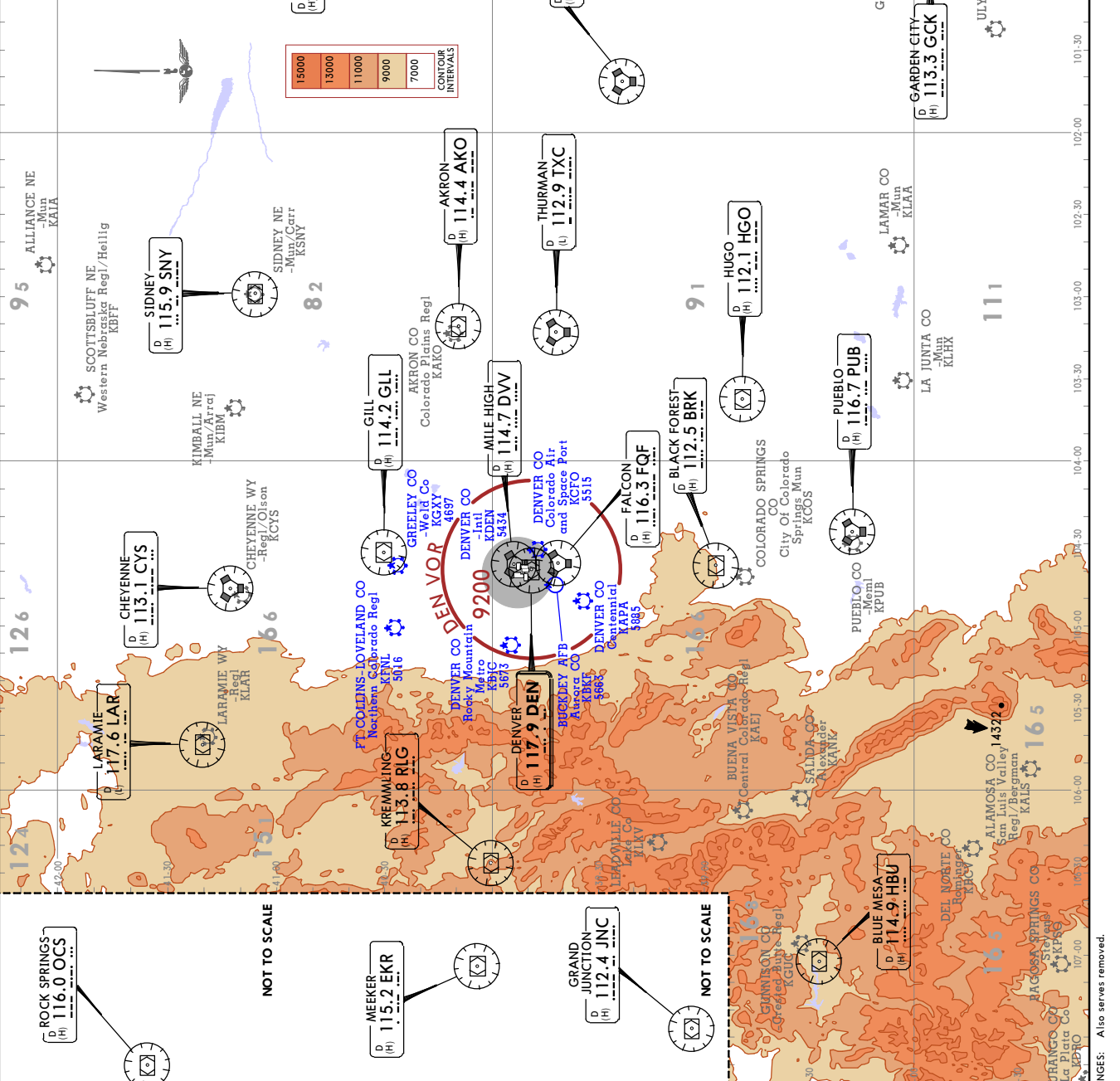
DENVER 2 DEPARTURE

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart); All Rwys: Standard (or lower than standard, if authorized).

| INITIAL CLIMB | TOP ALTITUDE |
|---------------|--------------|
| | 10000 |

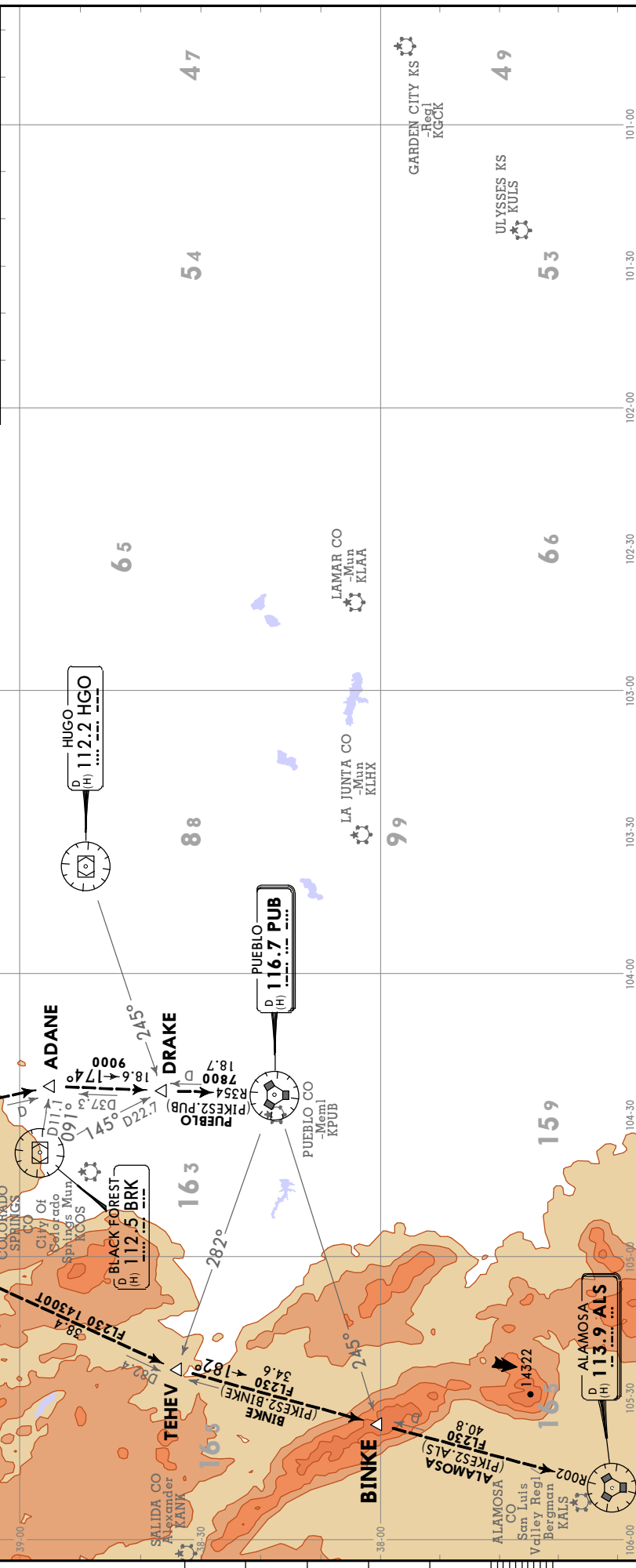
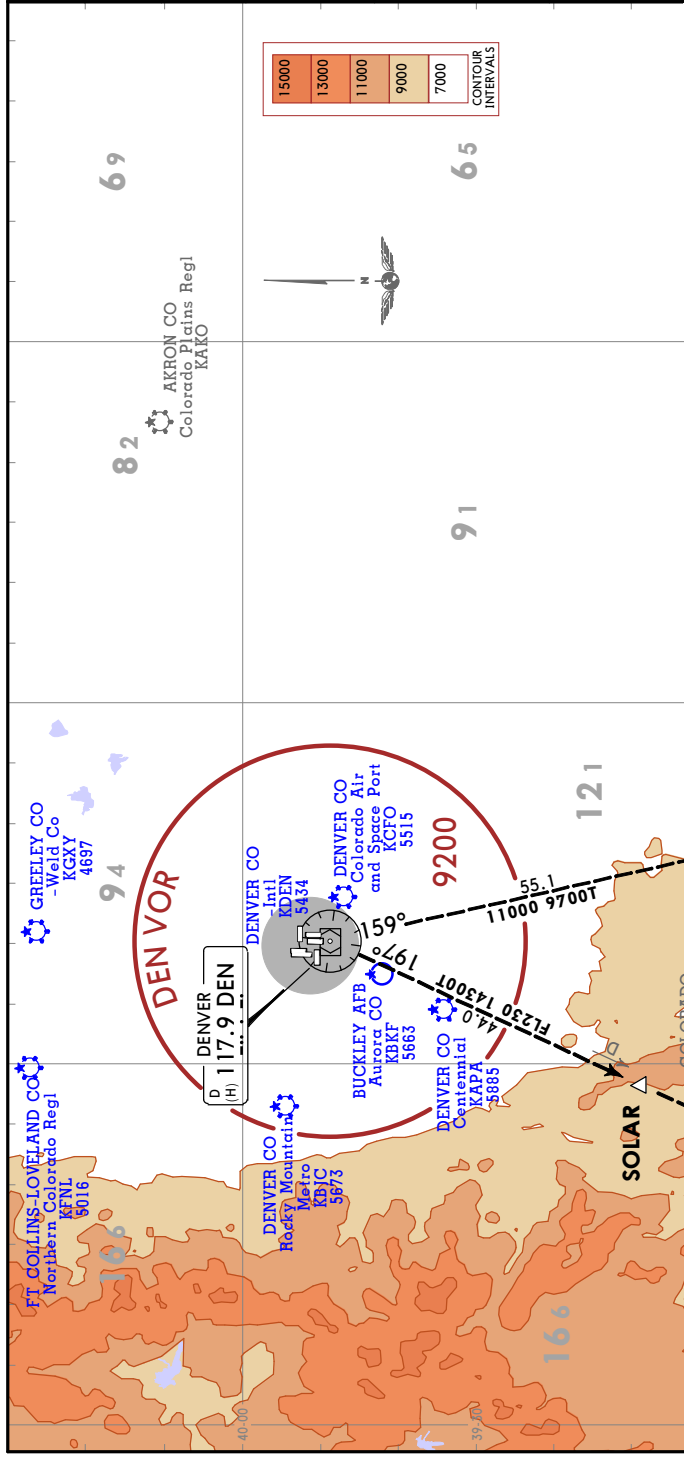
All Rwys: Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000 or ATC assigned lower altitude. EXPECT filed altitude 10 minutes after departure.



RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)

1. PREFLIGHT: Upon review of initial clearance, consider the following:
 - a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.
 - b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.
 - c. Advise ATC if unable to meet any speed requirements or crossing restrictions on the SID.
2. BEFORE TAKEOFF:
 - a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.
 - b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.
3. LINE UP/TAKEOFF:
 - a. EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE _____ GROUND) OR A HEADING. Additionally, ATC may be assigning both on the same frequency.
 - b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.
 - c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.
 - d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."
4. AFTER TAKEOFF:
 - a. If assigned an "RNAV off the ground" takeoff clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.
 - b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.
 - c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.
5. SPECIFIC INFORMATION: Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DENVER Departure (R) 128.45 | Apt Elev See Graphic |
| Trans alt: 18000 RADAR required. | |
| (SOUTH) | |
| PIKES 2 DEPARTURE (PIKES2.DEN) | |
| TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (10-30B1). | |
| This SID requires takeoff minimums (for standard minimums, refer to airport chart): All Rwys: Standard (or lower than standard, if authorized). | |
| LOST COMMS > LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST | LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST ▲ If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude via direct DEN VOR, then via assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000. LOST COMMS > LOST COMMS > LOST |
| INITIAL CLIMB | TOP ALTITUDE |
| All Rwys: Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000 or ATC assigned lower altitude. EXPECT filed altitude 10 minutes after departure. | 10000 |



JEPPESEN
 20 MAR 20 (10-3D) Eff 26 Mar
DENVER, COLO
SID

(WEST)
ROCKIES 5 DEPARTURE
(ROCK15.DEN)

▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS
 If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000, then climb to filed altitude direct DEN VOR, then on assigned transition. If filed altitude is above 10000, cross DEN VOR at or above 11000.
 ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 All Rwys: Standard (or lower than standard, if authorized).

| INITIAL CLIMB | TOP ALTITUDE |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| All Rwys: Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000 or ATC assigned lower altitude. EXPECT filed altitude 10 minutes after departure. | 10000 |

Apt Elev
 See Graphic

DENVER Departure (R)
 126.1

Trans alt: 18000
 RADAR required.

GREENEY CO
 -Weld Co
 KGXY
 4697

FT COLLINS, COLORADO CO
 Northern Colorado Regl
 KFNJ
 5016

DENVER
 (H) 117.9 DEN

DENVER CO
 Rocky Mountain DENVER
 Metro
 KBIC
 5673

DENVER CO
 Colorado Air
 And Space Port
 KCFO
 5515

DENVER CO
 Central
 KAPA
 3885

DENVER CO
 KDN
 5434

94

KREMLING
 (ROCK15.RIG)
 (H) 113.8 RIG

ZIMMER
 (H) 117.9 DEN

CONNR
 (H) 113.0 DBL

BAYLR
 (H) 114.9 HBU

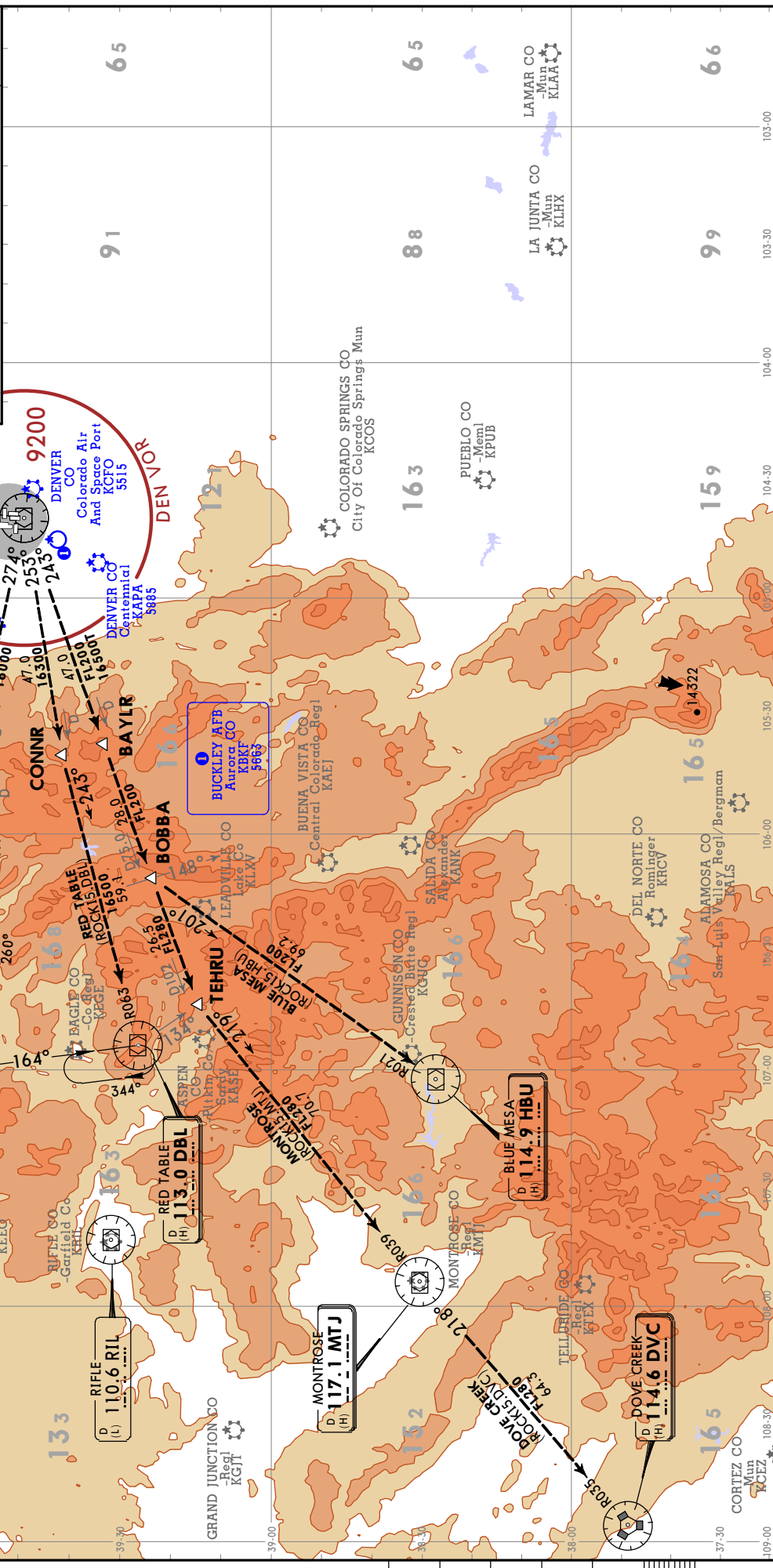
BOBBA
 (H) 117.1 MTJ

TEHRU
 (H) 114.6 DVC

BLUE MESA
 (H) 114.9 HBU

MONROSE
 (H) 117.1 MTJ

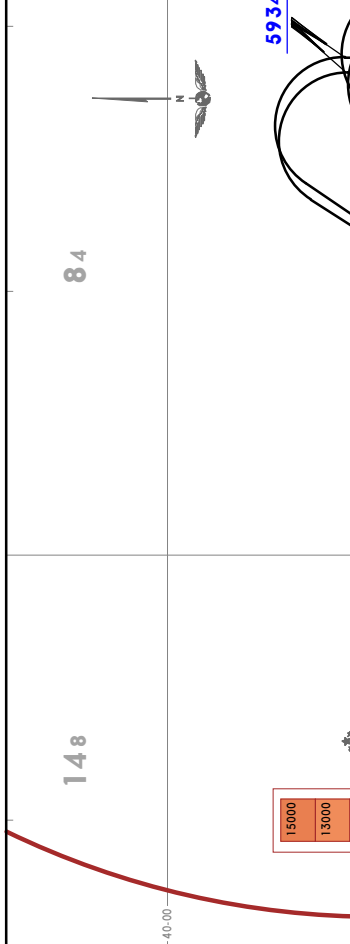
DOVE CREEK
 (H) 114.6 DVC



JEPPESEN DENVER, COLO
 20 MAR 20 (10-3E) Eff 26 Mar RNAV SID

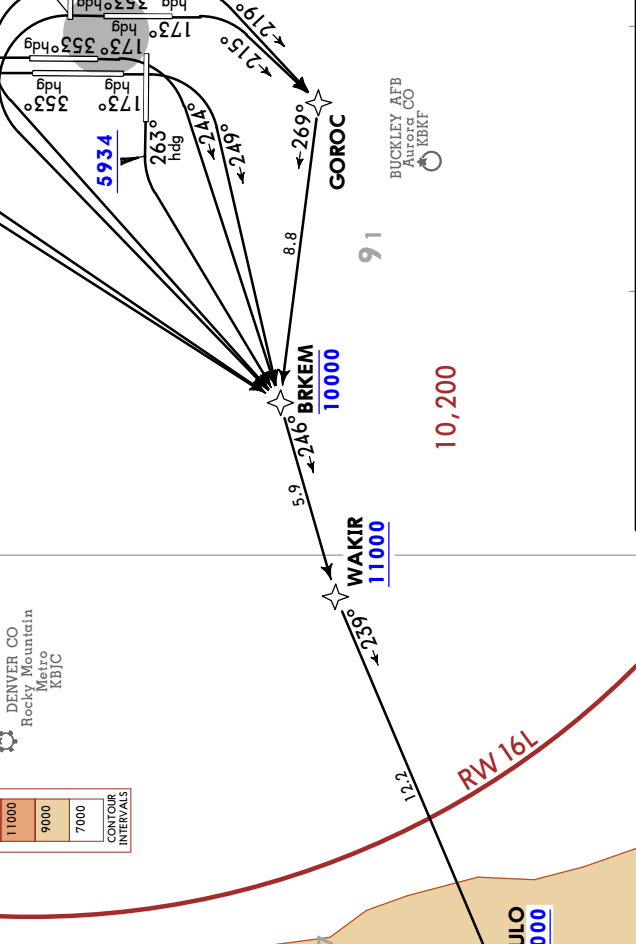
KDEN/DEN
 DENVER INTL

DENVER Departure (R)
 126.1
 Apt Elev
 5434
 Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required.
 5. Takeoff Rws 16L/R, 17L/R, 25, 34L/R, 35L/R:
 RADAR required for non-GPS equipped aircraft.
 6. See additional requirements on AAUP (Attention
 All Users Page).
BAYLR 6 RNAV DEPARTURE
(BAYLR6.BAYLR)
SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching
 10000. If slower speed is required to meet crossing
 restrictions, advise clearance delivery prior to taxi.



| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC. EXPECT vectors to cross WAKIR at or above 11000. | FL230 |
| 16L | Climb heading 173° to intercept course 244° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000. | |
| 16R | Climb on heading 173° to intercept course 249° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000. | |
| 17L | Climb on heading 173° to intercept course 219° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000. | |
| 17R | Climb on heading 173° to intercept course 215° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000. | |
| 25 | Climb on heading 263° to 5934, then climbing LEFT turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000. | |
| 34L/R, 35L/R | Climb on heading 353° to 5934, then climbing LEFT turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000. | |

ROUTING
 From WAKIR on track 239° to cross TUULO at or above 14000, then on track 239° to HILTON, then on track 239° to cross MTSUI at or above 16000, then on track 239° to cross BAYLR at or above 17000. Then on transition MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.



TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized).
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 230 per NM to 16500.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420 per NM to 5934, then minimum climb of 235 per NM to 16500.
 Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934, then minimum climb of 225 per NM to 16500.
 Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 5934, then minimum climb of 230 per NM to 16500.
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410 per NM to 5934, then minimum climb of 245 per NM to 16500.
 Rwy 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 230 per NM to 16500.

| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---------------|-----|-----|------|------|------|------|
| 225 per NM | 281 | 375 | 563 | 750 | 938 | 1125 |
| 230 per NM | 288 | 383 | 575 | 767 | 958 | 1150 |
| 235 per NM | 294 | 392 | 588 | 783 | 979 | 1175 |
| 245 per NM | 306 | 408 | 613 | 817 | 1021 | 1225 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 410 per NM | 513 | 683 | 1025 | 1367 | 1708 | 2050 |
| 420 per NM | 525 | 700 | 1050 | 1400 | 1750 | 2100 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |
| 460 per NM | 575 | 767 | 1150 | 1533 | 1917 | 2300 |

NOT TO SCALE
 BLUE MESA (BAYLR6.HBU) 1190 6100T FL190 16800T
 BOBBA 17000
 BAYLR6.HBU 1190 6100T
 TEHRU 1190 6100T
 BLUE MESA (BAYLR6.HBU) 114.9 HBU
 BLUE MESA (BAYLR6.HBU) 114.9 HBU
 FL190 16800T
 NOT TO SCALE
 BLUE MESA (BAYLR6.HBU) 114.9 HBU
 FL190 16800T
 NOT TO SCALE
 BLUE MESA (BAYLR6.HBU) 114.9 HBU
 FL190 16800T

CHANGES: New procedure at this airport.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then climbing LEFT turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 020° to cross VELAA at or above 16000, then on track 020° to cross YOKES at or above 17000. | FL230 |
| 16L/R, 17L/R | Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross YOKES at or above 17000. | |
| 25 | Climb on heading 263° to 5934, then climbing RIGHT turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 042° to cross ELCEE at or above 16000, then on track 042° to cross YOKES at or above 17000. | |
| 34L | Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 025° to cross YOKES at or above 17000. | |
| 34R | Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000. | |
| 35L | Climb on heading 353° to intercept course 342° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000. | |
| 35R | Climb on heading 353° to intercept course 338° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000. | |

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rwy 16L/R, 17L/R RADAR required. 5. Takeoff Rwy 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).

DENVER Departure (R) **127.05** Apt Elev **5434**

CHUWY 1 RNAV DEPARTURE (CHUWY1.CHUWY)

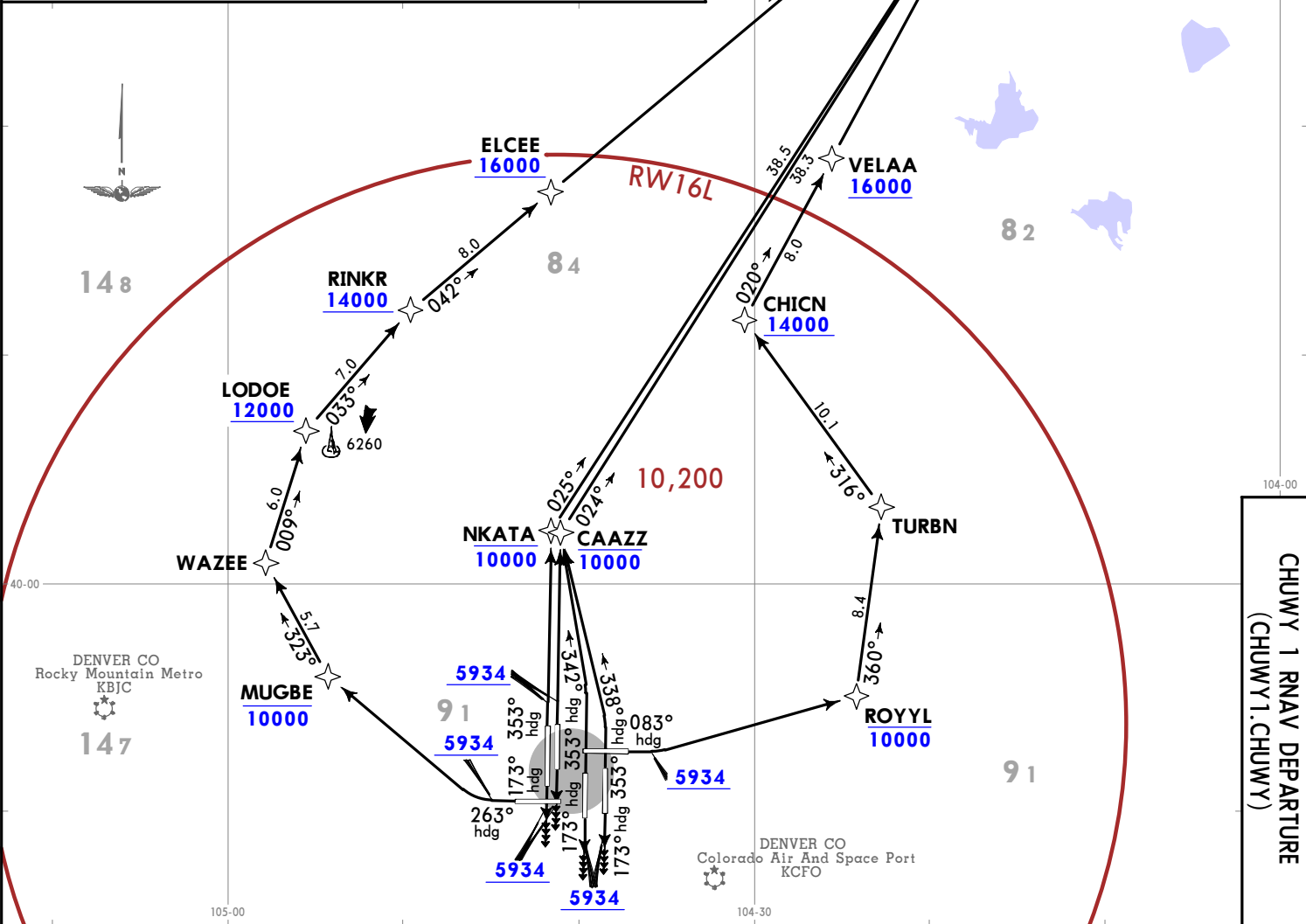
SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

ROUTING
 From YOKES on track 039° to LNGWD, then on track 040° to CHUWY. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rwy 16L/R, 17L/R: Standard (or lower than standard, if authorized).
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934.
 Rwy 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |
| 465 per NM | 581 | 775 | 1163 | 1550 | 1938 | 2325 |



KDEN/DEN DENVER INTL
 20 MAR 20 10-3F EFF 26 Mar
 JEPPESEN
 CHUWY 1 RNAV DEPARTURE (CHUWY1.CHUWY)
 DENVER, CO RNAV SID

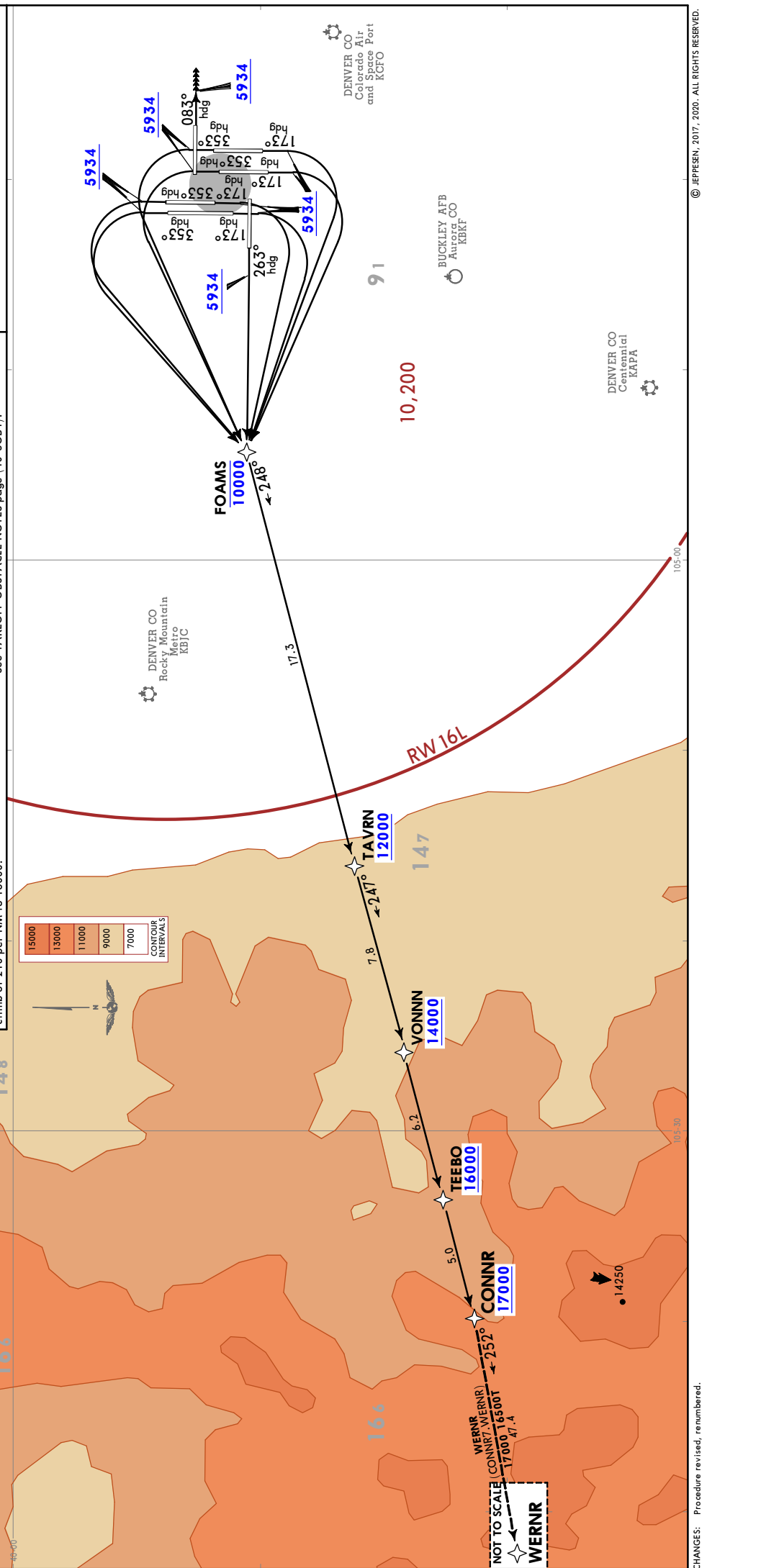
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| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Denver Departure (R) 126.1 | Apt Elev 5434 |
| Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Takeoff Rwy 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Takeoff Rwy 8: RADAR required. 6. See additional requirements on AAUP (Attention All Users Page). | |

| | | | | | | |
|-----------------------------------------------------------------------------------------------------|-----|-----|------|------|------|------|
| Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb 400 per NM to 5934. | 75 | 100 | 150 | 200 | 250 | 300 |
| Gnd speed-KT | 256 | 342 | 513 | 683 | 854 | 1025 |
| 205 per NM | 263 | 350 | 525 | 700 | 875 | 1050 |
| 210 per NM | 281 | 375 | 563 | 750 | 938 | 1125 |
| 225 per NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 250 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 400 per NM | 525 | 700 | 1050 | 1400 | 1750 | 2100 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |
| 460 per NM | 575 | 767 | 1150 | 1533 | 1917 | 2300 |

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 210 per NM to 16000.
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 210 per NM to 16000.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420 per NM to 5934, then minimum climb of 250 per NM to 16000.
 Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934.
 Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 5934, then minimum climb of 205 per NM to 16000.
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 225 per NM to 16000.
 Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 210 per NM to 16000.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross TAVRN at or above 12000. | FL230 |
| 16L/R, 17L/R, 35L/R | Climb on heading 173° to 5934, then climbing RIGHT turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000. | |
| 25 | Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000. | |
| 34L/R, 35L/R | Climb on heading 353° to 5934, then climbing LEFT turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000. | |
| ROUTING From TAVRN on track 247° to cross VONNN at or above 14000, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000. Then on transition MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure. | | |



20 MAR 20 **JEPPesen** DENVER, COLO **RNAV SID**

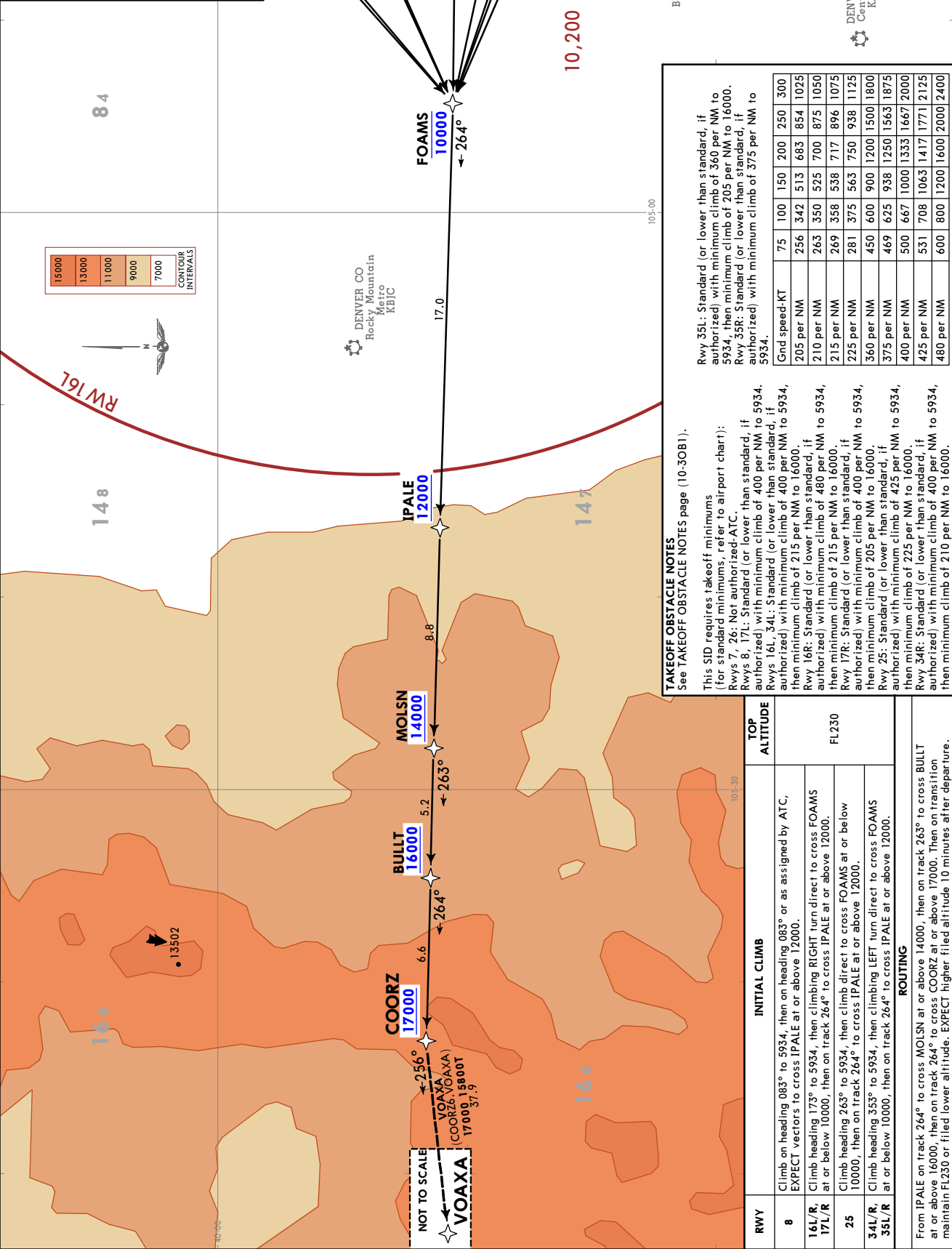
KDEN/DEN
DENVER INTL

DENVER Departure (R)
126.1
Apt Elev
5434

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. Takeoff Rlys 16L/R, 17L/R, 25, 34L/R, 35L/R:
RADAR required for non-GPS equipped aircraft.
5. Takeoff Rwy 8; RADAR required.
6. See additional requirements on AAUP (Attention All Users Page).

COORZ 6 RNAV DEPARTURE
(COORZ6.COORZ)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwys 8, 17L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwys 16L, 34L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 215 per NM to 16000.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 5934, then minimum climb of 215 per NM to 16000.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 205 per NM to 16000.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 225 per NM to 16000.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 210 per NM to 16000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 205 per NM | 256 | 342 | 513 | 683 | 854 | 1025 |
| 210 per NM | 263 | 350 | 525 | 700 | 875 | 1050 |
| 215 per NM | 269 | 358 | 538 | 717 | 896 | 1075 |
| 225 per NM | 281 | 375 | 563 | 750 | 938 | 1125 |
| 360 per NM | 450 | 600 | 900 | 1200 | 1500 | 1800 |
| 375 per NM | 469 | 625 | 938 | 1250 | 1563 | 1875 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |
| 480 per NM | 600 | 800 | 1200 | 1600 | 2000 | 2400 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross IPALE at or above 12000. | |
| 16L/R, 17L/R | Climb heading 173° to 5934, then climbing RIGHT turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000. | FL230 |
| 25 | Climb heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000. | |
| 34L/R, 35L/R | Climb heading 353° to 5934, then climbing LEFT turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000. | |

ROUTING
From IPALE on track 264° to cross MOLSN at or above 14000, then on track 263° to cross BULLT at or above 16000, then on track 264° to cross COORZ at or above 17000. Then on transition maintain FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered

| | | |
|-----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DENVER Departure (R) 127.05 | Apt Elev 5434 | Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rws 16L/R, 17L/R, RADAR required. 5. Takeoff Rws 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page). |
|-----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

DDRTH 1 RNAV DEPARTURE (DDRTH1.DDRTH)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then climbing LEFT turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 315° to cross YAMMI at or above 17000. | FL230 |
| 16L/R, 17L/R | Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross YAMMI at or above 17000. | |
| 25 | Climb on heading 263° to 5934, then climbing RIGHT turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 333° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 342° to TROTO, then on track 326° to cross YAMMI at or above 17000. | |
| 34L | Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 330° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000. | |
| 34R | Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000. | |
| 35L | Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000. | |
| 35R | Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000. | |

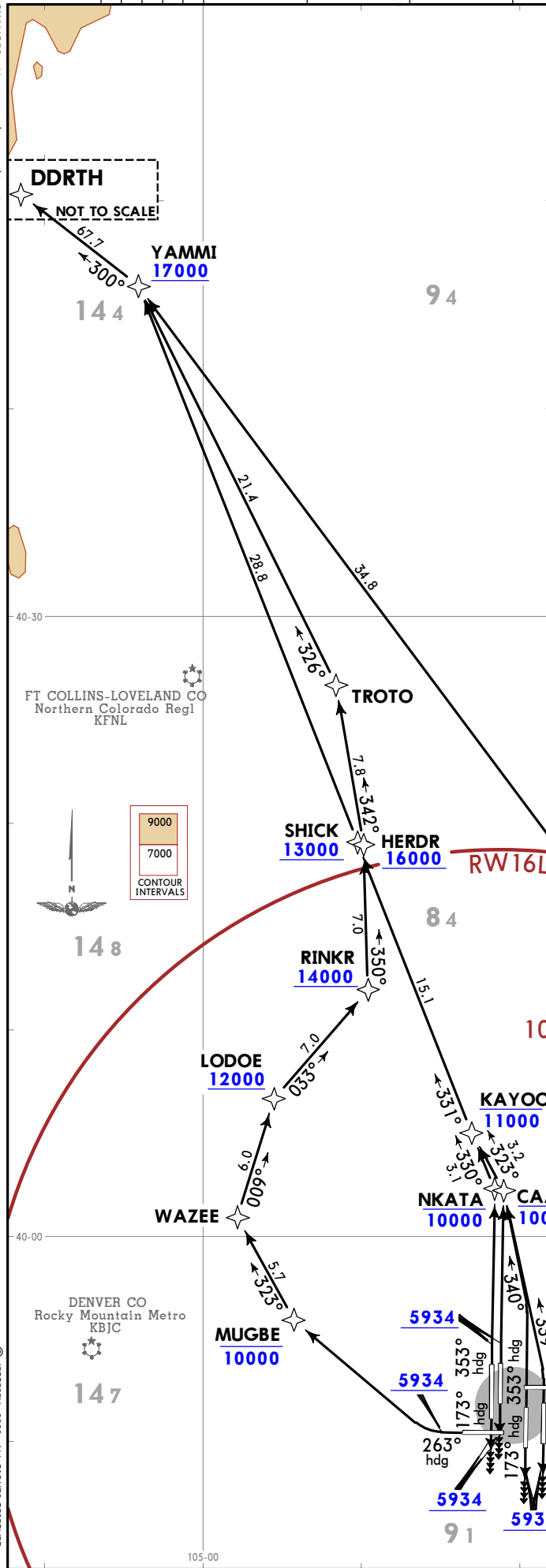
ROUTING

From YAMMI on track 300° to DDRTH, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 410 per NM to 5934.
Rwys 16L/R, 17L/R: Standard (or lower than standard, if authorized).
Rwys 25, 34L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 410 per NM | 513 | 683 | 1025 | 1367 | 1708 | 2050 |



20 MAR 20 (10-3H1) EFF 26 Mar
JEPPESSEN DENVER, CO
RNAV SID
DDRTH 1 RNAV DEPARTURE
(DDRTH1.DDRTH)

CHANGES: New procedure at this airport.
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KDEN/DEN
DENVER INTL

JEPPesen
11 JUN 21 10-3J Eff 17 Jun

DENVER, COLO
RNAV SID

DENVER Departure (R)
128.25

Apt Elev **5434**

Trans alt: 18000
1. DME/DME/IRU or GPS required.
2. RNAV 1.

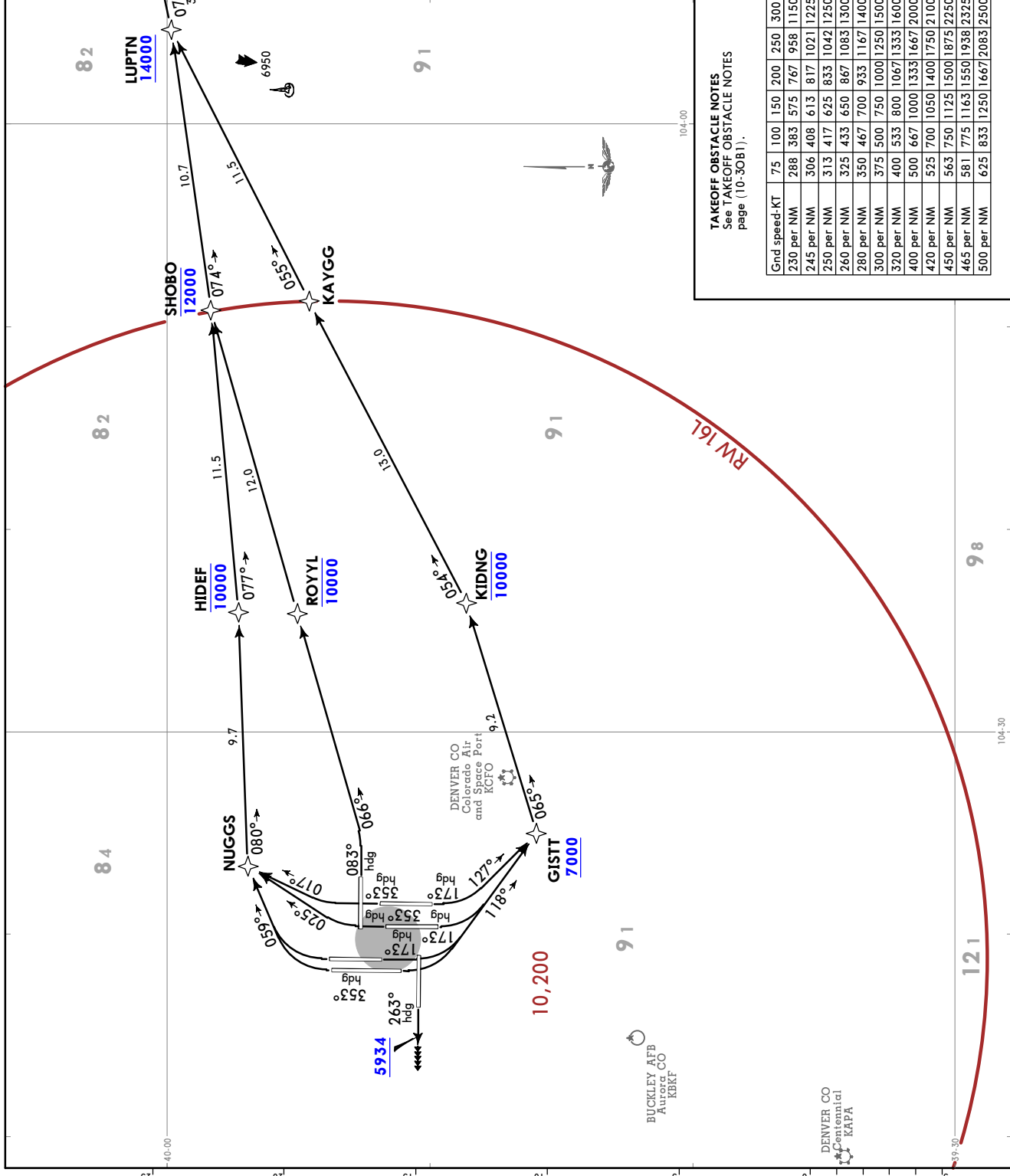
3. Takeoff Rwy 8, 16L/R, 17L/R, 34L/R: RADAR required for non-GPS equipped aircraft. 4. Rwy 25: RADAR required. 5. Turbojets only.

WYNDM
EEONS 8 RNAV DEPARTURE
(EONS8.WYNDM)
(RWY 8, 16L/R, 17L/R, 25, 34L/R, 35L/R)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to intercept course 066° to cross ROYYL at or below 10000, then on track 066° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000. | |
| 16L/R, 17R | Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000. | |
| 17L | Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000. | FL230 |
| 25 | Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EEONS. | |
| 34L/R | Climb on heading 353° to intercept course 059° to NUJGS, then on track 080° to cross SHOBO at or below 10000, then on track 077° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000. | |
| 35L | Climb on heading 353° to intercept course 025° to NUJGS, then on track 080° to cross HIDEF at or below 10000, then on track 077° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000. | |
| 35R | Climb on heading 353° to intercept course 017° to NUJGS, then on track 080° to cross HIDEF at or below 10000, then on track 077° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000. | |

ROUTING
Then on depicted route to WYNDM. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 230 per NM | 288 | 383 | 575 | 767 | 958 | 1150 |
| 245 per NM | 306 | 408 | 613 | 817 | 1021 | 1225 |
| 250 per NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 260 per NM | 325 | 435 | 650 | 867 | 1083 | 1300 |
| 280 per NM | 350 | 467 | 700 | 933 | 1167 | 1400 |
| 300 per NM | 375 | 500 | 750 | 1000 | 1250 | 1500 |
| 320 per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 420 per NM | 525 | 700 | 1050 | 1400 | 1750 | 2100 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |
| 465 per NM | 581 | 775 | 1163 | 1550 | 1938 | 2325 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

KDEN/DEN
DENVER INTL

JEPPESEN
11 JUN 21 (10-3K) Eff 17 Jun

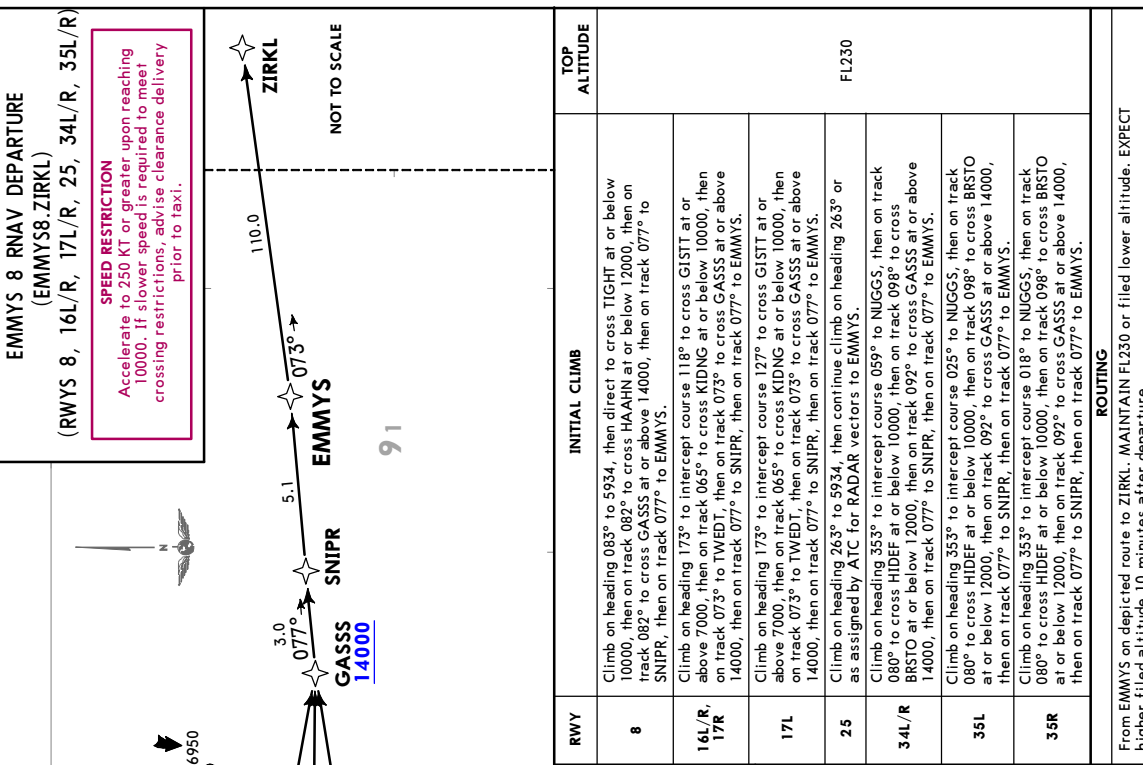
DENVER, COLO
RNAV SID

DENVER Departure (R)
128.25
Apt Elev
5434

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Takeoff Rwy 8, 16L/R, 17L/R, 34L/R, 35L/R.
RADAR required for non-GPS equipped aircraft.
4. Rwy 25: RADAR required. 5. Turbojets only.

EMMYS 8 RNAV DEPARTURE
(EMMYS8 ZIRKL)
(RWYS 8, 16L/R, 17L/R, 25, 34L/R, 35L/R)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



| RWY | INITIAL CLIMB | TOP ALTITUDE |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then direct to cross TIGHT at or below 10000, then on track 082° to cross HAHAH at or below 12000, then on track 082° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS. | |
| 16L/R, 17R | Climb on heading 173° to intercept course 118° to cross GIST at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS. | |
| 17L | Climb on heading 173° to intercept course 127° to cross GIST at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS. | |
| 25 | Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EMMYS. | FL230 |
| 34L/R | Climb on heading 353° to intercept course 059° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS. | |
| 35L | Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS. | |
| 35R | Climb on heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS. | |

From EMMYS on depicted route to ZIRKL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

ROUTING

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---------------|-----|-----|------|------|------|------|
| 215 per NM | 269 | 358 | 538 | 717 | 896 | 1075 |
| 220 per NM | 275 | 367 | 550 | 733 | 917 | 1100 |
| 235 per NM | 294 | 392 | 588 | 783 | 979 | 1175 |
| 250 per NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 260 per NM | 325 | 433 | 650 | 867 | 1083 | 1300 |
| 280 per NM | 350 | 467 | 700 | 933 | 1167 | 1400 |
| 285 per NM | 356 | 475 | 713 | 950 | 1188 | 1425 |
| 320 per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |
| 465 per NM | 581 | 775 | 1163 | 1550 | 1938 | 2325 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 260 per NM to 14000.
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 250 per NM to 8700.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934, then minimum climb of 215 per NM to 14000.
 Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934, then minimum climb of 280 per NM to 9300.
 Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934, then minimum climb of 235 per NM to 14000.
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rwy 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934, then minimum climb of 220 per NM to 14000.
 Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 5934, then minimum climb of 220 per NM to 14000.
 Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 285 per NM to 9000.

BUCKLEY AFB
ARIZONA
KBKF

DENVER CO
Centennial
KAPA

DENVER CO
Colorado Air
and Space Port
KCFO

CHANGES: Speed restriction, procedure renumbered, airports served.

KDEN/DEN
DENVER INTL

JEPPESEN
11 JUN 21 (10-31) Eff 17 Jun

DENVER, COLO
DENVER Departure (R)
128.25
Apt Elev
5434
RNAV SID

EPKEE 7 RNAV DEPARTURE (EPKEE7.EPKEE)

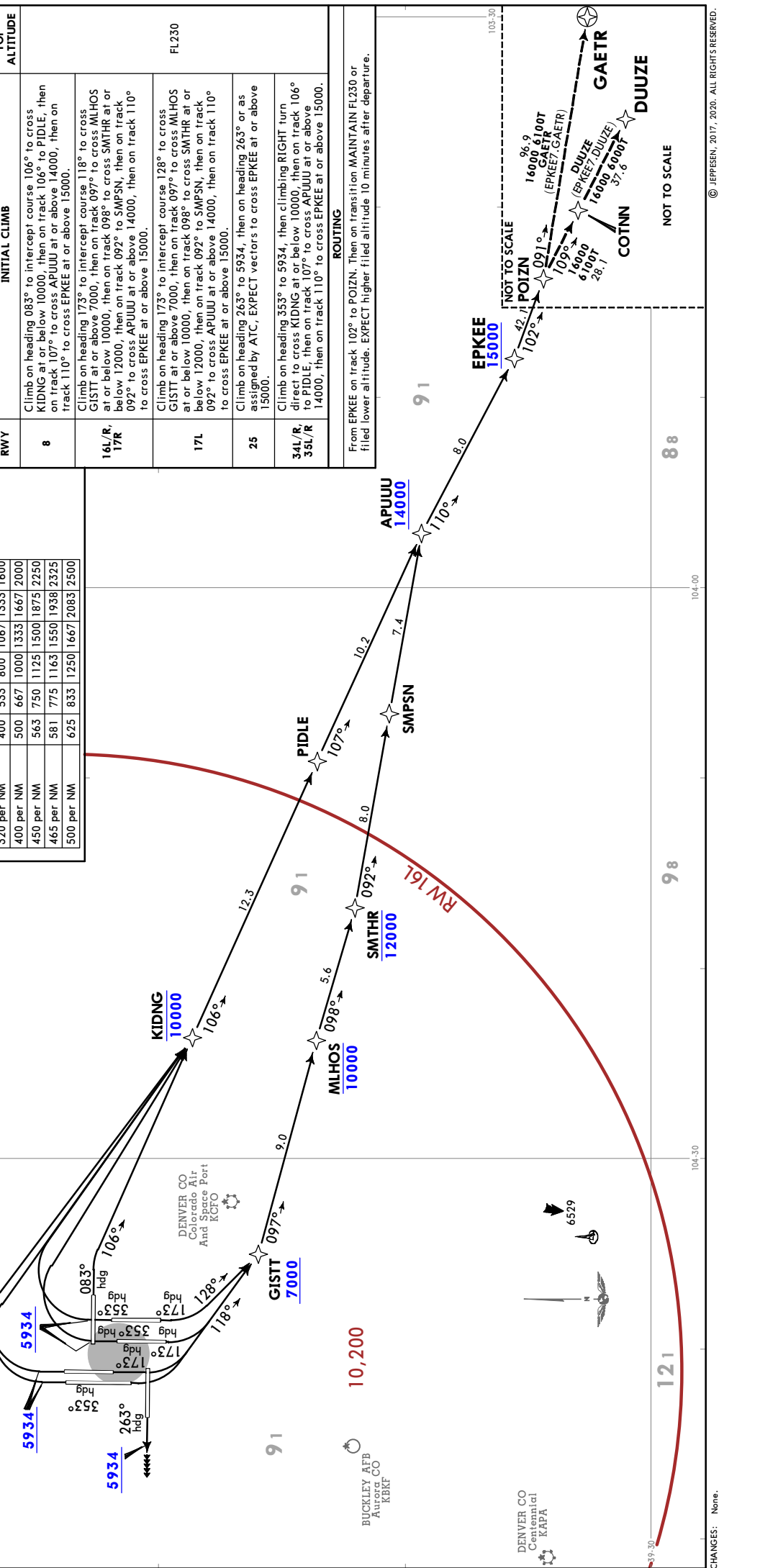
Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only. 4. Rwy 25 RADAR required.
5. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R:
RADAR required for non-GPS equipped aircraft.
6. See additional requirements on AAUP. (Attention All Users Page).

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000. | FL230 |
| 16L/R, 17R | Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000. | |
| 17L | Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000. | |
| 25 | Climb on heading 263° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000. | |
| 34L/R, 35L/R | Climb on heading 353° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUJU at or above 14000, then on track 110° to cross EPKEE at or above 15000. | |

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 320 per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |
| 465 per NM | 581 | 775 | 1163 | 1550 | 1938 | 2325 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B11).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwys 8, 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 5934.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 5934.



KDEN/DEN
DENVER INTL

JEPPESEN
11 JUN 21 (10-3M) **EFF 17 JUN**

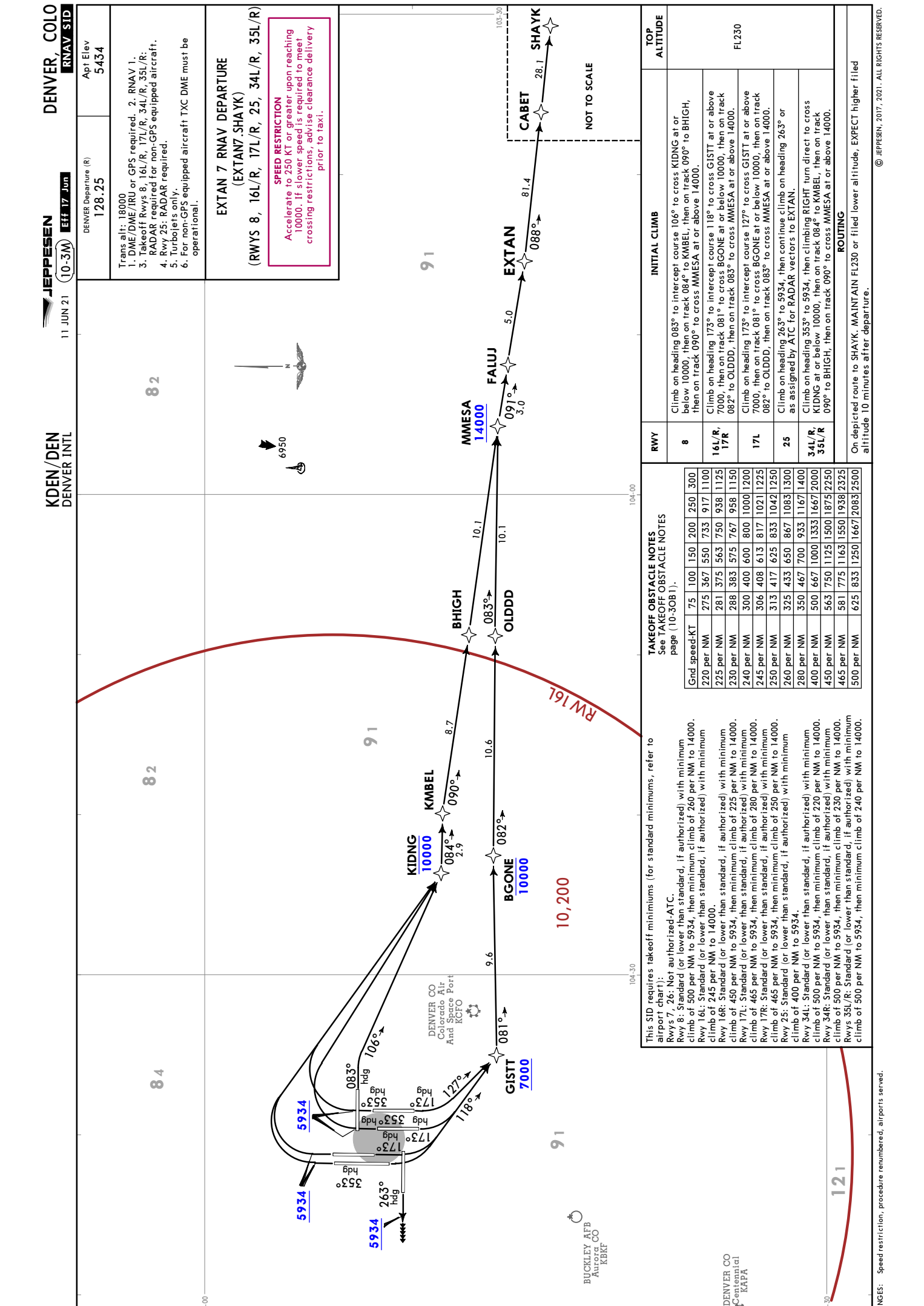
DENVER, COLO
RNAV SID

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Takeoff Rwy's 8, 16L/R, 17L/R, 34L/R, 35L/R.
4. RADAR required for non-GPS equipped aircraft.
5. Turboprops only.
6. For non-GPS equipped aircraft TXC DME must be operational.

DENVER Departure (R)
128.25
Apt Elev
5434

EXTAN 7 RNAV DEPARTURE
(EXTAN7,SHAYK)
(RWYS 8, 16L/R, 17L/R, 25, 34L/R, 35L/R)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B 1).

| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---------------|-----|-----|------|------|------|------|
| 220 per NM | 275 | 367 | 550 | 733 | 917 | 1100 |
| 225 per NM | 281 | 375 | 563 | 750 | 938 | 1125 |
| 230 per NM | 288 | 383 | 575 | 767 | 958 | 1150 |
| 240 per NM | 300 | 400 | 600 | 800 | 1000 | 1200 |
| 245 per NM | 306 | 408 | 613 | 817 | 1021 | 1225 |
| 250 per NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 260 per NM | 325 | 433 | 650 | 867 | 1083 | 1300 |
| 280 per NM | 350 | 467 | 700 | 933 | 1167 | 1400 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |
| 465 per NM | 581 | 775 | 1163 | 1550 | 1938 | 2325 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934, then minimum climb of 260 per NM to 14000.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245 per NM to 14000.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 5934, then minimum climb of 225 per NM to 14000.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934, then minimum climb of 280 per NM to 14000.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465 per NM to 5934, then minimum climb of 250 per NM to 14000.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934, then minimum climb of 220 per NM to 14000.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934, then minimum climb of 230 per NM to 14000.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934, then minimum climb of 240 per NM to 14000.

KDEN/DEN

 **JEPPESEN**
20 MAR 20 (10-30B1) **Eff 26 Mar**

DENVER, COLO
DENVER INTL

TAKEOFF OBSTACLE NOTES - DEPs

- RWY 7:
Sign 21 from DER, 337 left of centerline, 5 AGL/5357 MSL.
- RWY 16L:
Multiple signs beginning 126 from DER, 490 left of centerline, up to 7 AGL/5359 MSL.
Communication tower 4749 from DER, 1358 left of centerline, 107 AGL/5478 MSL.
- RWY 25:
Sign 48 from DER, 450 right of centerline, up to 6 AGL/5354 MSL.
- RWY 26:
Sign 50 from DER, 339 left of centerline, up to 5 AGL/5356 MSL.

DENVER
 Departure (R)
127.05

Apt Elev
5434

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only.
 4. Rwy 16L/R, 17L/R RADAR required.
 5. Takeoff Rwy 8, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).

HHOTH 2 RNAV DEPARTURE (HHOTH2.HHOTH)

SPEED RESTRICTION

Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then LEFT turn direct ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 359° to cross KKIMM at or above 16000, then on track 358° to cross BRYCC at or above 17000. | |
| 16L/R, 17L/R | Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross BRYCC at or above 17000. | |
| 25 | Climb on heading 263° to 5934, then RIGHT turn direct MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 024° to cross TAGKO at or above 16000, then on track 024° to cross BRYCC at or above 17000. | |
| 34L | Climb on heading 353° to 5934, then direct NKATA at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000. | FL230 |
| 34R | Climb on heading 353° to 5934, then direct CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000. | |
| 35L | Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000. | |
| 35R | Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000. | |

ROUTING

From BRYCC on track 018° to HHOTH. Then on transition, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

Rwys 7, 26: Not authorized-ATC.

Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 405 per NM to 5934.

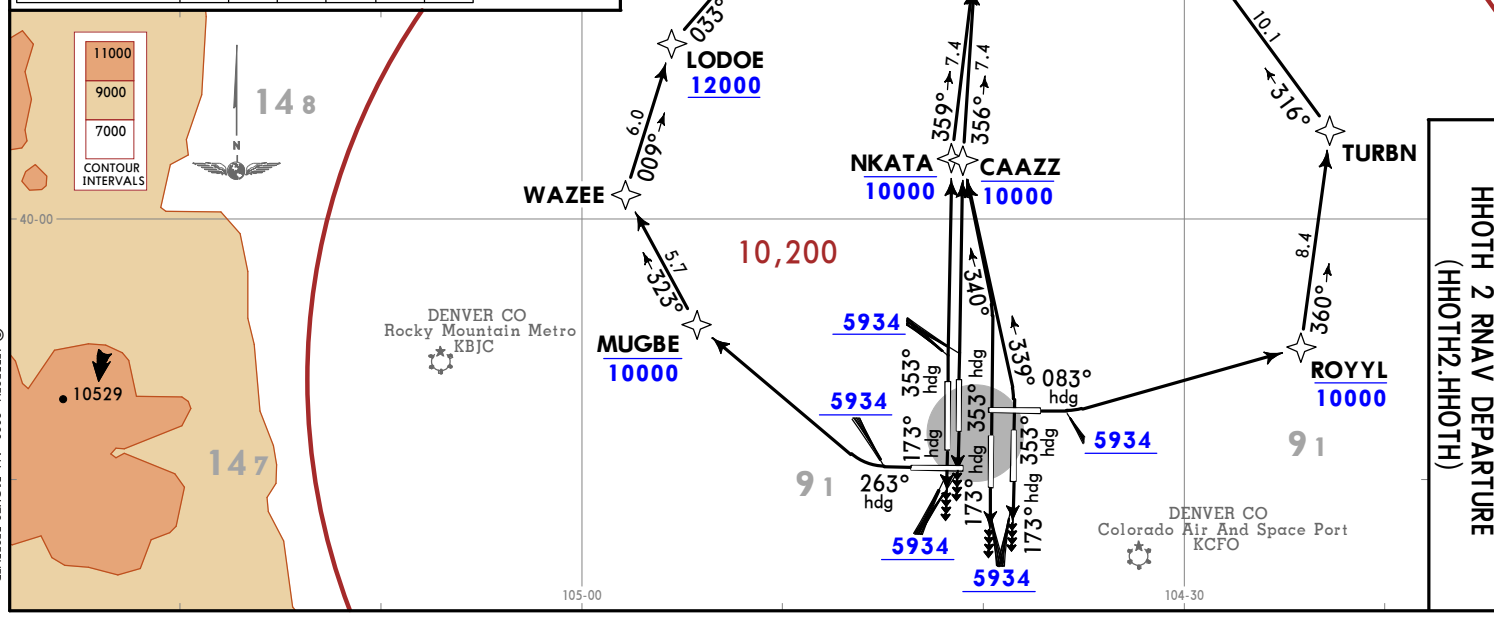
Rwys 16L/R, 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934.

Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 405 per NM to 5934.

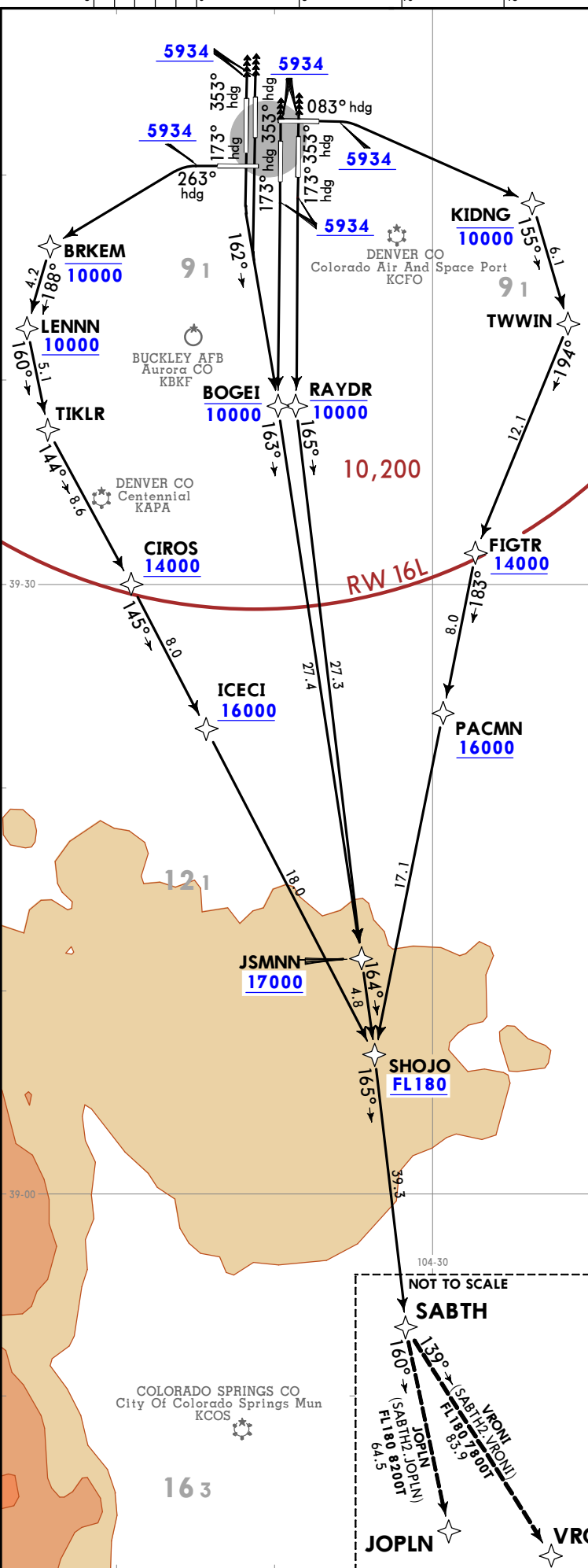
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 440 per NM to 5934.

Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 405 per NM | 506 | 675 | 1013 | 1350 | 1688 | 2025 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |
| 440 per NM | 550 | 733 | 1100 | 1467 | 1833 | 2200 |



CHANGES: Routing description, procedure renumbered.



| | | |
|------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DENVER Departure (R) 128.45 | Apt Elev 5434 | Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required. 5. Takeoff Rwy 8, 16L/R, 17L/R, 25, RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page). |
|------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

SABTH 2 RNAV DEPARTURE (SABTH2.SABTH)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 183° to cross PACMN at or above 16000, then on track 183° to cross SHOJO at or above FL180. | FL230 |
| 16L/R | Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180. | |
| 17L | Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 165° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180. | |
| 17R | Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180. | |
| 25 | Climb on heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 145° to cross ICECI at or above 16000, then on track 145° to cross SHOJO at or above FL180. | |
| 34L/R, 35L/R | Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross SHOJO at or above FL180. | |

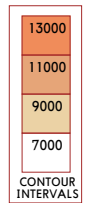
ROUTING

From SHOJO on track 165° to SABTH. Then on transition, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380 per NM to 5934.
Rwys 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 380 per NM | 475 | 633 | 950 | 1267 | 1583 | 1900 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 415 per NM | 519 | 692 | 1038 | 1383 | 1729 | 2075 |
| 475 per NM | 594 | 792 | 1188 | 1583 | 1979 | 2375 |



KDEN/DEN
DENVER INTL

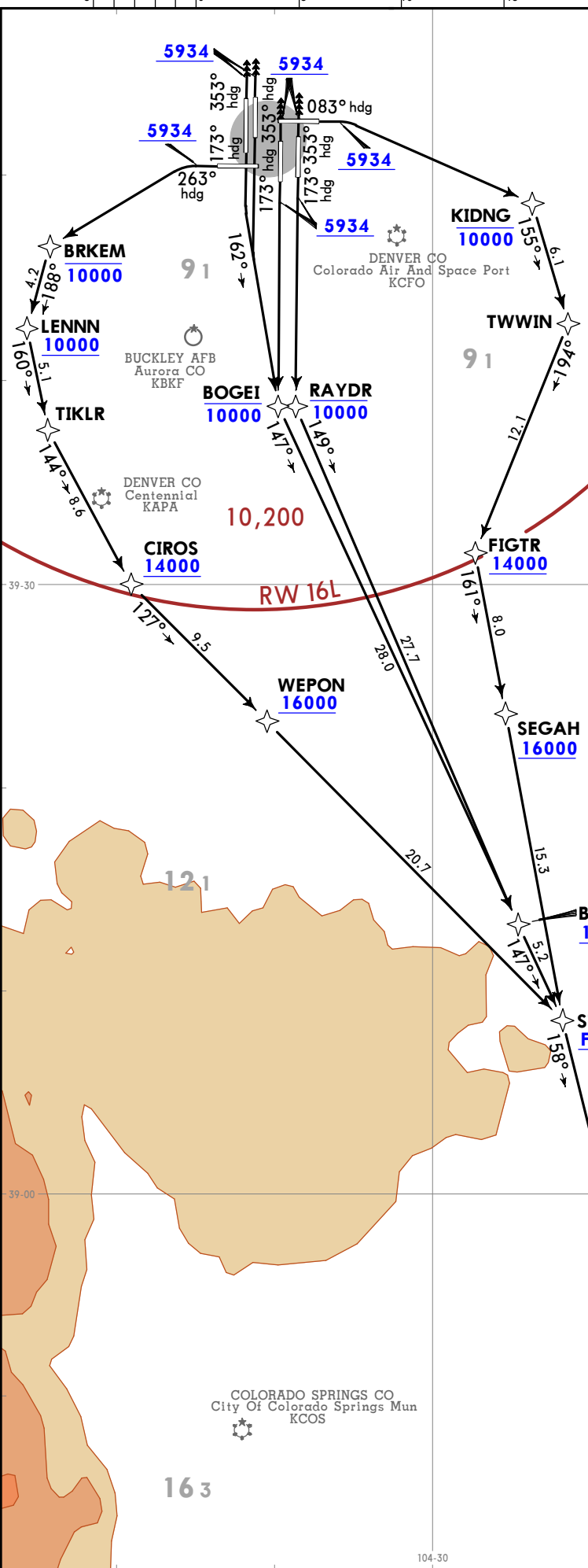
JEPPESEN
4 SEP 20 (10-35) EFF 10 Sep

SABTH 2 RNAV DEPARTURE
(SABTH2.SABTH)

DENVER, COLO
RNAV SID

CHANGES: Routing description, procedure renumbered.

KDEN/DEN
DENVER INTL

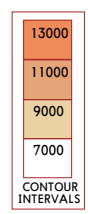


| DENVER Departure (R) 128.45 | Apt Elev 5434 | Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required. 5. Takeoff Rwy 8, 16L/R, 17L/R, 25 RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page). |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SLEEK 2 RNAV DEPARTURE (SLEEK2.SLEEK) | | |
| SPEED RESTRICTION Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi. | | |
| RWY | INITIAL CLIMB | TOP ALTITUDE |
| 8 | Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 161° to cross SEGAH at or above 16000, then on track 161° to cross STAKR at or above FL180. | FL230 |
| 16L/R | Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180. | |
| 17L | Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 149° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180. | |
| 17R | Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180. | |
| 25 | Climb on heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 127° to cross WEPON at or above 16000, then on track 127° to cross STAKR at or above FL180. | |
| 34L/R, 35L/R | Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross STAKR at or above FL180. | |
| ROUTING | | |
| From STAKR on track 158° to AZARO, then on track 132° to SLEEK. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure. | | |

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5934.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 355 per NM to 5934.
Rwys 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 355 per NM | 444 | 592 | 888 | 1183 | 1479 | 1775 |
| 475 per NM | 594 | 792 | 1188 | 1583 | 1979 | 2375 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |



SLEEK 2 RNAV DEPARTURE
(SLEEK2.SLEEK)

4 SEP 20 (10-3T) EFF 10 SEP
JEPPESSEN DENVER, CO
RNAV SID

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CHANGES: Routing description, procedure renumbered.

DENVER Departure (R) 128.45
 Apt Elev 5434
 Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required.
 5. Takeoff Rwy 8, 16L/R, 17L/R, 25 RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).
 7. RAITT enroute transition is ATC assigned only.

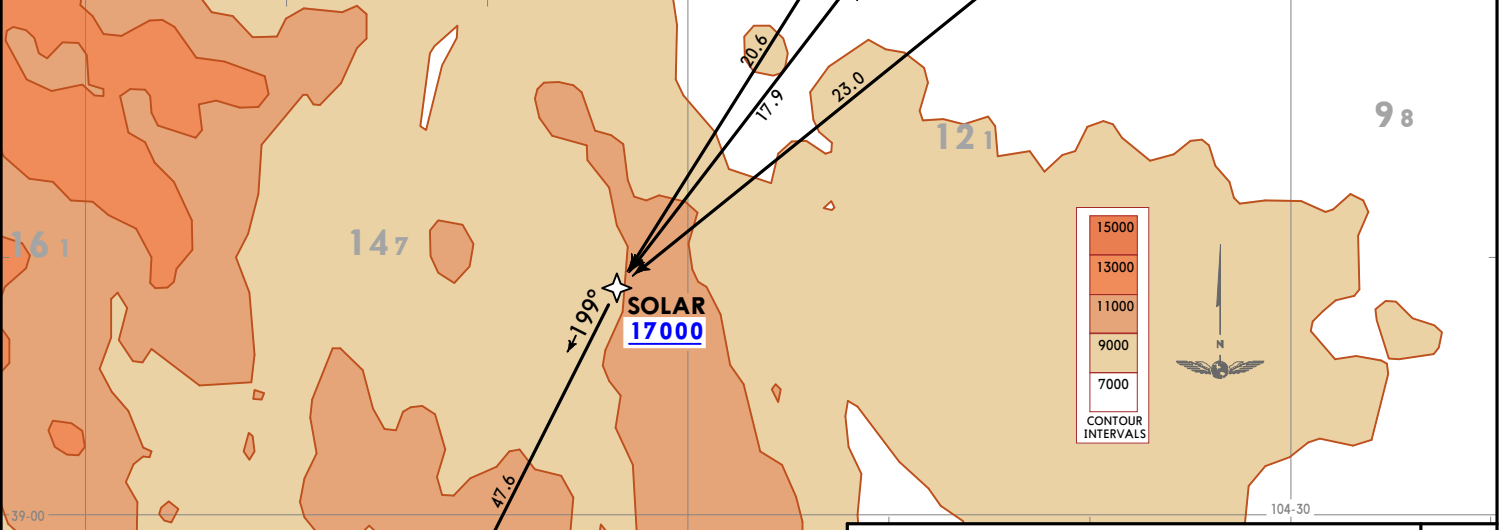
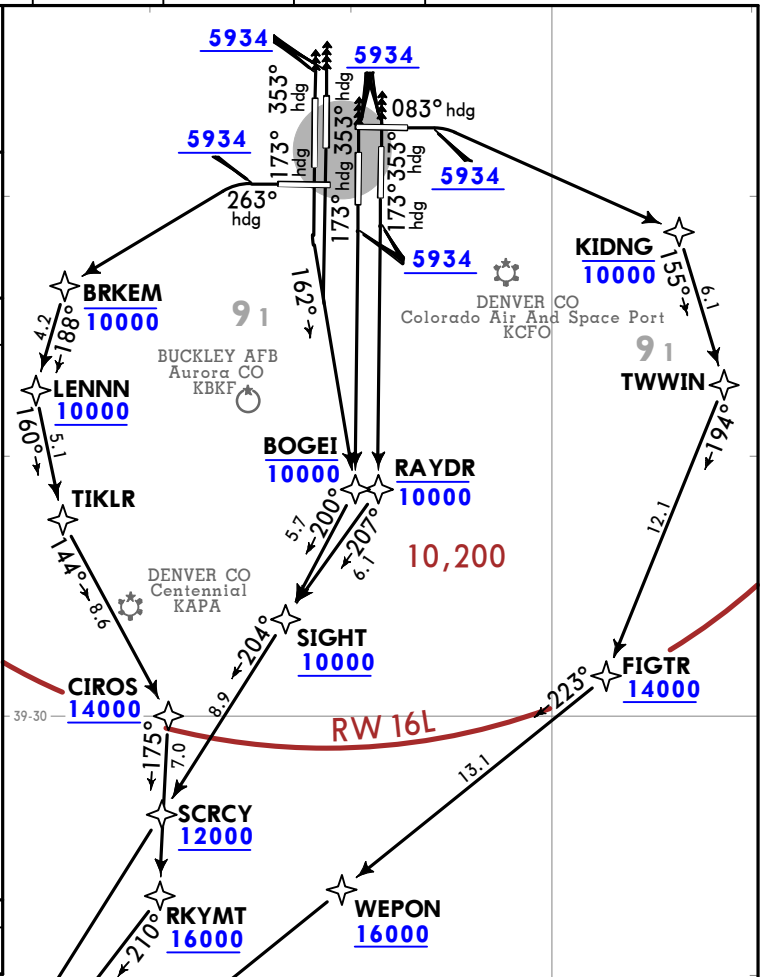
SMMUR 2 RNAV DEPARTURE (SMMUR2.SMMUR)

SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 223° to cross WEPON at or above 16000, then on track 223° to cross SOLAR at or above 17000. | FL230 |
| 16L/R | Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000. | |
| 17L | Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 207° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000. | |
| 17R | Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000. | |
| 25 | Climb on heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 210° to cross SOLAR at or above 17000. | |
| 34L/R, 35L/R | Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross SOLAR at or above 17000. | |

ROUTING

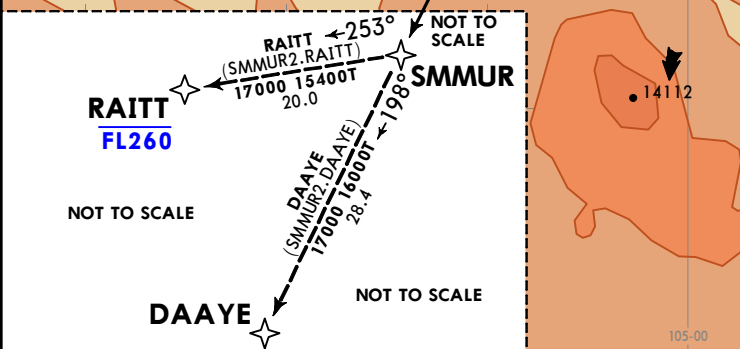
From SOLAR on track 199° to SMMUR. Then on transition, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.



TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 7, 26: Not authorized-ATC.
 Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380 per NM to 5934.
 Rwy 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
 Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 380 per NM | 475 | 633 | 950 | 1267 | 1583 | 1900 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 415 per NM | 519 | 692 | 1038 | 1383 | 1729 | 2075 |
| 475 per NM | 594 | 792 | 1188 | 1583 | 1979 | 2375 |



KDEN/DEN DENVER INTL
 4 SEP 20 (10-3U) EFF 10 Sep
 JEPPESEN
 SMMUR 2 RNAV DEPARTURE (SMMUR2.SMMUR)
 DENVER, CO RNAV SID

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CHANGES: None.

KDEN/DEN
DENVER INTL

DENVER Departure (R)
128.45

Apt Elev
5434

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only. 4. Rwy 34L/R, 35L/R RADAR required.
5. Takeoff Rwys 8, 16L/R, 17L/R, 25 RADAR required for non-GPS equipped aircraft. 6. See additional requirements on AAUP (Attention All Users Page).

SUDDZ 1 RNAV DEPARTURE (SUDDZ1.SUDDZ)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then RIGHT turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 208° to cross HANGR at or above 16000, then on track 208° to cross SCAGS at or above FL180. | |
| 16L/R | Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180. | |
| 17L | Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 191° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180. | FL230 |
| 17R | Climb heading 173° to 5934, then direct BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180. | |
| 25 | Climb heading 263° to 5934, then LEFT turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 175° to cross SCAGS at or above FL180. | |
| 34L/R, 35L/R | Climb heading 353° to 5934, then on heading 353° or as assigned by ATC, EXPECT vectors to cross SCAGS at or above FL180. | |

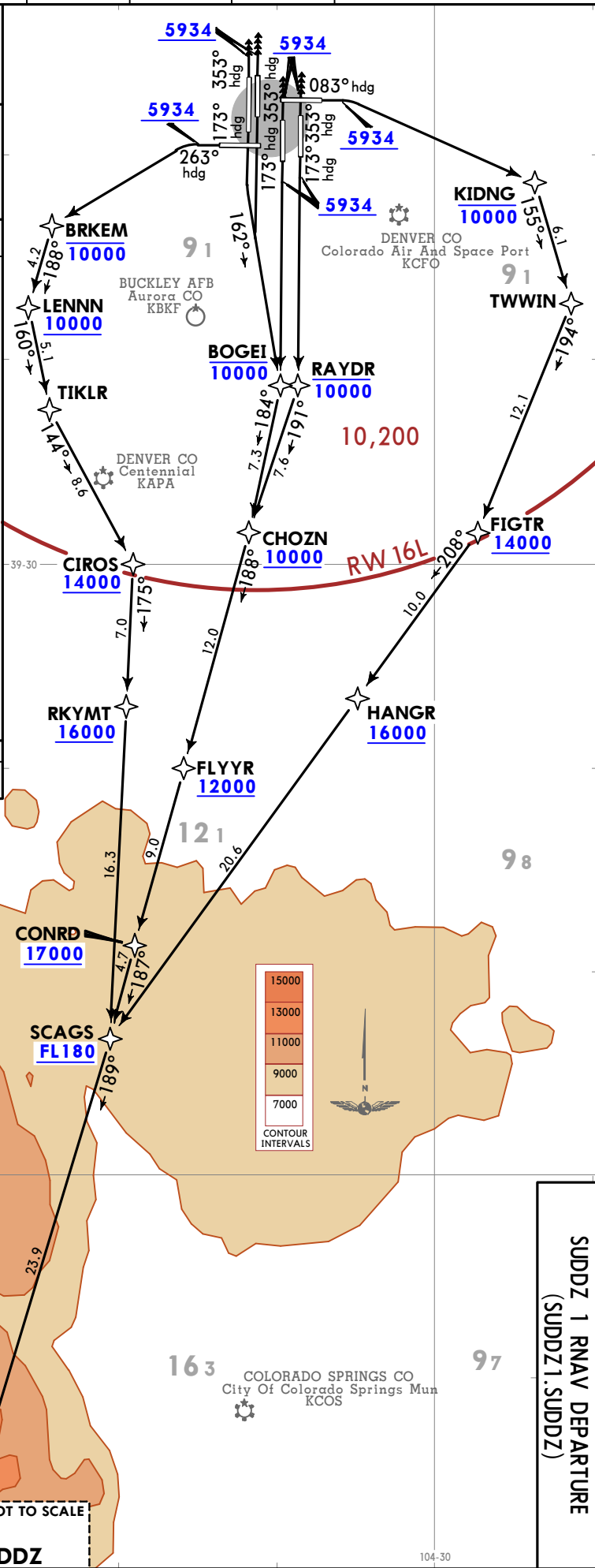
ROUTING

From SCAGS on track 189° to FRNKE at or above FL230, then on track 189° to SUDDZ. MAINTAIN FL230. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475 per NM to 5934.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380 per NM to 5934.
Rwys 17L/R, 34L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 380 per NM | 475 | 633 | 950 | 1267 | 1583 | 1900 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 415 per NM | 519 | 692 | 1038 | 1383 | 1729 | 2075 |
| 475 per NM | 594 | 792 | 1188 | 1583 | 1979 | 2375 |



25 DEC 20 (10-3V) EFF 31 Dec
JEPPesen DENVER, CO
RNAV SID
SUDDZ 1 RNAV DEPARTURE
(SUDDZ1.SUDDZ)

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CHANGES: XXWNG, renamed XXWNG, reindexed.

XXWNG
NOT TO SCALE

DENVER
Departure (R)
127.05

Apt Elev
5434

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only.
4. Rws 16L/R, 17L/R, RADAR required. 5. Takeoff Rws 8, 25,
34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
6. See additional requirements on AAUP (Attention All Users
Page).

XXWNG 1 RNAV DEPARTURE (XXWNG1.XXWNG)

SPEED RESTRICTION
Accelerate to 250 KT or greater upon reaching
10000. If slower speed is required to meet crossing
restrictions, advise clearance delivery prior to taxi.

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then climbing LEFT turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 332° to cross RIKKK at or above 17000. | FL230 |
| 16L/R, 17L/R | Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, EXPECT vectors to cross RIKKK at or above 17000. | |
| 25 | Climb on heading 263° to 5934, then climbing RIGHT turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 350° to cross RIKKK at or above 17000. | |
| 34L | Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 359° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000. | |
| 34R | Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000. | |
| 35L | Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000. | |
| 35R | Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000. | |

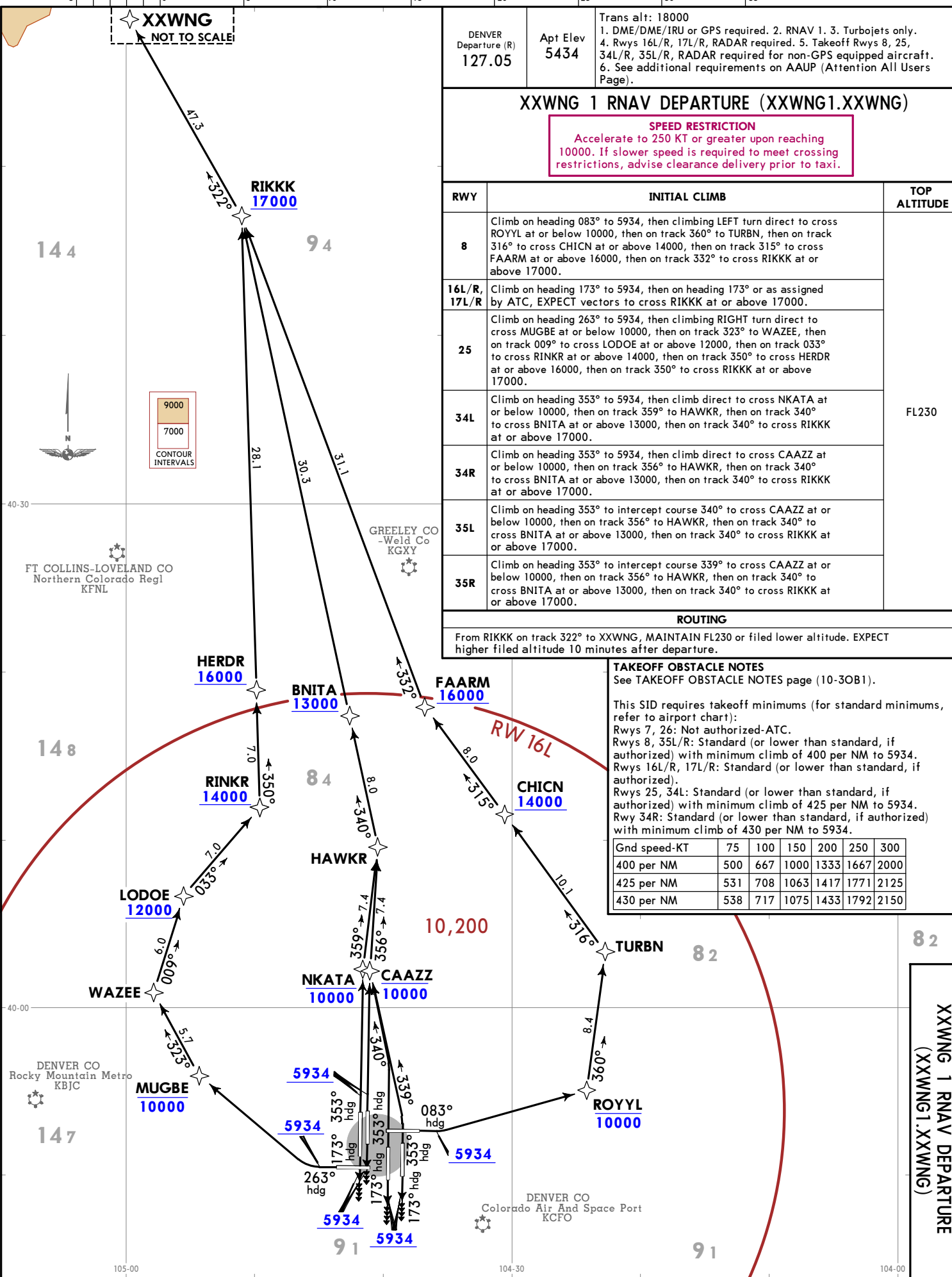
ROUTING

From RIKKK on track 322° to XXWNG, MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rws 7, 26: Not authorized-ATC.
Rws 8, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934.
Rws 16L/R, 17L/R: Standard (or lower than standard, if authorized).
Rws 25, 34L: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 430 per NM to 5934.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |
| 430 per NM | 538 | 717 | 1075 | 1433 | 1792 | 2150 |



KDEN/DEN
DENVER INTL
JEPPESEN
 25 DEC 20 (10-3W) EFF 31 Dec
XXWNG 1 RNAV DEPARTURE
(XXWNG1.XXWNG)
DENVER, COLO
RNAV SID

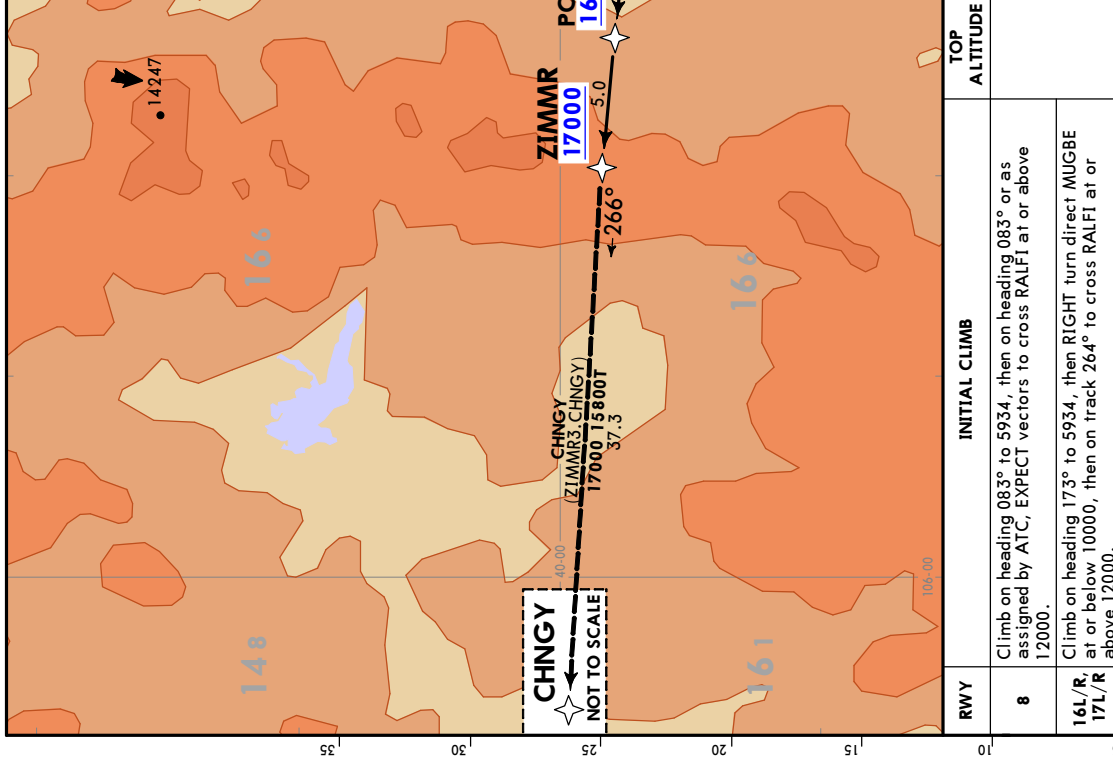
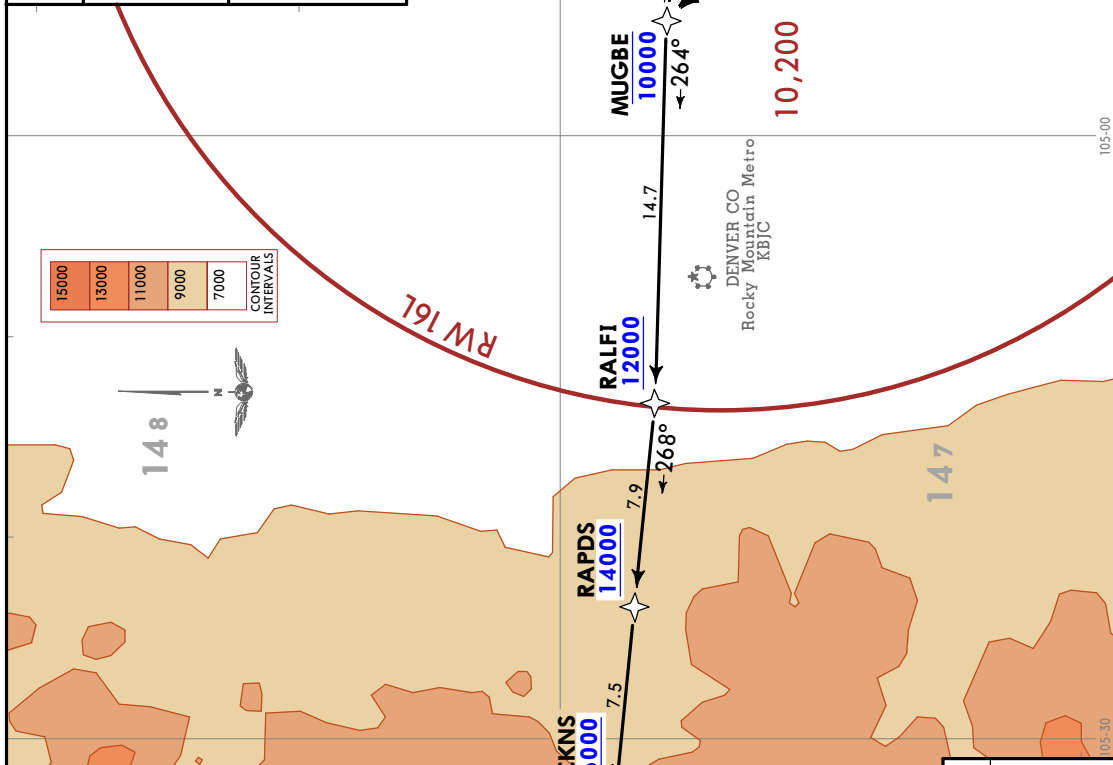
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DENVER
 Departure (R)
 126.1
 Apt Elev
 5434

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. Rwy 8 RADAR required. 3. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft. 4. Turbojet only. 5. RNAV 1. 6. See additional requirements on AAUP (Attention All Users Page).

**ZIMMR 3 RNAV DEPARTURE
 (ZIMMR3.ZIMMR)**

SPEED RESTRICTION
 Accelerate to 250 KT or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



This SID requires takeoff minimums (for standard minimums, refer to airport chart):

Rwys 7, 26: Not authorized-ATC.

Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 220 per NM to 14000.

Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 225 per NM to 14800.

Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 210 per NM to 15500.

Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 215 per NM to 14300.

Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 5934, then minimum climb of 230 per NM to 15700.

Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 230 per NM to 14600.

Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 220 per NM to 15700.

Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 5934, then minimum climb of 215 per NM to 14000.

| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---------------|-----|-----|------|------|------|------|
| 210 per NM | 263 | 350 | 525 | 700 | 875 | 1050 |
| 215 per NM | 269 | 358 | 538 | 717 | 896 | 1075 |
| 220 per NM | 275 | 367 | 550 | 733 | 917 | 1100 |
| 225 per NM | 281 | 375 | 563 | 750 | 938 | 1125 |
| 230 per NM | 288 | 383 | 575 | 767 | 958 | 1150 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 425 per NM | 531 | 708 | 1063 | 1417 | 1771 | 2125 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 8 | Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, EXPECT vectors to cross RALFI at or above 12000. | |
| 16L/R, 17L/R | Climb on heading 173° to 5934, then RIGHT turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000. | |
| 25 | Climb on heading 263° to 5934, then RIGHT turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000. | FL230 |
| 34L/R | Climb on heading 353° to intercept course 263° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000. | |
| 35L | Climb on heading 353° to intercept course 271° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000. | |
| 35R | Climb on heading 353° to intercept course 269° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000. | |

ROUTING

From RALFI on track 268° to cross RAPDS at or above 14000, then on track 268° to cross PCKNS at or above 16000, then on track 268° to cross ZIMMR at or above 17000. Then on transition, MAINTAIN FL230, or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Initial climb Rwy 34L/R, takeoff minimums, procedure renumbered.

KDEN/DEN

6 JUN 14



10-6

TAXI
DENVER, COLO
DENVER INTL
STANDARD RAMP DEPARTURE TAXI ROUTES

| Standard Taxi East | |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Origin | Routing |
| Concourse A - South Side | Taxi via Taxiway Alfa Sierra (AS) towards Ramp Control Marking 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 2E. |
| Concourse A - North Side | Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E. |
| Concourse B - South Side | Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E. |
| Concourse B - North Side | Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E. |
| Concourse C - South Side | Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E. |
| Concourse C - North Side | Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 7E. |
| South Cargo | Taxi East on Taxiway Alfa (A) towards Ramp Control Marking 3S. Hold short of Taxiway Lima (L). Monitor Ground on 121.85. |

| Standard Taxi West | |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Origin | Routing |
| Concourse A - South Side | Taxi via Taxiway Alfa Alfa (AA) towards Ramp Control Marking 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 1W. |
| Concourse A - North Side | Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W. |
| Concourse B - South Side | Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W. |
| Concourse B - North Side | Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W. |
| Concourse C - South Side | Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W. |
| Concourse C - North Side | Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 7W. |

LEGEND

- (1W) RAMP CONTROL MARKING
- (HS1) Runway Incursion Hot Spots

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATIS instructions.

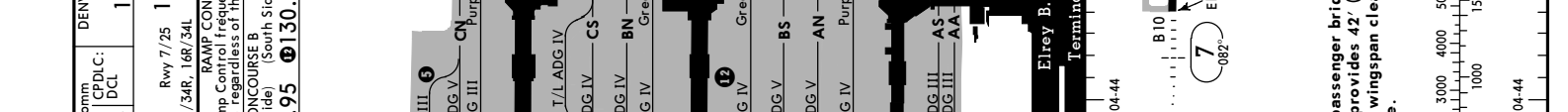
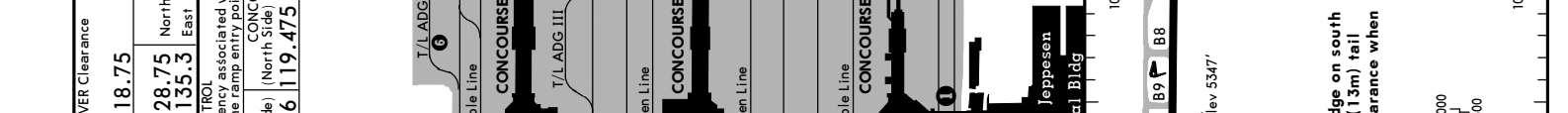
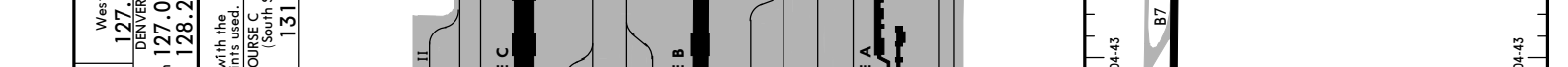
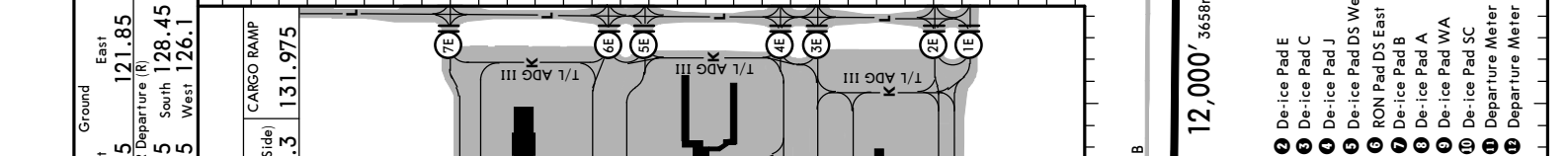
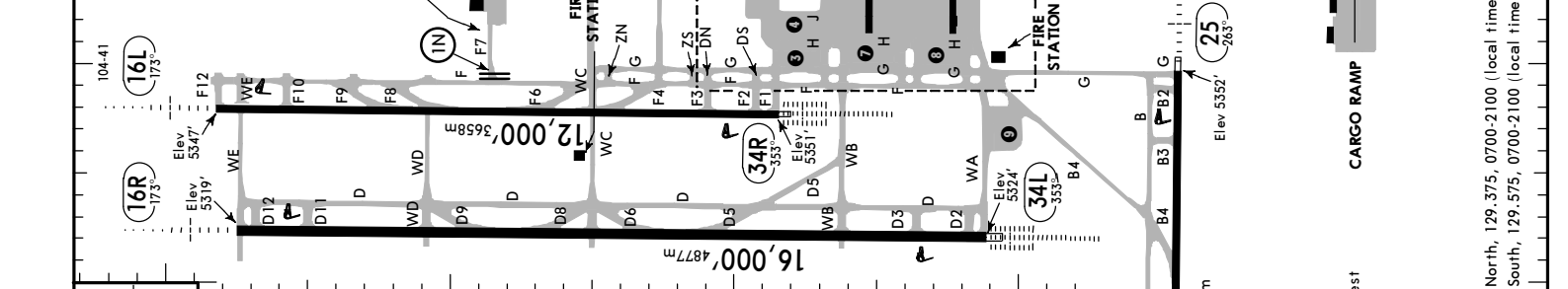
Rwy 17R approach area. Hold short when directed by ATIS. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar without authorization.

Twy F7 closed to aircraft with wingspan greater than 118' (36m).

FOR COMPLETE INFORMATION SEE INSET

FOR COMPLETE INFORMATION SEE INSET

FOR COMPLETE INFORMATION SEE INSET

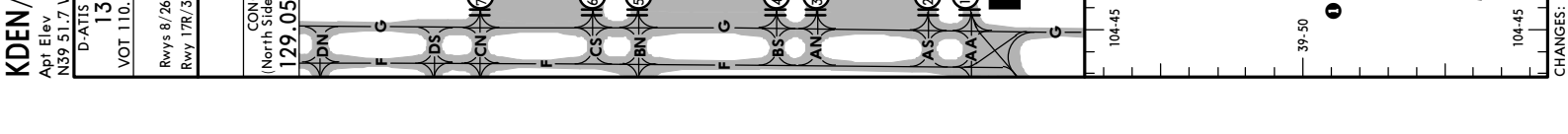


| D-ATIS Departure | Data Comm | DENVER Clearance | Ground | East |
|---------------------|-----------------------|------------------|--------------|--------------|
| 134.025 | ACARS: CPDLC: DCL | 118.75 | 127.5 | 121.85 |
| VOT 110.0 (Limited) | tower | | | |
| Rwys 8/26/17L/35R | Rwy 7/25 | 128.75 | North 127.05 | South 128.45 |
| Rwy 17R/35L | Rwys 16L/34R, 16R/34L | 135.3 | East 128.25 | West 126.1 |

| CONCOURSE A (North Side) (South Side) | CONCOURSE B (North Side) (South Side) | CONCOURSE C (North Side) (South Side) | CARGO RAMP |
|---------------------------------------|---------------------------------------|---------------------------------------|------------|
| 129.05 | 131.975 | 130.95 | 119.475 |
| 131.3 | 131.3 | 131.975 | |

Contact the Ramp Control frequency associated with the parking location, regardless of the ramp entry points used.

- 1 CAUTION: Overhead passenger bridge on south side of Concourse A provides 42' (13m) tail and up to 118' (36m) wingspan clearance when on taxiway centerline.
- 2 De-ice Pad E
- 3 De-ice Pad C
- 4 De-ice Pad J
- 5 De-ice Pad DS West
- 6 De-ice Pad DS East
- 7 De-ice Pad B
- 8 De-ice Pad A
- 9 De-ice Pad WA
- 10 De-ice Pad SA
- 11 Departure Meter North, 129.375, 0700-2100 (local time)
- 12 Departure Meter South, 129.575, 0700-2100 (local time)



Feet 0 1000 2000 3000 4000 5000
 Meters 0 500 1000 1500

104-45 104-44 104-43

104-45 104-44 104-43

| RWY | ADDITIONAL RUNWAY INFORMATION | | | TAKE-OFF | WIDTH |
|-----|---------------------------------------------|---------------|-----------------------|----------|----------|
| | THRESHOLD | GLIDE SLOPE | USABLE LENGTHS BEYOND | | |
| 7 | HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR | 10,958' 3340m | | | 150' 46m |
| 25 | HIRL CL MALSR PAPI-L (angle 3.0°) RVR | 10,941' 3335m | | | 150' 46m |
| 8 | HIRL CL MALSR PAPI-L (angle 3.0°) RVR | 10,899' 3322m | | | 150' 46m |
| 26 | HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR | 11,042' 3366m | | | 150' 46m |
| 16L | HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR | 11,006' 3355m | | | 150' 46m |
| 34R | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR | 10,929' 3331m | | | 150' 46m |
| 16R | HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR | 14,980' 4566m | | | 200' 61m |
| 34L | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR | 14,910' 4545m | | | 200' 61m |
| 17L | HIRL CL MALSR PAPI-L (angle 3.0°) RVR | 11,015' 3357m | | | 150' 46m |
| 35R | HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR | 10,874' 3314m | | | 150' 46m |
| 17R | HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR | 11,035' 3366m | | | 150' 46m |
| 35L | HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR | 10,899' 3322m | | | 150' 46m |

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 3) | | | |
|---------------------------------------------------|------------------|--------------------|-------------|
| RWY 34L | Adequate Vis Ref | | STD |
| | CL & HIRL | CL, or RCLM & HIRL | |
| 3 | TDZ 5 | TDZ RVR 10 | 3 & 4 Eng |
| 3 | Mid RVR 5 | Mid RVR 10 | 1 & 2 Eng |
| 3 | Rollout RVR 5 | Rollout RVR 10 | RVR 50 or 1 |

| RWYs 34R, 35L/R | | | |
|------------------|--------------------|----------------|---------------|
| Adequate Vis Ref | | STD | |
| CL & HIRL | CL, or RCLM & HIRL | | |
| 3 | TDZ 5 | TDZ RVR 10 | 3 & 4 Eng |
| 3 | Mid RVR 5 | Mid RVR 10 | 1 & 2 Eng |
| 3 | Rollout RVR 5 | Rollout RVR 10 | RVR 24 or 1/2 |

| RWY 16R | | | |
|------------------|--------------------|----------------|---------------|
| Adequate Vis Ref | | STD | |
| CL & HIRL | CL, or RCLM & HIRL | | |
| 5 | TDZ RVR 10 | TDZ RVR 10 | 3 & 4 Eng |
| 5 | Mid RVR 10 | Mid RVR 10 | 1 & 2 Eng |
| 5 | Rollout RVR 10 | Rollout RVR 10 | RVR 24 or 1/2 |

| RWYs 16L, 17L/R | | | |
|------------------|--------------------|----------------|---------------|
| Adequate Vis Ref | | STD | |
| CL & HIRL | CL, or RCLM & HIRL | | |
| 5 | TDZ RVR 10 | TDZ RVR 10 | 3 & 4 Eng |
| 5 | Mid RVR 10 | Mid RVR 10 | 1 & 2 Eng |
| 5 | Rollout RVR 10 | Rollout RVR 10 | RVR 24 or 1/2 |

| RWYs 7, 8, 25, 26 | | | |
|-------------------|--------------------|----------------|---------------|
| Adequate Vis Ref | | STD | |
| CL & HIRL | CL, or RCLM & HIRL | | |
| 5 | TDZ RVR 10 | TDZ RVR 10 | 3 & 4 Eng |
| 5 | Mid RVR 10 | Mid RVR 10 | 1 & 2 Eng |
| 5 | Rollout RVR 10 | Rollout RVR 10 | RVR 24 or 1/2 |

| RWYs 7, 8, 25, 26 | | | |
|-------------------|--------------------|----------------|---------------|
| Adequate Vis Ref | | STD | |
| CL & HIRL | CL, or RCLM & HIRL | | |
| 5 | TDZ RVR 10 | TDZ RVR 10 | 3 & 4 Eng |
| 5 | Mid RVR 10 | Mid RVR 10 | 1 & 2 Eng |
| 5 | Rollout RVR 10 | Rollout RVR 10 | RVR 24 or 1/2 |

GENERAL
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 Low Level Wind Shear Alert System.
 Terminal Doppler Weather Radar.
 All runways grooved.

OBSTACLE DP
 Runway 7, climb on a heading between 315° clockwise to 218° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runway 8, climb on a heading between 310° clockwise to 220° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runway 16L, 16R, climb on a heading between 213° counter-clockwise to 353° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runway 17L, 17R, climb on a heading between 222° counter-clockwise to 353° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runway 25, climb on a heading between 317° clockwise to 083° or 206° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runway 26, climb on a heading between 313° clockwise to 083° or 219° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runways 34L, 34R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.
 Runways 35L, 35R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

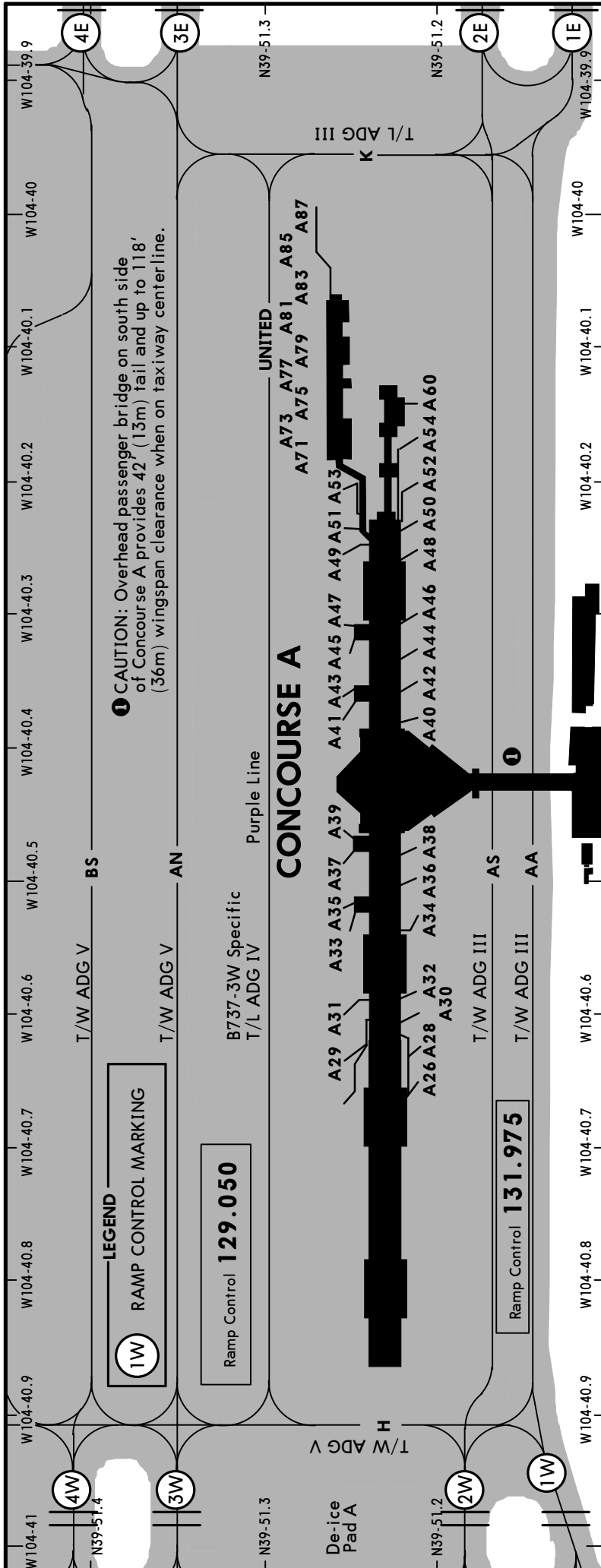
DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)
 RWys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R, 35L, 35R: Heading as assigned by ATC.

FOR FILING AS ALTERNATE
 LOC RWys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R
 RNAV (RNP) Z RWys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R

KDEN/DEN CONCOURSE A

26 NOV 21 **10-9B**

DENVER, COLO
DENVER INTL



| PARKING GATE COORDINATES CONCOURSE A | | | |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| GATE NO. | COORDINATES | GATE NO. | COORDINATES |
| A26 A27 A28, A32 A29, 31 A34, A36, A38 A33, A35 A37, A39 | N39 51.2 W104 40.7 N39 51.3 W104 40.7 N39 51.2 W104 40.6 N39 51.3 W104 40.6 N39 51.2 W104 40.6 N39 51.2 W104 40.5 N39 51.2 W104 40.5 | A40, A42 A41, A43 A44, A46, A48 A50, A52, A54 A51, A53 A60 | N39 51.2 W104 40.4 N39 51.3 W104 40.4 N39 51.2 W104 40.3 N39 51.2 W104 40.2 N39 51.3 W104 40.2 N39 51.2 W104 40.1 |
| | | A75 thru A83 A85, A87 | N39 51.3 W104 40.2 N39 51.3 W104 40.1 N39 51.3 W104 40.0 |
| | | UNITED | |

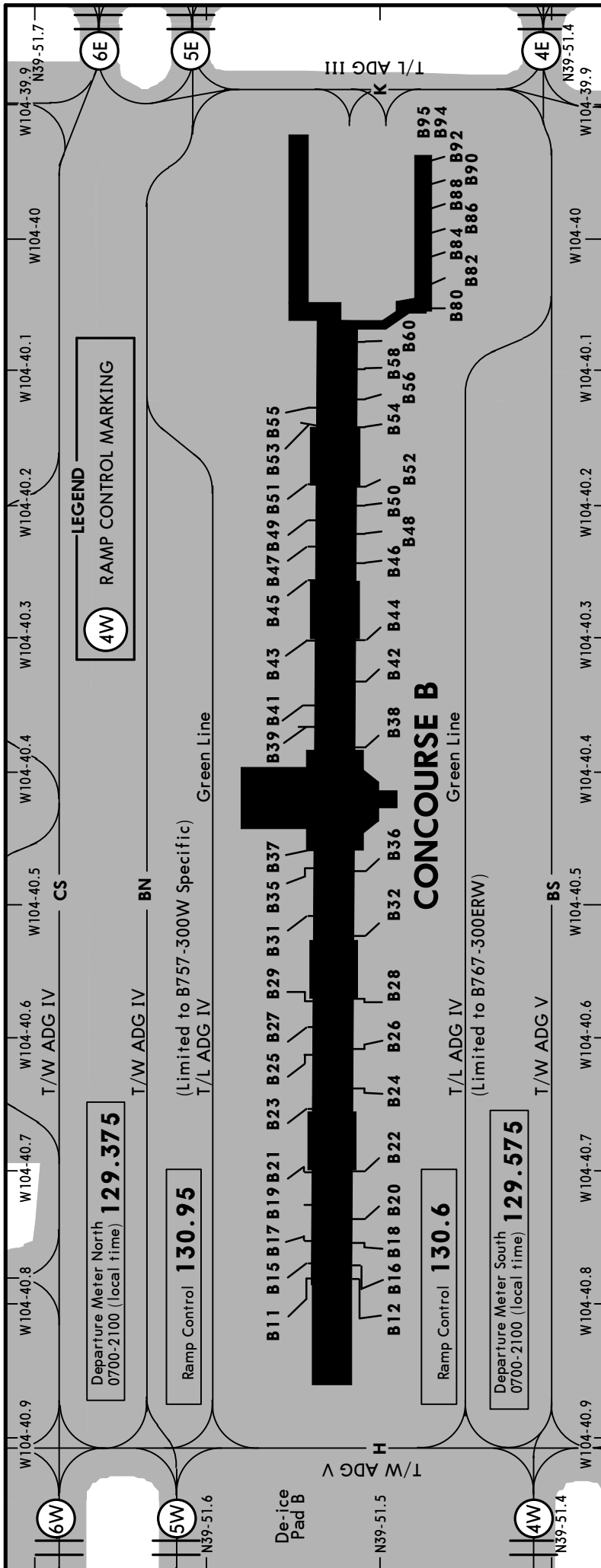
CHANGES: Ramp, buildings, gates, coordinates.

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KDEN/DEN CONCOURSE B

26 NOV 21 **10-9C**

DENVER, COLO
DENVER INTL



PARKING GATE COORDINATES CONCOURSE B

| GATE NO. | COORDINATES | GATE NO. | COORDINATES | GATE NO. | COORDINATES |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------------------------|
| B11, B15, B17 B12, B16, B18 B19, B21, B23 B20, B22 B24, B26, B28 | N39 51.6 W104 40.8 N39 51.5 W104 40.8 N39 51.6 W104 40.7 N39 51.5 W104 40.7 N39 51.5 W104 40.6 | B38 B39, B41 B42, B46 B43, B45 B46, B48, B50 | N39 51.5 W104 40.4 N39 51.6 W104 40.4 N39 51.5 W104 40.3 N39 51.6 W104 40.3 N39 51.5 W104 40.2 | B80 B82 thru B90 B92 thru B95 | N39 51.5 W104 40.1 N39 51.5 W104 40.0 N39 51.5 W104 39.9 |
| B25, B27, B29 B32, B36 B31, B35, B37 | N39 51.6 W104 40.6 N39 51.5 W104 40.5 N39 51.6 W104 40.5 | B47, B49, B51 B52 B53 B54, B56, B58 | N39 51.6 W104 40.2 N39 51.5 W104 40.2 N39 51.6 W104 40.2 N39 51.5 W104 40.1 N39 51.6 W104 40.1 | | |
| | | B60 | N39 51.5 W104 40.1 | | |

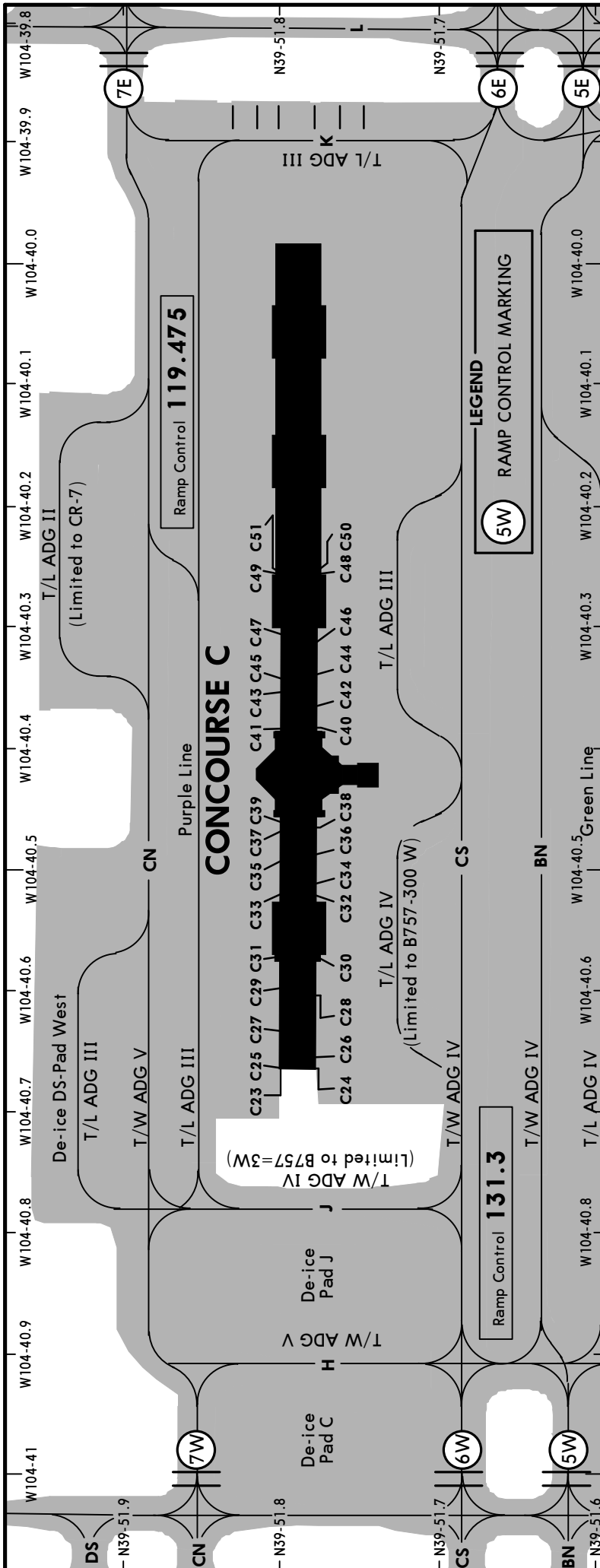
KDEN/DEN CONCOURSE C

26 NOV 21

10-9D



DENVER, COLO
DENVER INTL



PARKING GATE COORDINATES CONCOURSE C

| GATE NO. | COORDINATES | GATE NO. | COORDINATES |
|--------------|-------------|----------|-------------|
| C23 thru C26 | N39 51.8 | | |
| C27 thru C31 | N39 51.8 | | |
| C32 thru C39 | N39 51.8 | | |
| C40 thru C43 | N39 51.8 | | |
| C44 thru C49 | N39 51.8 | | |
| C50, C51 | N39 51.8 | | |
| | W104 40.7 | | |
| | W104 40.6 | | |
| | W104 40.5 | | |
| | W104 40.4 | | |
| | W104 40.3 | | |
| | W104 40.2 | | |

DEICING PROCEDURES

GENERAL PROCEDURES:

Deicing with engines running is allowed.

SEQUENCING:

With the assistance of the Aerobahn Deicing Manager tool, the Ramp Tower is responsible for sequencing aircraft to the deice pads.

Each departing aircraft will be assigned a Recommended Off-Block Time (ROBT) that is calculated based on the scheduled departure time or amended departure time.

The ROBT will be provided to local airline station operations personnel.

Airline personnel should board the aircraft in an effort to have the aircraft ready to push back from the gate to meet the ROBT.

Aircraft that push more than 5 minutes before the ROBT will be taxied to a holding area until their calculated Target Deice Queue Entry Time, when the flight can re-join the departure queue.

After 10 minutes past the ROBT, the flight will be resequenced and a new ROBT will be issued.

An airline can prioritize and swap their own aircraft in the calculated sequence

STAGING:

Aircraft will be staged at the " DEICE HOLD" signs east of Taxiway H or Taxiway J.

Aircraft may be staged mid-ramp to allow taxi flexibility and exit points for non-deicers.

The goal of the Aerobahn Deicing Manager tool is to have no more than 4 aircraft waiting in queue for each deice pad with a maximum queue time of 10 minutes

COMMUNICATIONS:

ASDE-X surveillance system in use. Operate transponder with Mode C at all times.

Contact Ramp Control to "push for deicing."

Ramp control will direct aircraft to appropriate "DEICE HOLD" location. Aircraft destined for the WA-Pad will be directed to contact Ground Control at the appropriate Ramp Control Marking.

When directed by Ramp Control, contact the deice controller on the appropriate frequency (typically when you are #1 at the "DEICE HOLD" sign).

Upon completion of deicing, the deice pad controller will instruct you to contact Ground Control (Ramp Control for J-Pad and DS-Pad) for taxi.

Contact Ground Control (Ramp Control for J-Pad and DS-Pad) with your deice pad and spot number.

DEICE EFFICIENCY ENHANCEMENT PROGRAM:

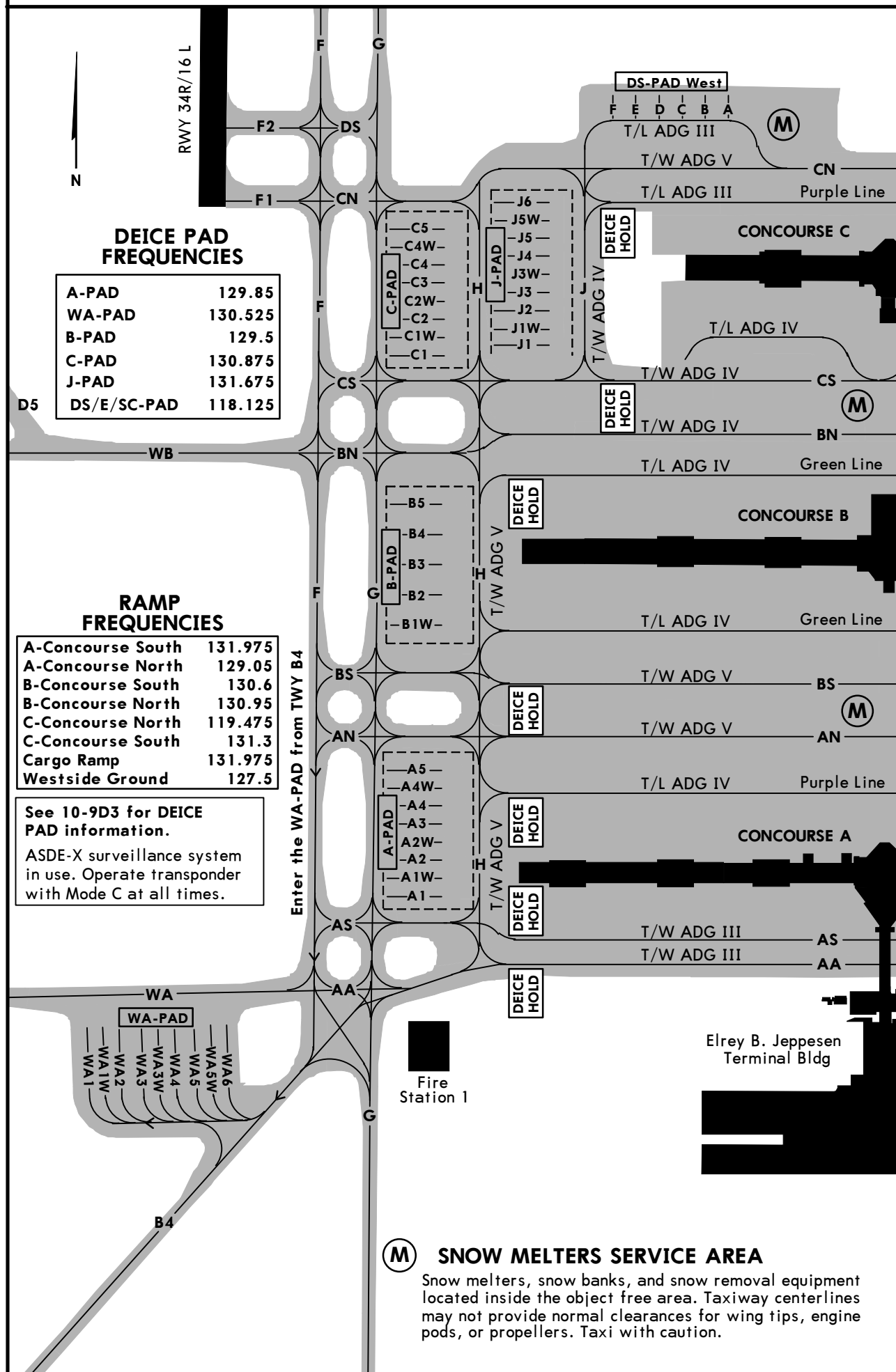
Upon the completion of deice and receipt of the "post deice" report, expedite departure from the deice pad.

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DEICING PROCEDURES CONTINUED

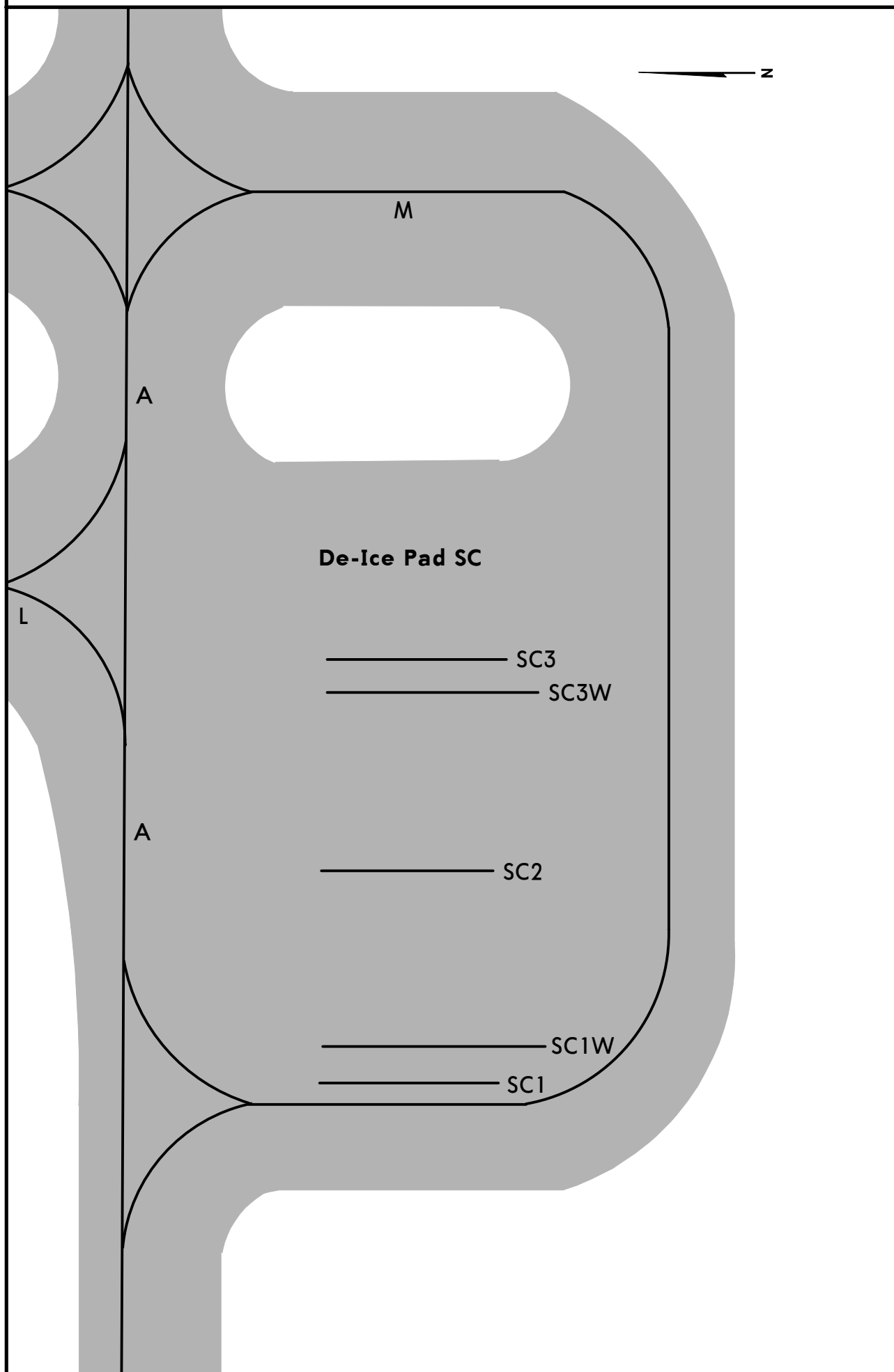


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9 JUL 21 (10-9D3)

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DENVER INTL

DEICING PROCEDURES CONTINUED



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DENVER INTL

DEICING PROCEDURES CONTINUED

| A-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Critical Aircraft (Inline) | Comments |
|--------------------|------------------------------|----------------------------|----------------------------|---------------------------------------------------------------------------------|
| A1, A2, A3, A4, A5 | B737-900W | B727-200 | E170 | — |
| A1W | B777-200 | B777-200 | — | Overlaps Spots A1/A2/A2W |
| A2W | B777-200 | B777-200 | — | Overlaps Spots A1W/A2/A3 |
| A4W | B777-200 | B777-200 | — | Overlaps Spots A4/A5 |
| AS1 | B747-400 | B747-400 | — | Overlaps Spots A1/A2 Spot A3 must be empty when aircraft taxis into Spot AS1 |

| B-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Critical Aircraft (Inline) | Comments |
|------------|------------------------------|----------------------------|----------------------------|---------------------------------------------------------------------------------|
| B1W | B777-200 | B777-200 | E170 | — |
| B2, B3 | B757-300W | B757-300W | E170 | — |
| B4, B5 | B737-900W | B737-900W | E170 | — |
| BN1 | B747-400 | B747-400 | — | Overlaps Spots B5/B6 Spot B4 must be empty when aircraft taxis into Spot BN1 |

| C-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Critical Aircraft (Inline) | Comments |
|------------|------------------------------|----------------------------|----------------------------|----------------------|
| C1, C2 | B757-300 | B757-300 | E170 | — |
| C1W | B777-200 | B777-200 | — | Overlaps Spots C1/C2 |
| C2W | B777-200 | B777-200 | — | Overlaps Spots C2/C3 |
| C3, C4 | B737-900W | B727-200 | E170 | — |
| C4W | B777-200 | B777-200 | — | Overlaps Spots C4/C5 |
| C5 | E175W | E175W | E170 | — |

| SC-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Comments |
|-------------|------------------------------|----------------------------|------------------------|
| SC1, SC3 | B767-300 | B767-300 | — |
| SC3W | A380-800 | B747-8 | Overlaps Spots SC1/SC2 |
| SC2 | B757-300 | B757-300 | — |
| SC1W | B747-8 | B747-8 | Overlaps Spots SC2/SC3 |

| DS-PAD WEST Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Comments |
|------------------|------------------------------|----------------------------|----------|
| A, B, C, D, E, F | CRJ-700 | CRJ-700 | — |

| E-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Comments |
|------------|------------------------------|----------------------------|----------|
| E1, E2 | B767-300 | B767-300 | — |
| E3 | B757-300 | B757-300 | — |

| J-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Critical Aircraft (Inline) | Comments |
|--------------------|------------------------------|----------------------------|----------------------------|--------------------------|
| J1, J2, J3, J4, J5 | B737-900W | B727-200 | E170 | — |
| J1W | B747-400 | B777W | — | Overlaps Spots J1/J2 |
| J3W | B747-400 | B777W | — | Overlaps Spots J3/J4 |
| J5W | B747-400 | B777W | — | Overlaps Spots J5/J6 |
| J6 | B757-300 | B757-300 | E170 | — |
| JN1 | B757-300 | B757-300 | — | Overlaps Spots J1/J1W/J2 |
| JN2 | B757-300 | B757-300 | — | Overlaps Spots J3/J3W/J4 |
| JN3 | B757-300 | B757-300 | — | Overlaps Spots J5/J5W/J6 |

| WA-PAD Spot | Critical Aircraft (Wingspan) | Critical Aircraft (Length) | Critical Aircraft (Inline) | Comments |
|------------------------------|------------------------------|----------------------------|----------------------------|------------------------|
| WA1, WA2, WA3, WA4, WA5, WA6 | B757-300 | B757-300 | E170/ CRJ-700 | — |
| WA1W | A380-800 | B747-8 | — | Overlaps Spots WA1/WA2 |
| WA3W | A380-800 | B747-8 | — | Overlaps Spots WA3/WA4 |
| WA5W | A380-800 | B747-8 | — | Overlaps Spots WA5/WA6 |

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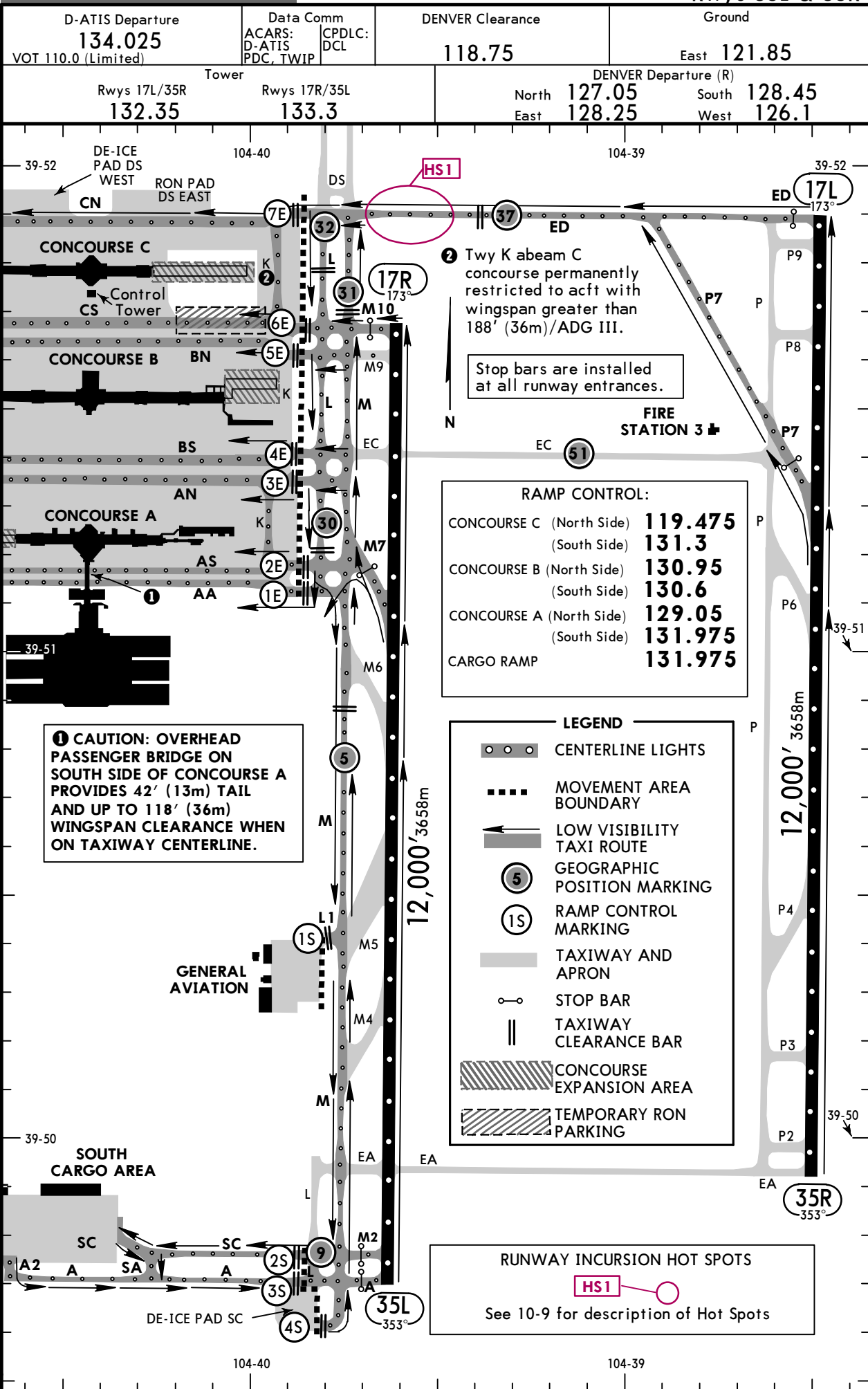
26 NOV 21

10-9E

DENVER, COLO
LOW VISIBILITY TAXI ROUTES

Rwys 35L & 35R

LESS THAN RVR 500



KDEN/DEN
DENVER INTL

JEPPESSEN

SMGCS

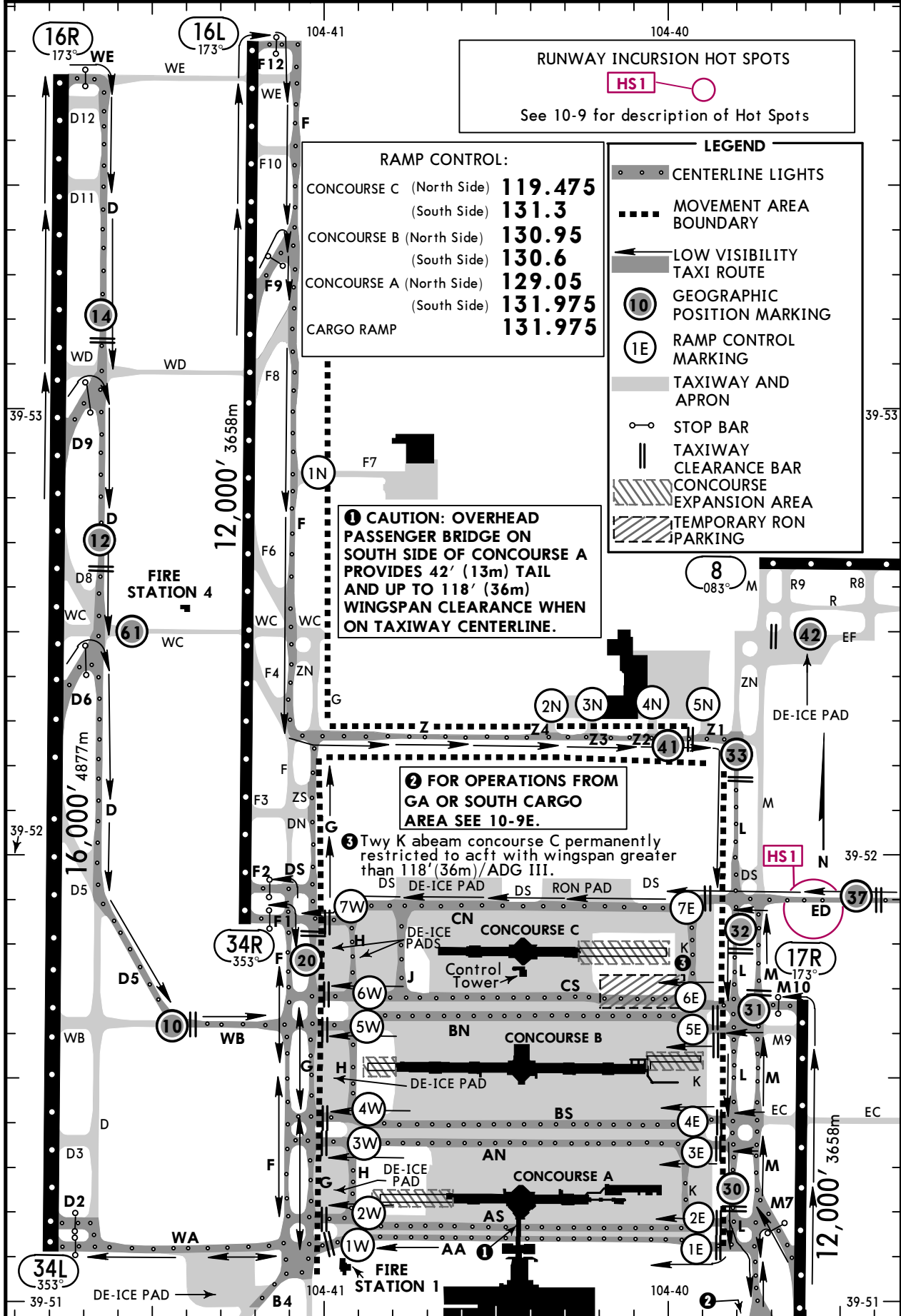
26 NOV 21

10-9F

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 34L & 34R

LESS THAN RVR 500

| | | | | |
|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------------|-----------------------------------|-----------------------------|
| D-ATIS Departure 134.025 VOT 110.0 (Limited) | Data Comm ACARS: D-ATIS PDC, TWIP | CPDLC: DCL | DENVER Clearance 118.75 | Ground West 127.5 |
| Tower Rwys 16R/34L, 16L/34R 135.3 | DENVER Departure (R) North 127.05 South 128.45 East 128.25 West 126.1 | | | |



RAMP CONTROL:

| | |
|--------------------------|----------------|
| CONCOURSE C (North Side) | 119.475 |
| (South Side) | 131.3 |
| CONCOURSE B (North Side) | 130.95 |
| (South Side) | 130.6 |
| CONCOURSE A (North Side) | 129.05 |
| (South Side) | 131.975 |
| CARGO RAMP | 131.975 |

1 CAUTION: OVERHEAD PASSENGER BRIDGE ON SOUTH SIDE OF CONCOURSE A PROVIDES 42' (13m) TAIL AND UP TO 118' (36m) WINGSPAN CLEARANCE WHEN ON TAXIWAY CENTERLINE.

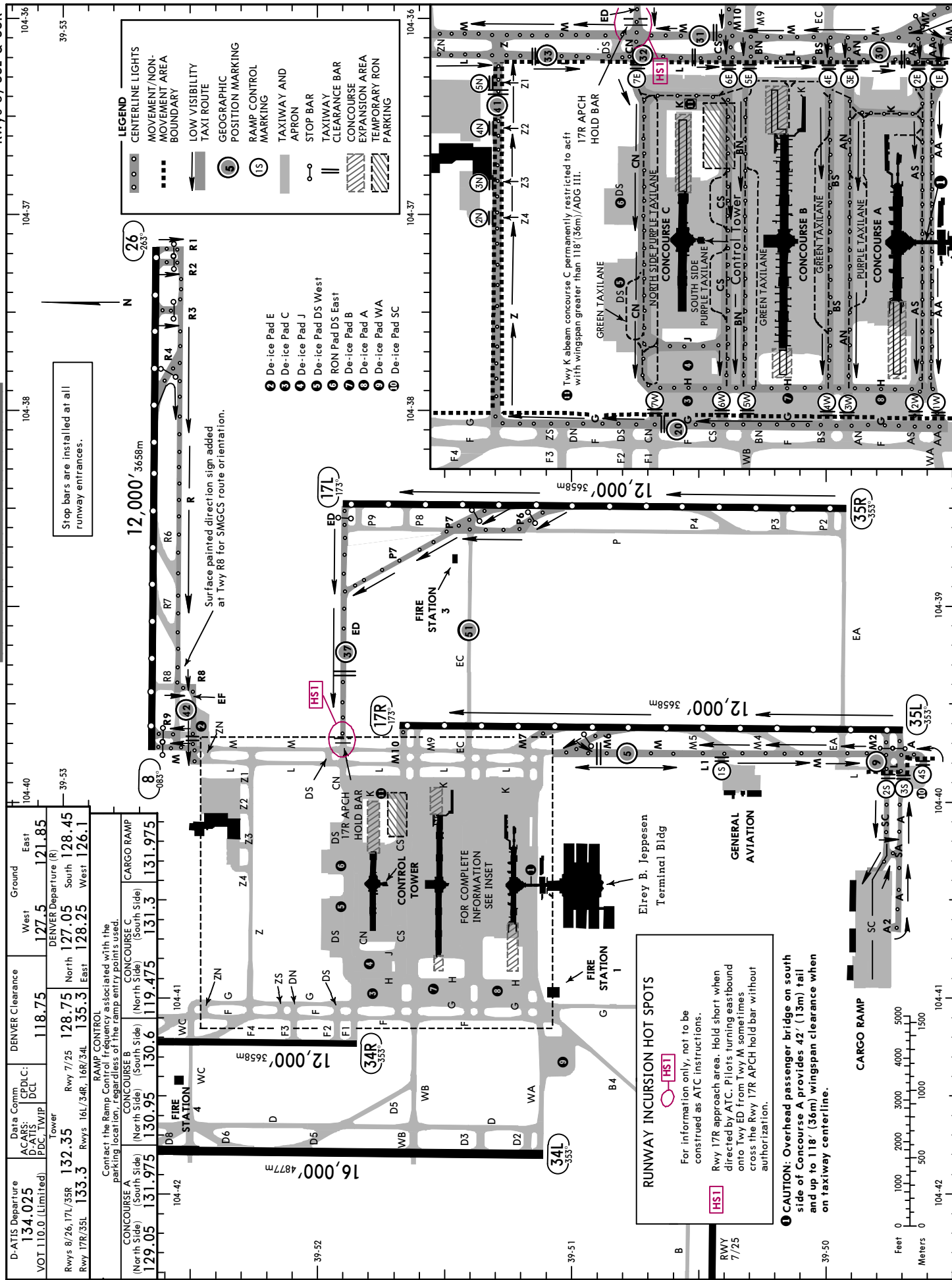
2 FOR OPERATIONS FROM GA OR SOUTH CARGO AREA SEE 10-9E.

3 Twy K abeam concourse C permanently restricted to acct with wingspan greater than 118' (36m)/ADG III.

| | | | | |
|------------------------------|--------------------------------|---------------------------|----------------------------|----------------------------------|
| D-ATIS Departure 134.025 | Data Comm ACARS: PDC, TWIP | CPDLC: DCL | Denver Clearance 118.75 | Ground West 127.5 East 121.85 |
| VOT 110.0 (Limited) | Tower | | | |
| Rwys 8/26, 17L/35R 132.35 | Rwy 7/25 128.75 | North 127.05 South 128.45 | DENVER Departure (R) | |
| Rwy 17R/35L 133.3 | Rwys 16L/34R, 16R/34L 135.3 | East 128.25 West 126.1 | | |

RAMP CONTROL
Contact the Ramp Control frequency associated with the parking location. Legacies of the ramp entry points is used.

| | | | | | |
|------------------------------------|---------|--------|---------|-------|---------|
| CONCOURSE A (North Side) 129.05 | 131.975 | 130.95 | 119.475 | 131.3 | 131.975 |
| CONCOURSE B (North Side) | | | | | |
| CONCOURSE C (South Side) | | | | | |
| CARGO RAMP | | | | | |



LEGEND

- CENTERLINE LIGHTS
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- LOW VISIBILITY TAXI ROUTE
- GEOGRAPHIC POSITION MARKING
- RAMP CONTROL MARKING
- TAXIWAY AND APRON
- STOP BAR
- TAXIWAY CLEARANCE BAR
- CONCOURSE EXPANSION AREA
- TEMPORARY RON PARKING

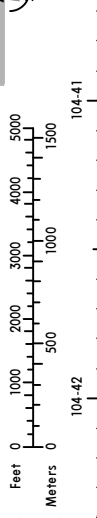
- 2 De-ice Pad E
- 3 De-ice Pad C
- 4 De-ice Pad J
- 5 De-ice Pad DS West
- 6 RON Pad DS East
- 7 De-ice Pad B
- 8 De-ice Pad A
- 9 De-ice Pad WA
- 10 De-ice Pad SC

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HST Rwy 17R approach area. Hold short when directed by ATC. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar without authorization.

CAUTION: Overhead passenger bridge on south side of Concourse A provides 42' (13m) tail and up to 118' (36m) wingspan clearance when on taxiway centerline.



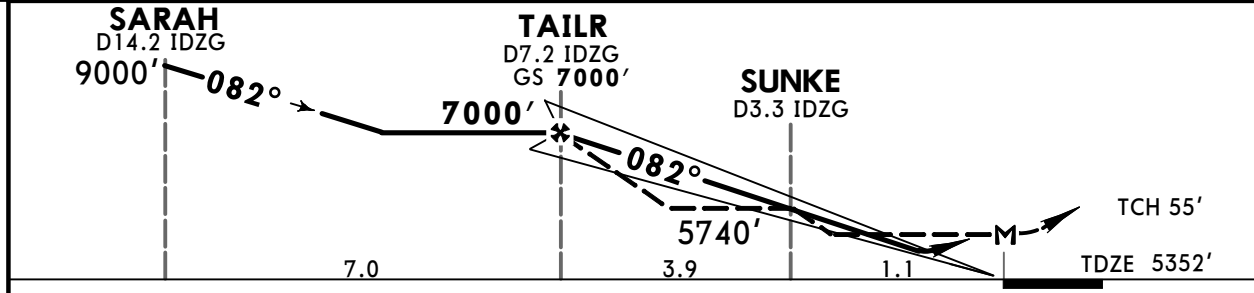
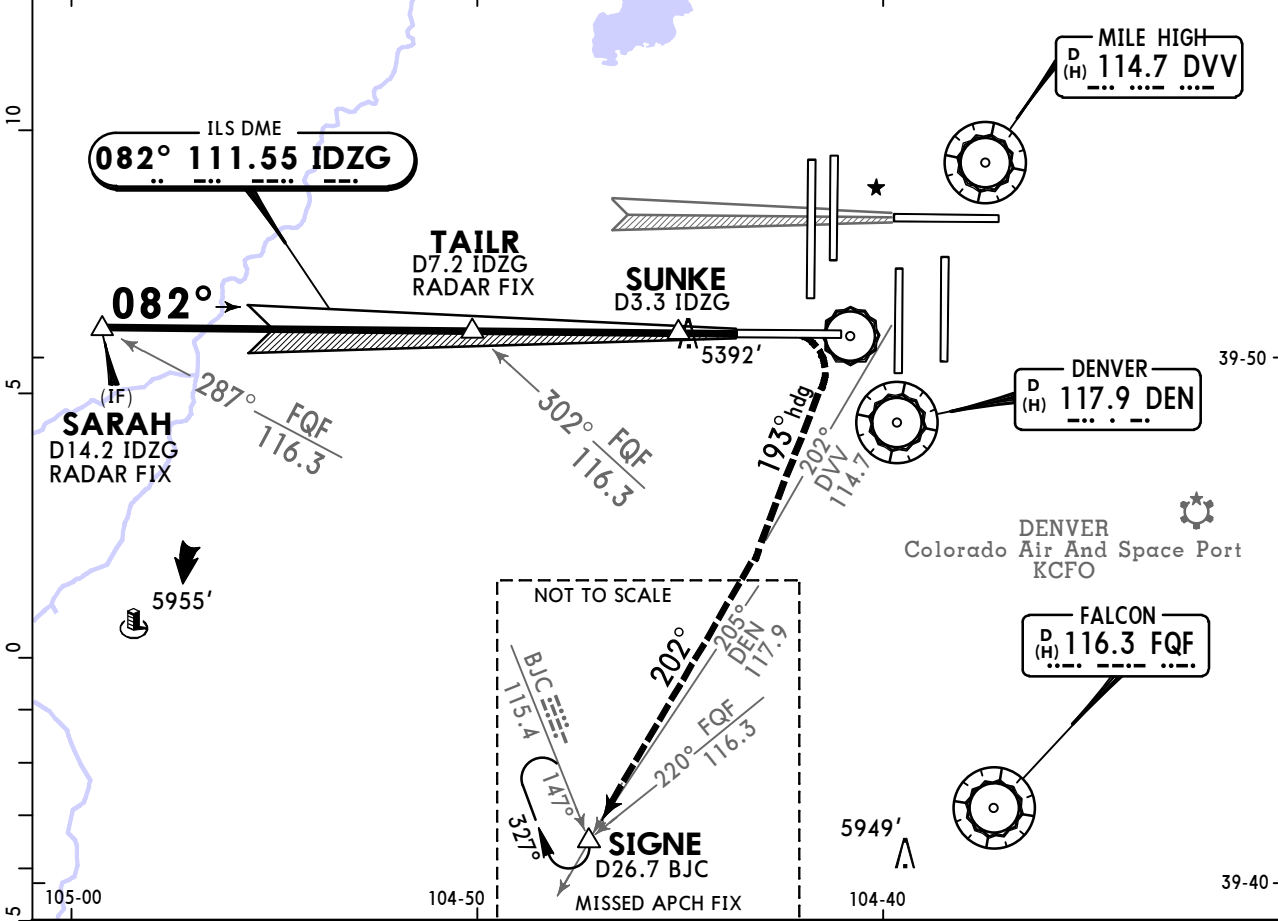
KDEN/DEN DENVER INTL

JEPPESSEN
17 SEP 21 (11-1)

DENVER, COLO ILS or LOC Rwy 7

BRIEFING STRIP™

| | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------|----------------------------------|------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 128.75 | Ground 127.5 |
| LOC IDZG 111.55 | Final Apch Crs 082° | TAILR 7000' (1648') | ILS DA(H) 5552' (200') | Apt Elev 5434' TDZE 5352' |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 11000' on heading 193° and outbound on DVV VOR R-202 to SIGNE INT/D26.7 BJC and hold, or as directed by ATC. | | | | MSA DEN VOR |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Radar required. 2. Simultaneous approach authorized with Rwy 8. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68'). | | | | |



| | | | | | | | | | | | |
|---------------|-------|------|------|------|------|------|---------------|-------|--------|----------------|---------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 5900' | 11000' | 193° on hdg | DVV and R-202 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | |
| TAILR to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 | | | | |

TERPS STRAIGHT-IN LANDING RWY 7

| | ILS | | | LOC (GS out) | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|
| | FULL | TDZ/CL out | RAIL/ALS out | RAIL/ALS out | RAIL/ALS out | RAIL/ALS out |
| A | | | | | | |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 50 or 1 | RVR 24 or 1/2 |
| C | | | | | RVR 45 or 7/8 | RVR 35 or 5/8 |
| D | | | | | | RVR 50 or 1 |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Minimums, chart format.

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TERPS AMEND 3B 5 JAN 17

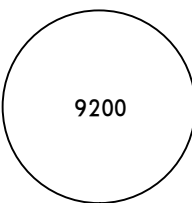
KDEN/DEN

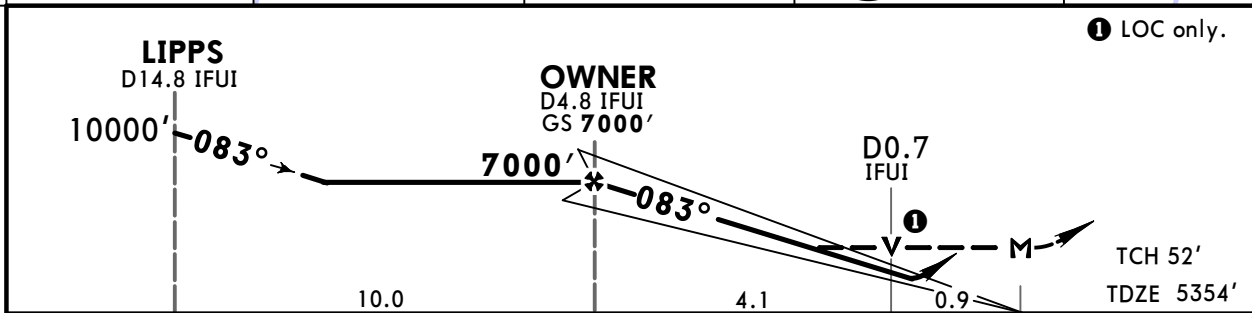
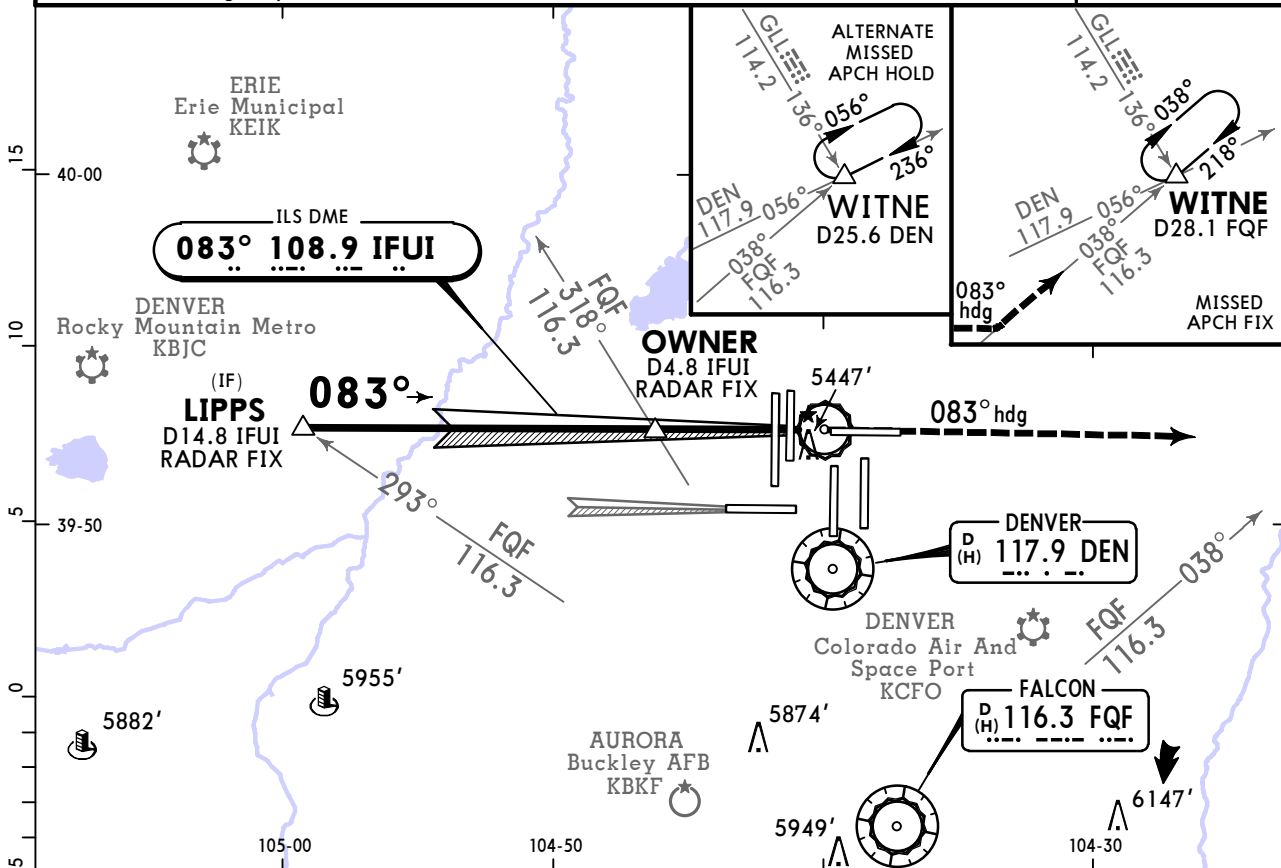
DENVER INTL

JEPPESSEN
17 SEP 21 **(11-2)**

DENVER, COLO

ILS or LOC Rwy 8

| | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------|----------------------------------|-------------------------------|--|-------------------------------------------------------------------------------------|-------------|--|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | | Ground 121.85 | | |
| LOC IFUI 108.9 | Final Apch Crs 083° | OWNER 7000' (1646') | ILS DA(H) 5554' (200') | Apt Elev 5434' TDZE 5354' | |  | | |
| MISSED APCH: Climb to 10000' on heading 083° and outbound on FQF VOR R-038 to WITNE INT/D28.1 FQF and hold, or as directed by ATC. | | | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | | | |
| 1. Radar required. 2. Simultaneous approach authorized with Rwy 7. 3. VGSI and ILS glidepath not coincident. | | | | | | | MSA DEN VOR | |



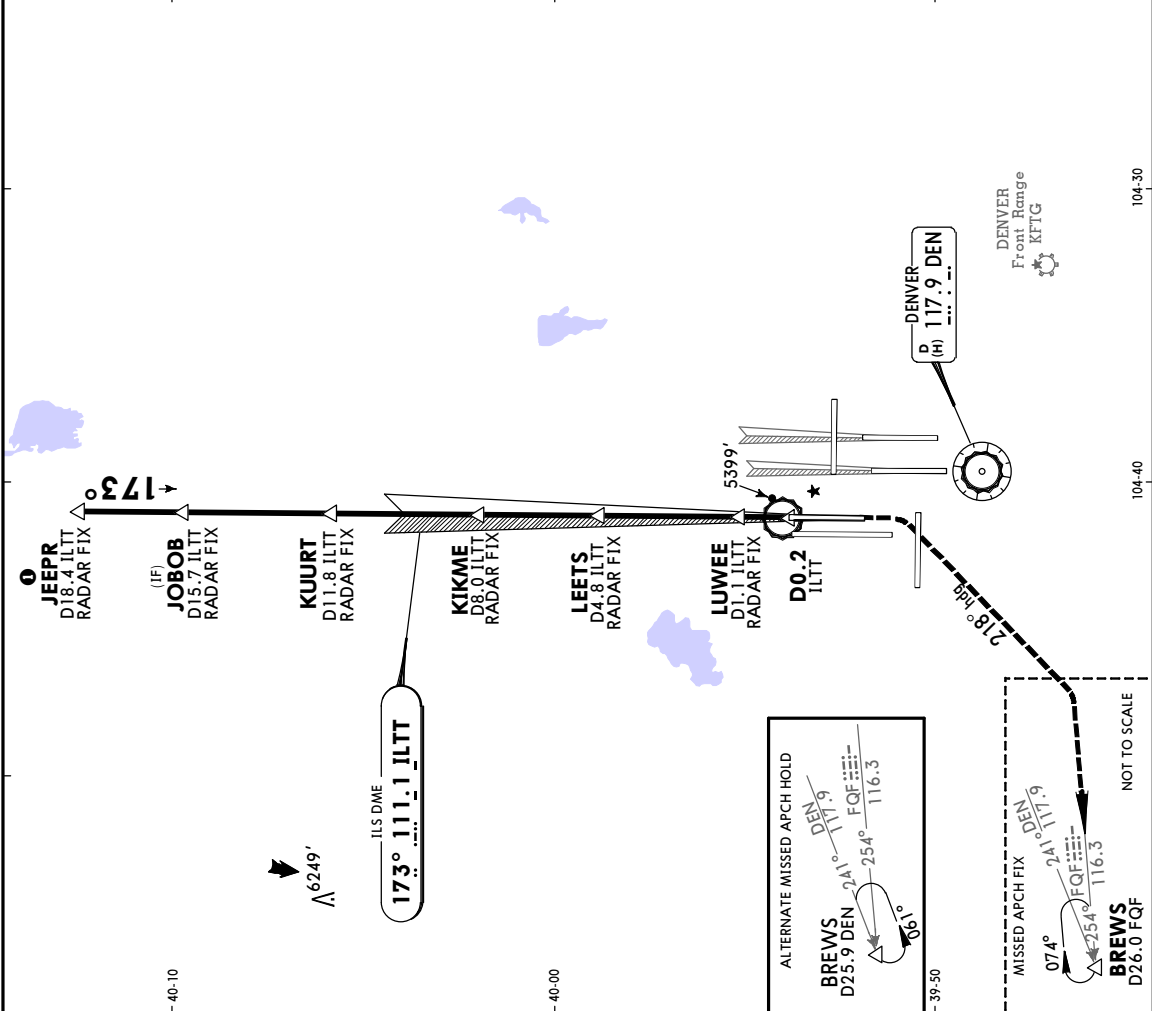
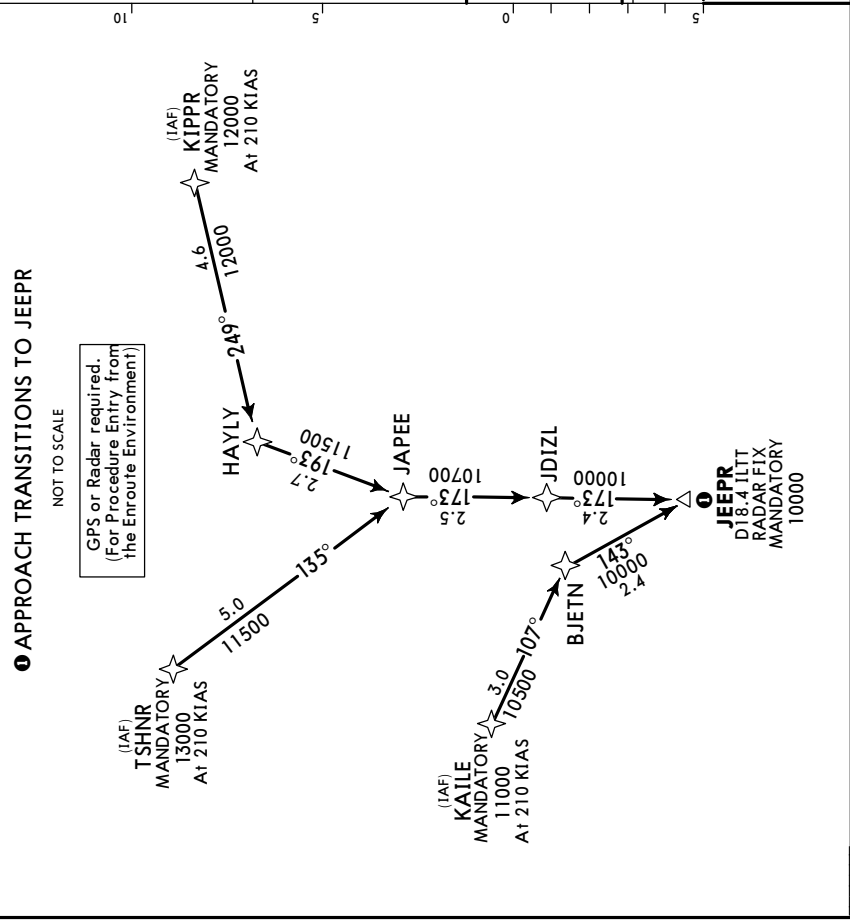
| | | | | | | | | |
|---------------|-------|------|------|------|------|------|---------------|----------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 10000' on 083° hdg and FQF R-038 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | |
| OWNER to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 1:53 | | |

| TERPS STRAIGHT-IN LANDING RWY 8 | | | |
|----------------------------------|------------------------|--------------------------------------------|-------------|
| ILS DA(H) 5554' (200') | | LOC (GS out) MDA(H) 5700' (346') | |
| FULL | | RAIL/ALS out | |
| A | | RVR 24 or 1/2 | RVR 50 or 1 |
| B | 1 RVR 24 or 1/2 | RVR 40 or 3/4 | |
| C | | RVR 30 or 5/8 | RVR 55 or 1 |
| D | | | |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5A 11 DEC 2014

| | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------|-------|--------------|--------------|----------|--------|
| D-ATIS Arrival | | DENVER Approach (R) | | DENVER Tower | | Ground | |
| LOC ILTT | 111.1 | Final Apch Crs | 173° | North | 119.3 | South | 120.35 |
| LOC ILTT | 111.1 | GS | LEETS | DA(H) | 5557' (200') | Apt Elev | 5434' |
| LOC ILTT | 111.1 | GS | 7000' | DA(H) | 5557' (200') | TDZE | 5357' |
| <p>MISSED APCH: Climb to 5900' then climbing RIGHT turn to 12000' on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.</p> | | | | | | | |
| <p>Alt. Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> | | | | | | | |
| <p>1. DME required. 2. Simultaneous approach authorized with Rwy 17L/17R. 3. VGSI and ILS glidepath not coincident.</p> | | | | | | | |



TERPS

STRAIGHT-IN LANDING RWY 16L

| | | | |
|---------------------------|---------------|----------------------------|---------------|
| 1 ILS | | 2 LOC (GS out) | |
| DA(H) 5557' (200') | | MDA(H) 5660' (303') | |
| FULL | TDZ/CL out | RAIL/ALS out | RAIL/ALS out |
| A | | | |
| B | RVR 18 or 1/2 | 1 RVR 24 or 1/2 | RVR 50 or 1 |
| C | | | |
| D | | | RVR 45 or 7/8 |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DME or Radar required.

| | | | | | | |
|----------------------------------|-------|------|------|------|------|------|
| GS | 70 | 90 | 100 | 120 | 140 | 160 |
| End speed-Kts | 3:00* | 3:07 | 4:78 | 5:51 | 6:57 | 7:43 |
| MAP at D0.2 ILTT or LEETS to MAP | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 |

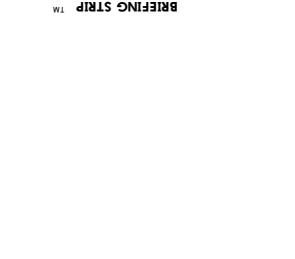
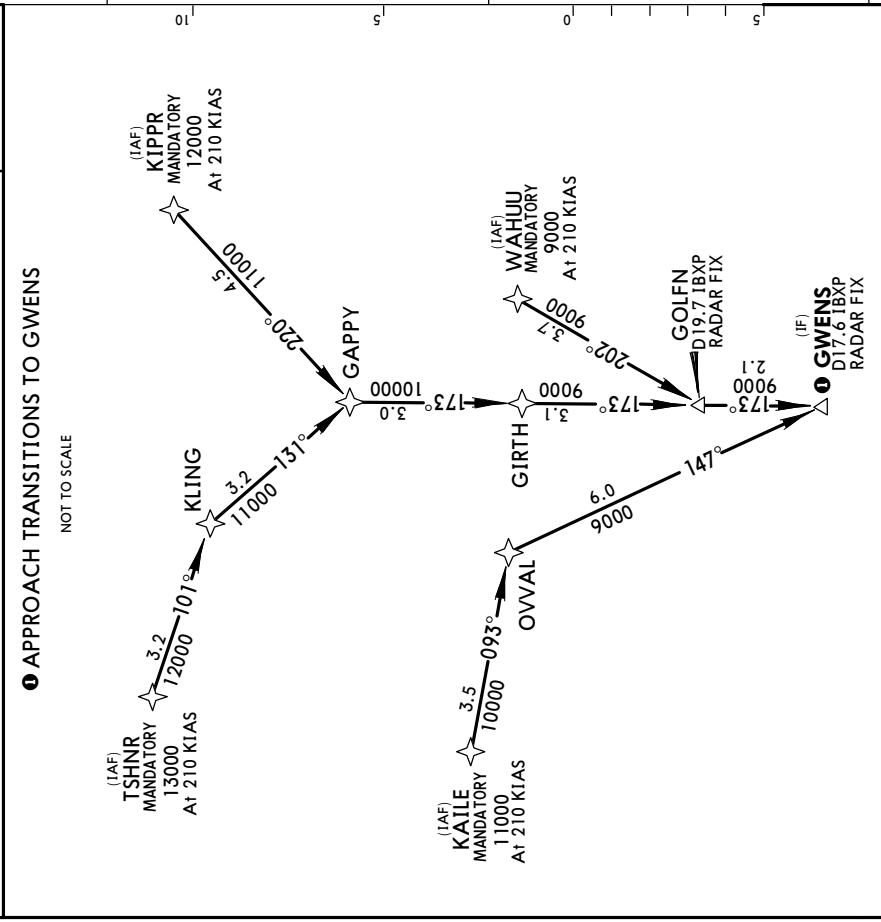
| | | | | |
|-------|-------|--------|------|-----|
| MALSR | 5900' | 12000' | 218' | FQF |
| PAPI | ↑ | ↑ | ↑ | ↑ |
| RT | ↑ | ↑ | ↑ | ↑ |
| ILTT | ↑ | ↑ | ↑ | ↑ |
| R-254 | ↑ | ↑ | ↑ | ↑ |
| BREWS | ↑ | ↑ | ↑ | ↑ |

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| | | | | | | | | |
|----------------|--------|----------------|---------------|---------------------|--------------|--------------|--------|-------------|
| D-ATIS Arrival | 125.6 | North 119.3 | South 120.35 | DENVER Approach (R) | 132.35 | DENVER Tower | 121.85 | Ground |
| LOC IBXP | 110.15 | Final Apch Crs | 173° | ILS DA(H) | 5539' (200') | Apt Elev | 5434' | 9200 |
| | | GS | 7000' (1661') | IRINE | 5539' (200') | TDZE | 5339' | MSA DEN VOR |

MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' on heading 120° and outbound on FQF VOR R-078 to LIMEX INT/D31.9 FQF and hold, or as directed by ATC.

Alt Set: INCHES
 Trans level: FL 180
 Trans alt: 18000'
 1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy 17R and Rwy 16L/16R. 3. VGSI and ILS glidepath not coincident.



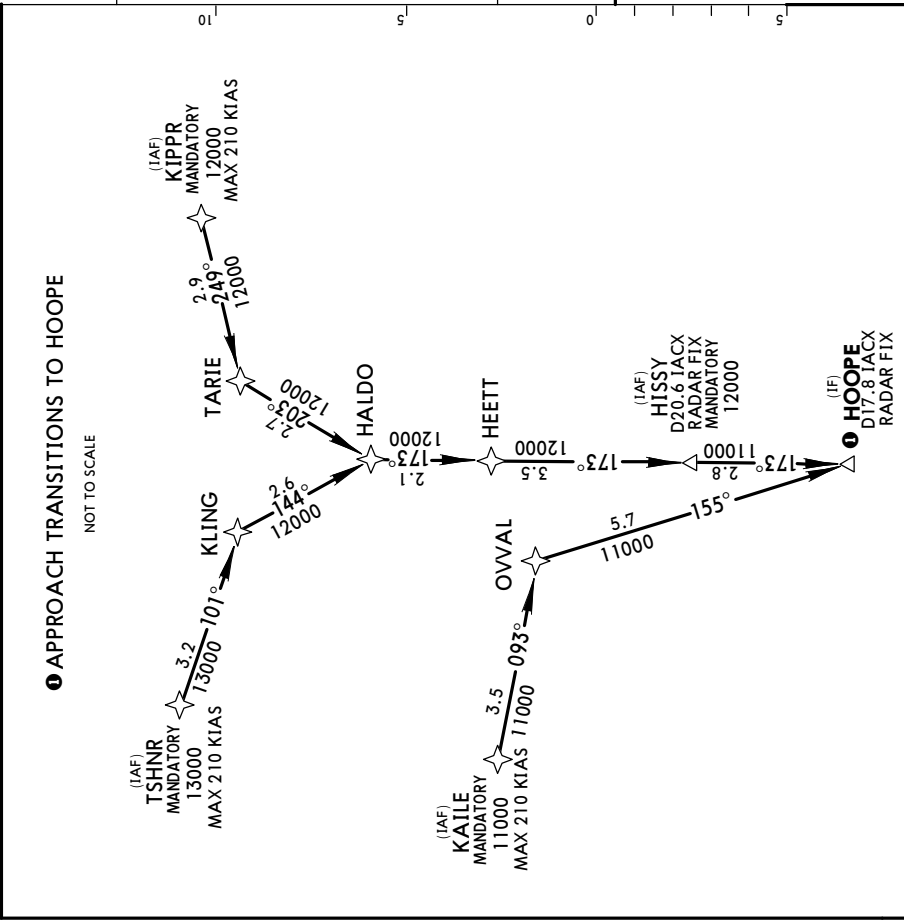
| | | | |
|-------|----------------------------------|---------------|---------------|
| TERPS | ILS DA(H) 5539' (200') | RAIL/ALS out | |
| | | RAIL/ALS out | RAIL/ALS out |
| A | LOC (GS out) MDA(H) 5620' (281') | RVR 50 or 1 | RVR 45 or 7/8 |
| B | | RVR 24 or 1/2 | |
| C | | RVR 40 or 3/4 | |
| D | | RVR 24 or 1/2 | |

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** DME or Radar required.

| | | | | | | |
|-----------|--------------------|--------------------------|-----------------|------------------|------------------|-----------------|
| LOC only. | IBXP DME D0.5 IBXP | IRINE D4.9 IBXP GS 7000' | HHOLT D8.1 IBXP | GRIFS D13.9 IBXP | GWENS D17.6 IBXP | LIMEX D31.9 FQF |
| 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | 1:55 |
| 3.00P | 372 | 478 | 531 | 637 | 743 | 849 |
| 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | | | | | | |
| 5900' | 10000' | 1200' | 116.3 | 116.3 | 116.3 | 116.3 |
| MALS | | | | | | |
| PAPI | | | | | | |
| LT | | | | | | |
| | | | | | | |

JEPPESEN
 13 JUL 18
 Eff 19 Jul
 (11-6) ILS or LOC Rwy 17R
KDEN/DEN
 DENVER INTL

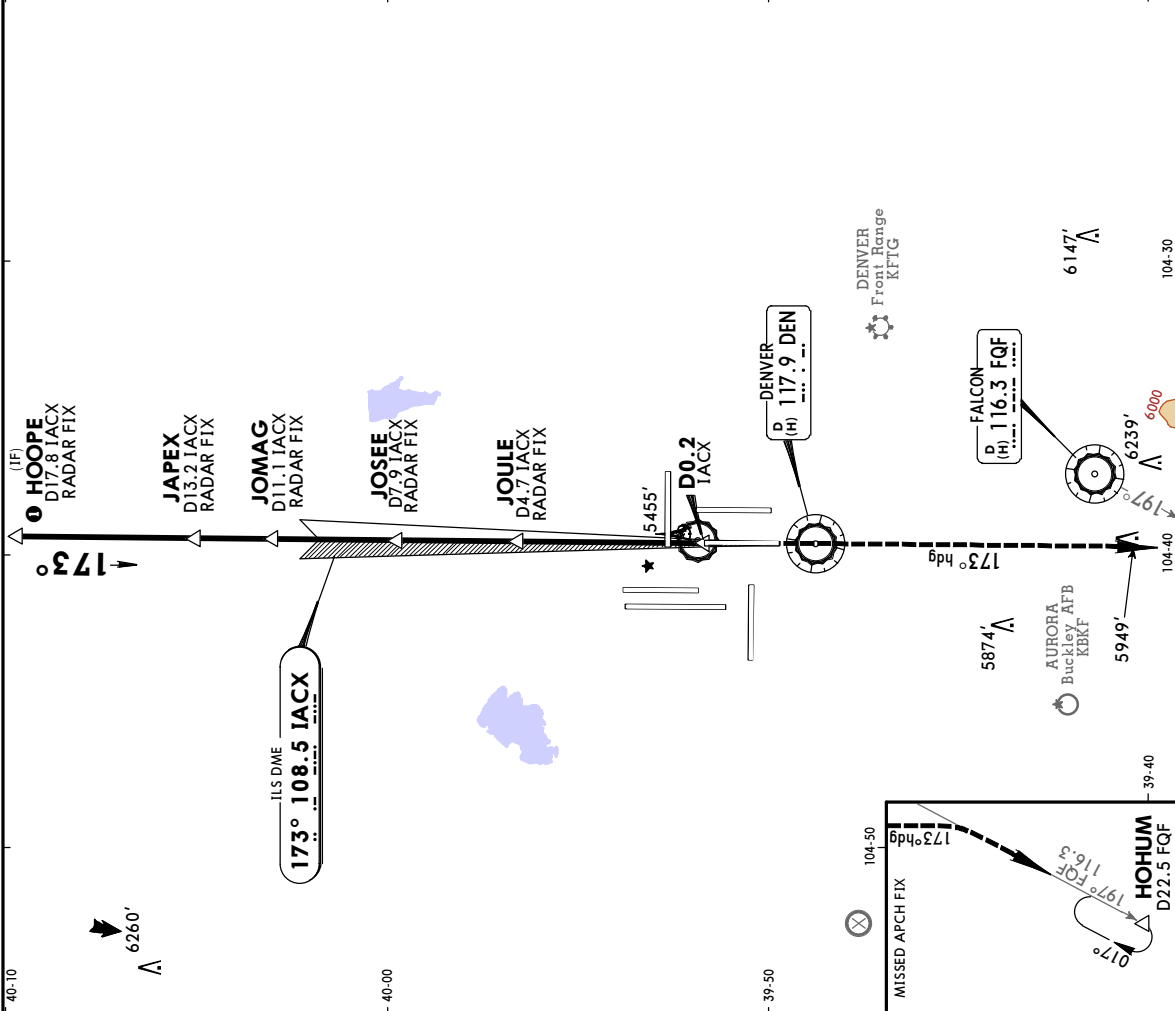
| | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------------|---------------------|----------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 133.3 | 121.85 |
| LOC IACX | Final Apch Crs | GS | ILS DA(H) | Apt Elev 5434' |
| 108.5 | 173° | 7000' (1608') | 5592' (200') | TDZE 5392' |
| MISSED APCH: Climb to 10000' on heading 173° and outbound on FQF VOR R-197 to HOHUM INT/D22.5 FQF and hold. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RNAV 1-GPS or Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69'). | | | | |



TERPS

STRAIGHT-IN LANDING RWY 17R

| | | | |
|----------------------------------------------------------------------------------|---------------|---------------------|---------------|
| ILS | | 2 LOC (GS out) | |
| DA(H) 5592' (200') | | MDA(H) 5720' (328') | |
| FULL | TDZ/CL out | RAIL/ALS out | RAIL/ALS out |
| RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 24 or 1/2 | RVR 50 or 1 |
| RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 30 or 5/8 | RVR 55 or 1/4 |
| RVR 18 with Flight Director or Autopilot or HUD to DA. DME or Radar required. | | | |

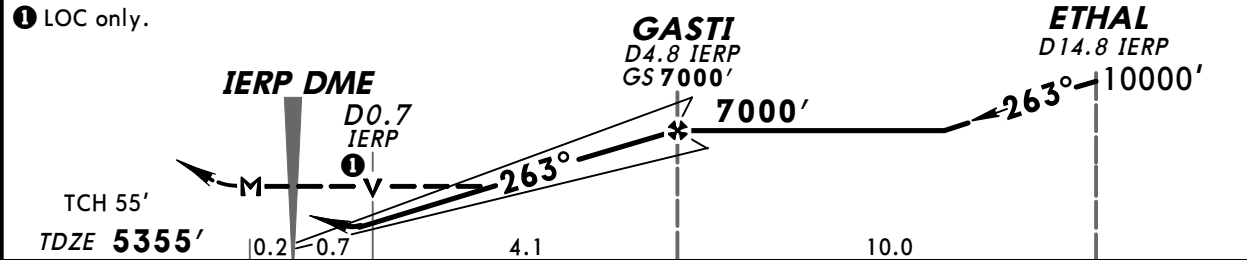
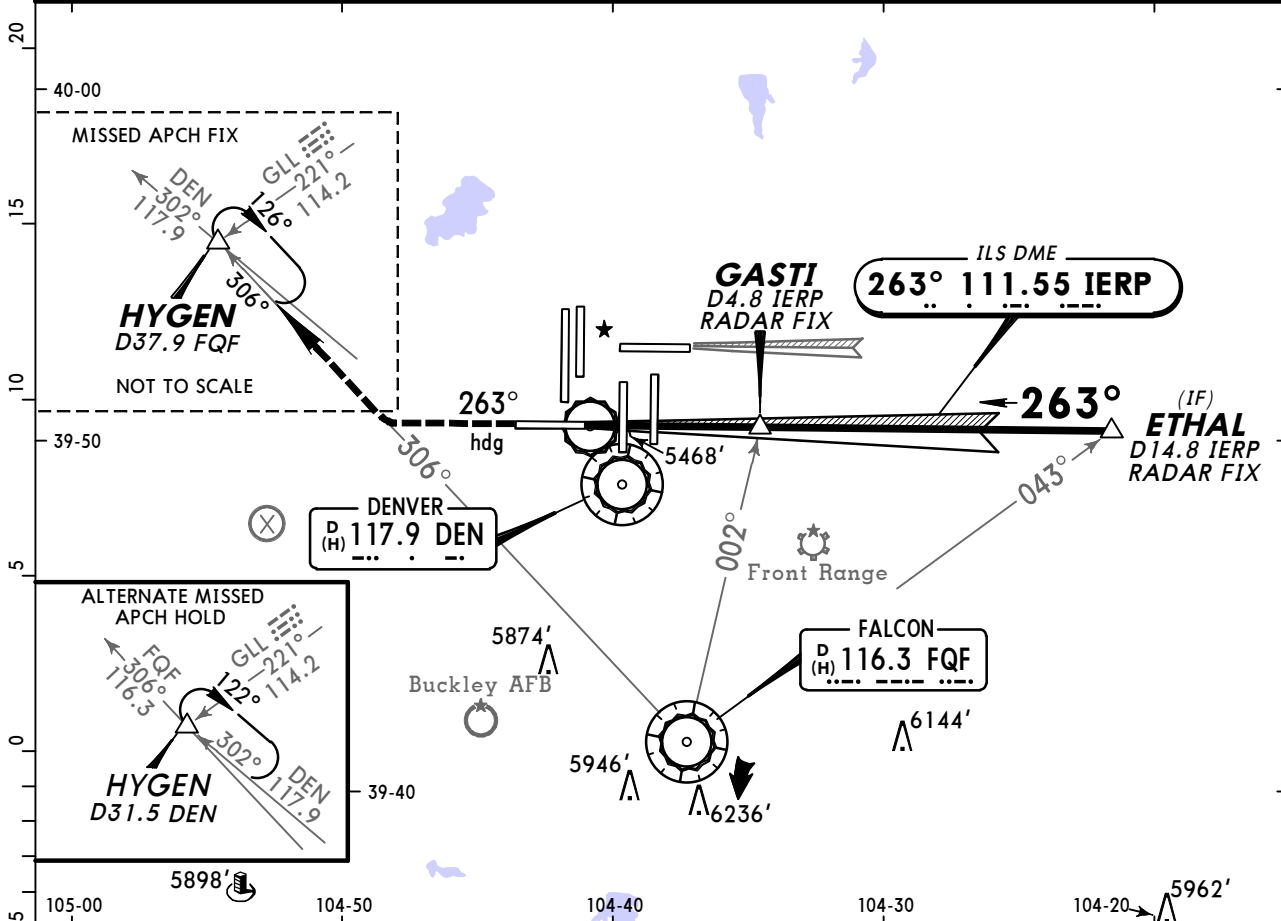


KDEN/DEN DENVER INTL

JEPPESSEN
5 DEC 14 (11-7)

DENVER, COLO ILS or LOC Rwy 25

| | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------|----------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 128.75 | Ground 127.5 |
| LOC IERP 111.55 | Final Apch Crs 263° | GS GASTI 7000' (1645') | ILS DA(H) 5555' (200') | Apt Elev 5434' TDZE 5355' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>9200'</p> <p>MSA DEN VOR</p> |
| MISSED APCH: Climb to 10000' on heading 263° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. VGSI and ILS glidepath not coincident. | | | | | |



| | | | | | | | |
|---------------|-------|------|------|------|------|------|---------------------------------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI 10000' on 263° hdg and 116.3 FQF R-306 HYGEN |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| GASTI to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | |

| TERPS STRAIGHT-IN LANDING RWY 25 | | | |
|----------------------------------|------------------------|--------------------------------------------|-------------|
| ILS DA(H) 5555' (200') | | LOC (GS out) MDA(H) 5720' (365') | |
| FULL | RAIL or ALS out | RAIL out | ALS out |
| A | 1 RVR 24 or 1/2 | RVR 24 or 1/2 | RVR 55 or 1 |
| B | | RVR 40 or 3/4 | |
| C | | RVR 40 or 3/4 | |
| D | | RVR 35 or 5/8 | |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

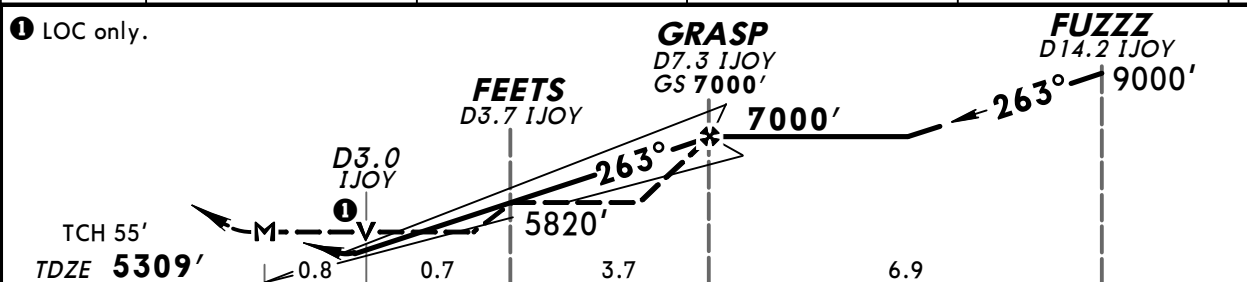
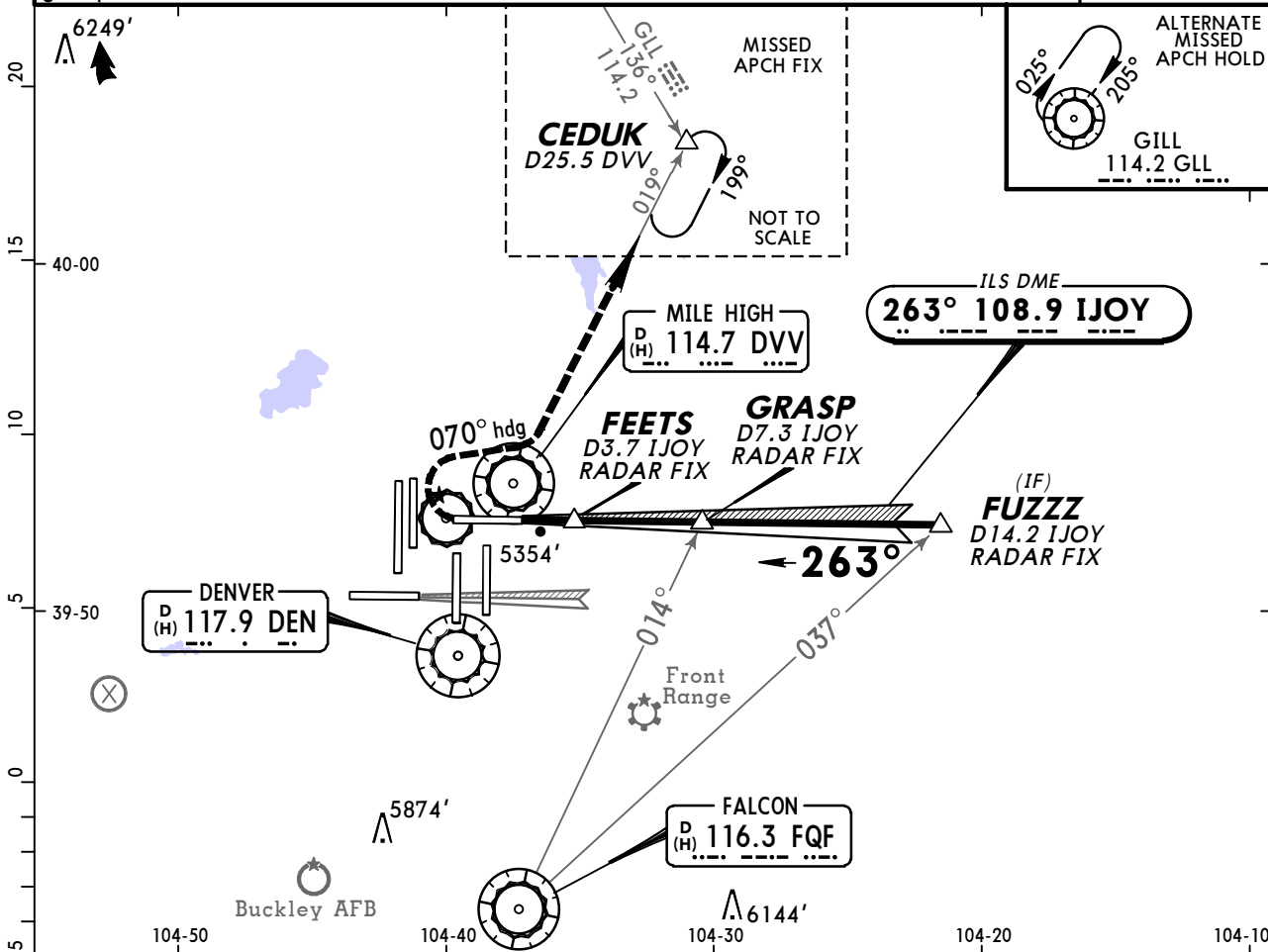
TERPS AMEND 3A, 11 DEC 2014

KDEN/DEN DENVER INTL

JEPPESSEN
5 DEC 14 **(11-8)**

DENVER, COLO ILS or LOC Rwy 26

| | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|----------------------------------|----------------------------------|--------------------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | Ground 121.85 |
| LOC IJOY 108.9 | Final Apch Crs 263° | GS GRASP 7000' (1691') | ILS DA(H) 5509' (200') | Apt Elev 5434' TDZE 5309' |
| MISSED APCH: Climb to 5900', then climbing RIGHT turn to 9000' on heading 070° and outbound on DVV VOR R-019 to CEDUK INT/D25.5 DVV and hold, or as directed by ATC. | | | | 9200' |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. VGSI and ILS glidepath not coincident. | | | | MSA DEN VOR |



| | | | | | | | | | | | |
|---------------|-------|------|------|------|------|------|-------|-------|-------|------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 9000' | 070° | DVV |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ | RT | hdg | and 114.7 |
| GRASP to MAP | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57 | | | | R-019 |

| TERPS | | STRAIGHT-IN LANDING RWY 26 | | | | | | |
|----------------------------------|---------------|----------------------------|--------------------------------------------|---------------|---------------|--------------------------------------------|---------------|-------------|
| ILS DA(H) 5509' (200') | | | LOC (GS out) MDA(H) 5620' (311') | | | LOC (GS out) MDA(H) 5820' (511') | | |
| | | | With FEETS | | | Without FEETS | | |
| FULL | | TDZ or CL out | RAIL or ALS out | RAIL out | ALS out | RAIL out | ALS out | ALS out |
| A | | 1 | | RVR 24 or 1/2 | | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 |
| B | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 40 or 3/4 | RVR 55 or 1 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 |
| C | | | | RVR 26 or 1/2 | RVR 45 or 7/8 | RVR 55 or 1 | 1 1/4 | 1 3/8 |
| D | | | | | | | | |

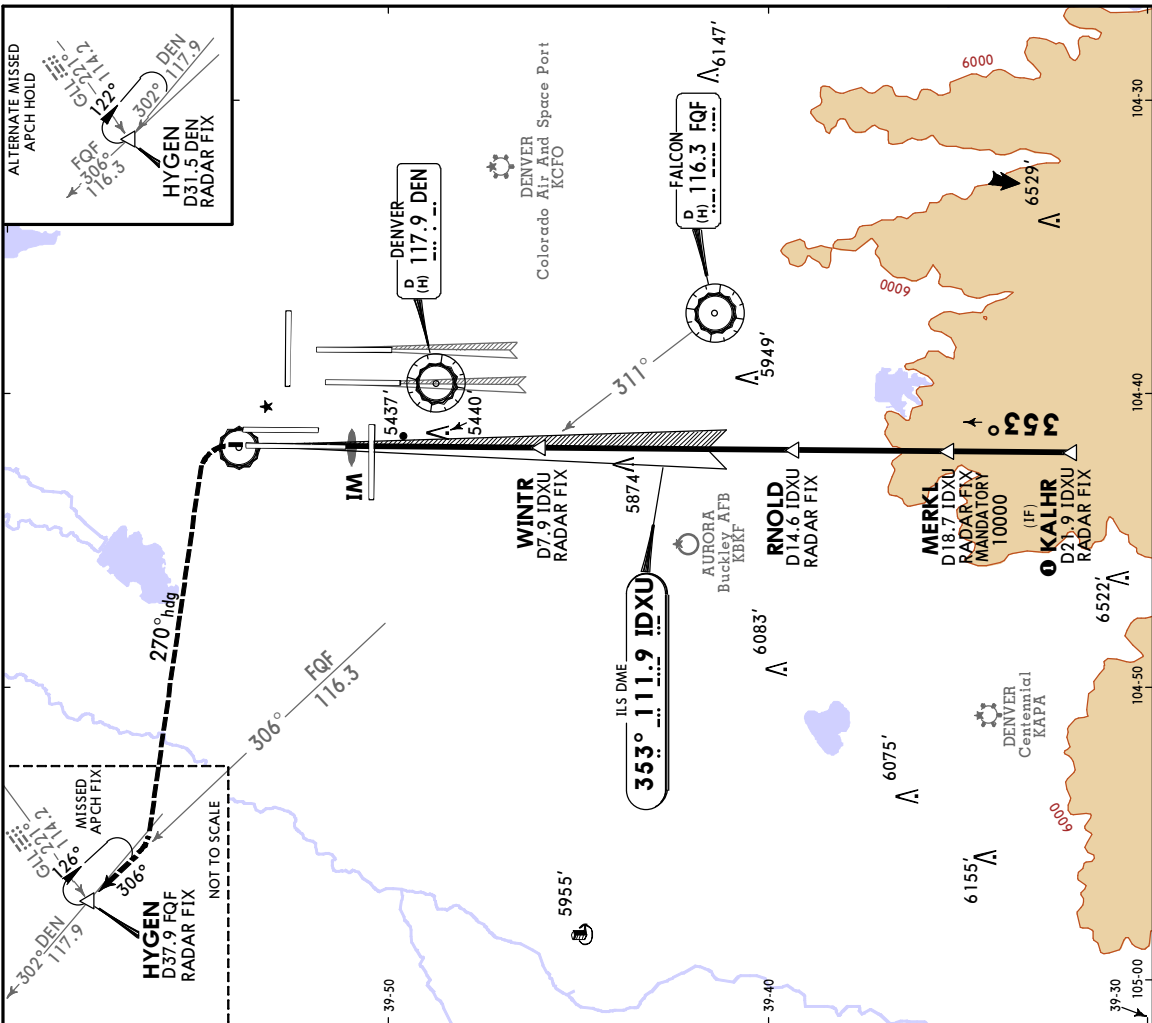
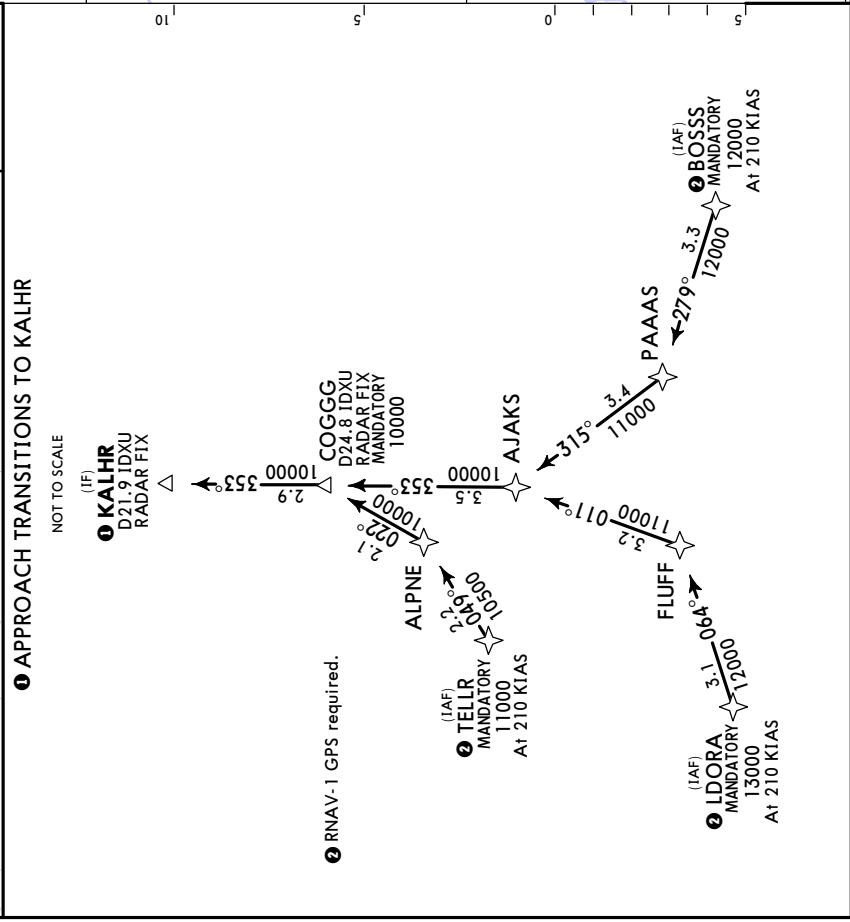
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE, minimums.

TERPS AMEND 3A 11 DEC 2014

JEPPESEN
1 OCT 21
Eff 7 Oct
11-9A
ILS RWY 34L CAT II & III
DENVER, COLO
KDEN/DEN
DENVER INTL

| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------------|------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | DENVER Tower 135.3 | Ground 127.5 |
| LOC IDXU 111.9 | Final Apch Crs 353° | CAT II ILS Apt Elev 5434' TDZE 5327' | 9200 MSA DEN VOR |
| MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold. | CAT III Refer to Minimums 7000' (1673') | CAT II ILS RA 108 DA(H) 5427' (100') | |
| ALT. SET: INCHES RNAV 1: GPS or RADAR required for procedure entry. Trans. alt.: 18000' 1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35L/35R. 4. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 70'). | | | |



TERPS

STRAIGHT-IN LANDING RWY 34L

| | |
|-------------|----------------------------------------------------------|
| CAT III ILS | CAT II ILS RA 108 DA(H) 5427' (100') |
| RVR 3 | RVR 12 |

| | | | | | | | |
|----------------|-------|-----|-----|-----|-----|-----|-----|
| Grnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

| | | | | |
|---------|-------|--------|-------|-------|
| ALSF-II | 5800' | 10000' | 270° | 116.3 |
| PAPI | 5 | 4 | 3 | 2 |
| LT | 1 | 2 | 3 | 4 |
| TDZE | 5327' | 5327' | 5327' | 5327' |
| FQF | R-306 | R-306 | R-306 | R-306 |

KDEN/DEN
DENVER INTL

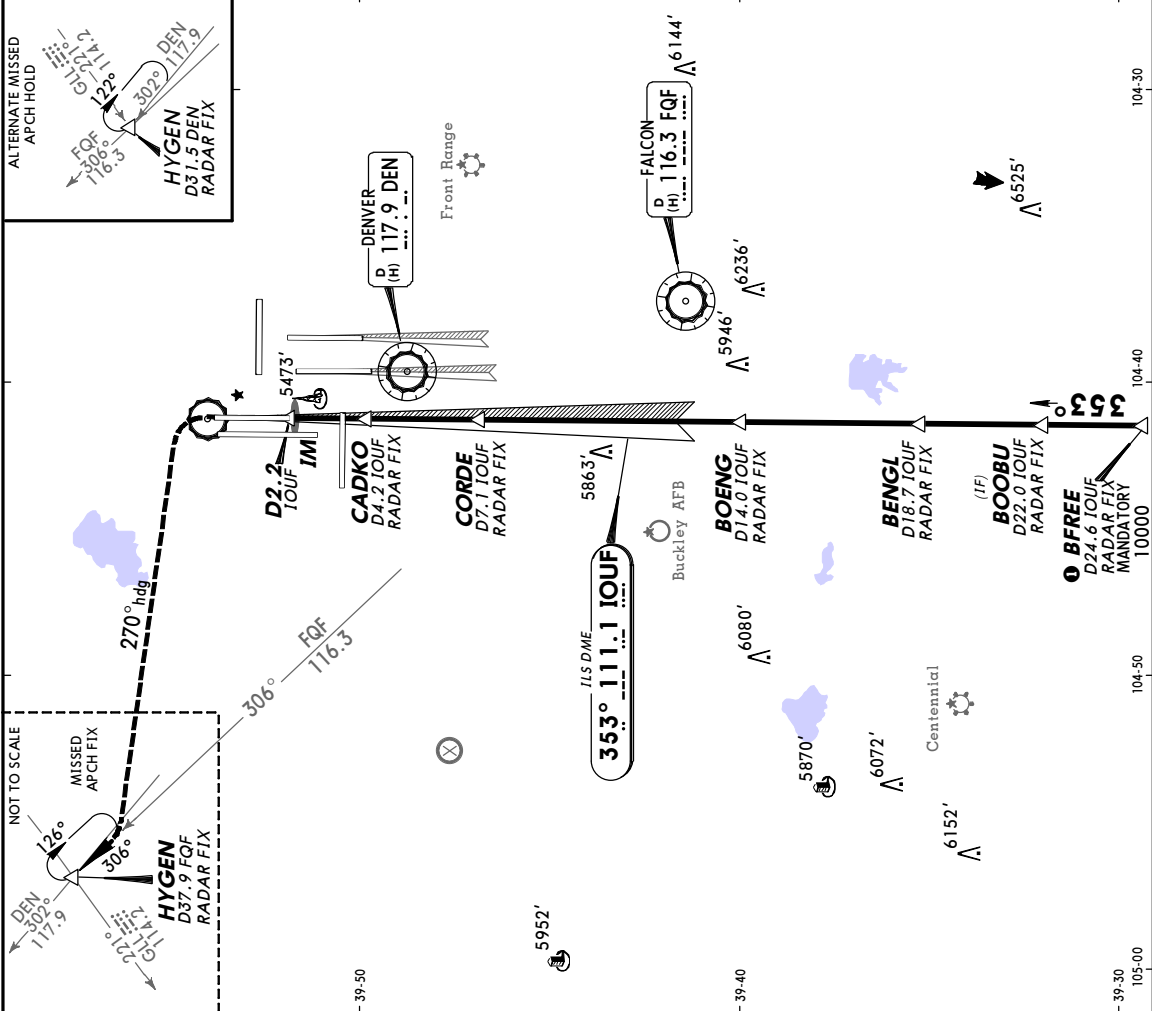
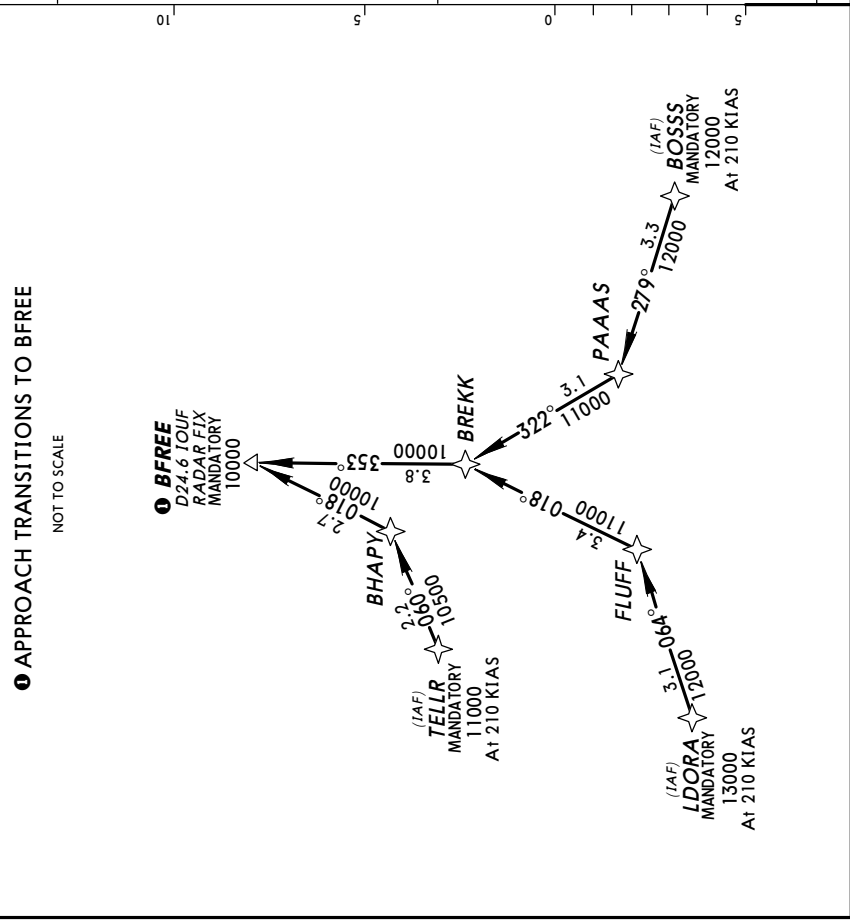
5 DEC 14

DENVER, COLO
DENVER ILS or LOC RWY 34R

(11-10) ILS or LOC RWY 34R

JEPPESSEN

| | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------|--------------|-------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 135.3 | 127.5 |
| LOC IOUF | Final Apch Crs | ILS DA(H) | Apt Elev | MSA DEN VOR |
| 111.1 | 353° | 5554' (200') | 5434' | 9200' |
| MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | |
| 1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy's 35L/35R. 3. VGSI and ILS glidepath not coincident. | | | | |



| | | | |
|-----------------------------------------------------------------------------------|---------------|---------------------|-------------|
| TERPS | | | |
| STRAIGHT-IN LANDING RWY 34R | | | |
| ILS | | LOC (GS out) | |
| DA(H) 5554' (200') | | MDA(H) 5700' (346') | |
| FULL | TDZ or Cl out | ALS out | ALS out |
| A | | | |
| B | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 55 or 1 |
| C | | RVR 40 or 3/4 | |
| D | | RVR 30 or 5/8 | |
| 1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 DME or Radar required. | | | |

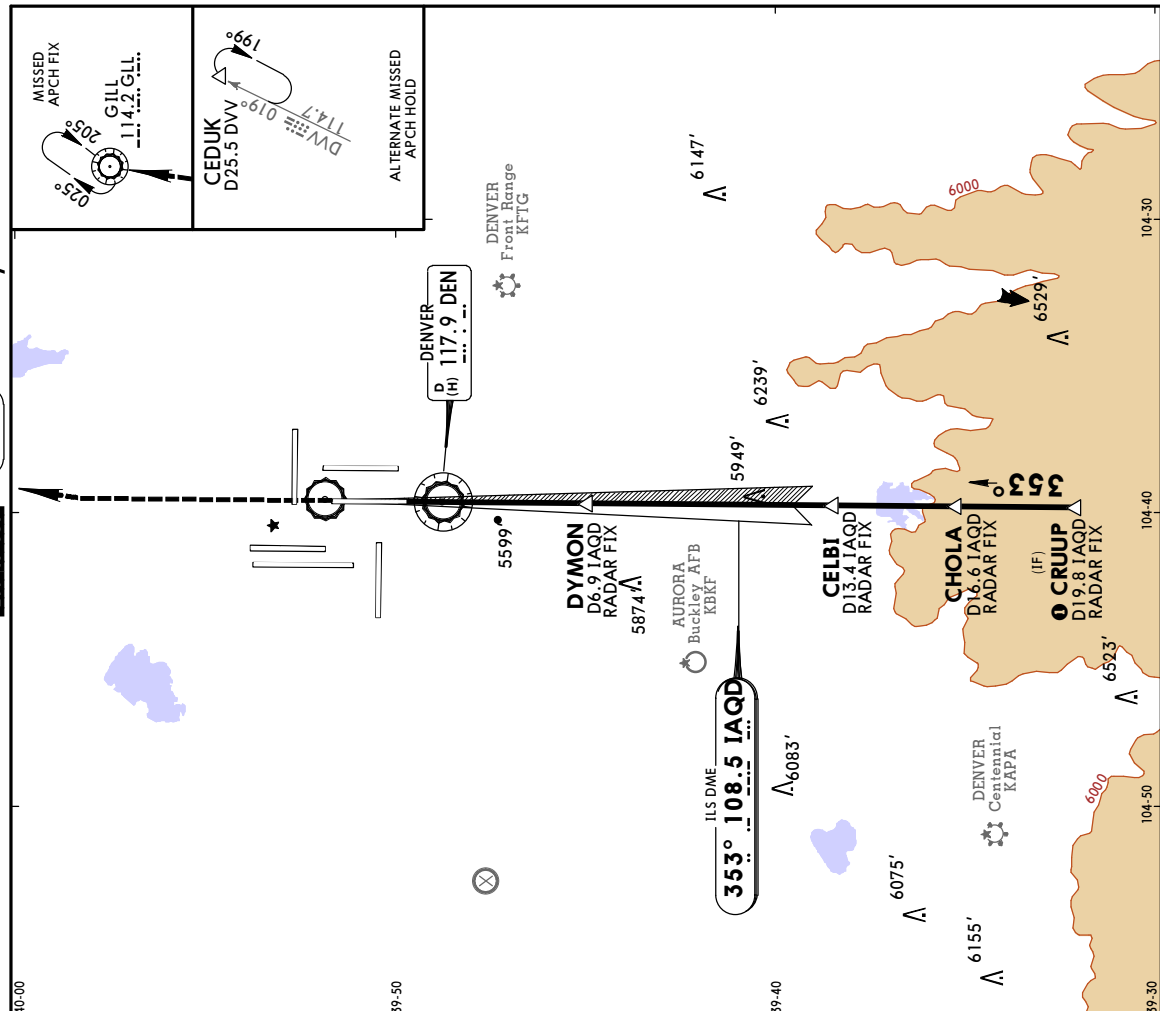
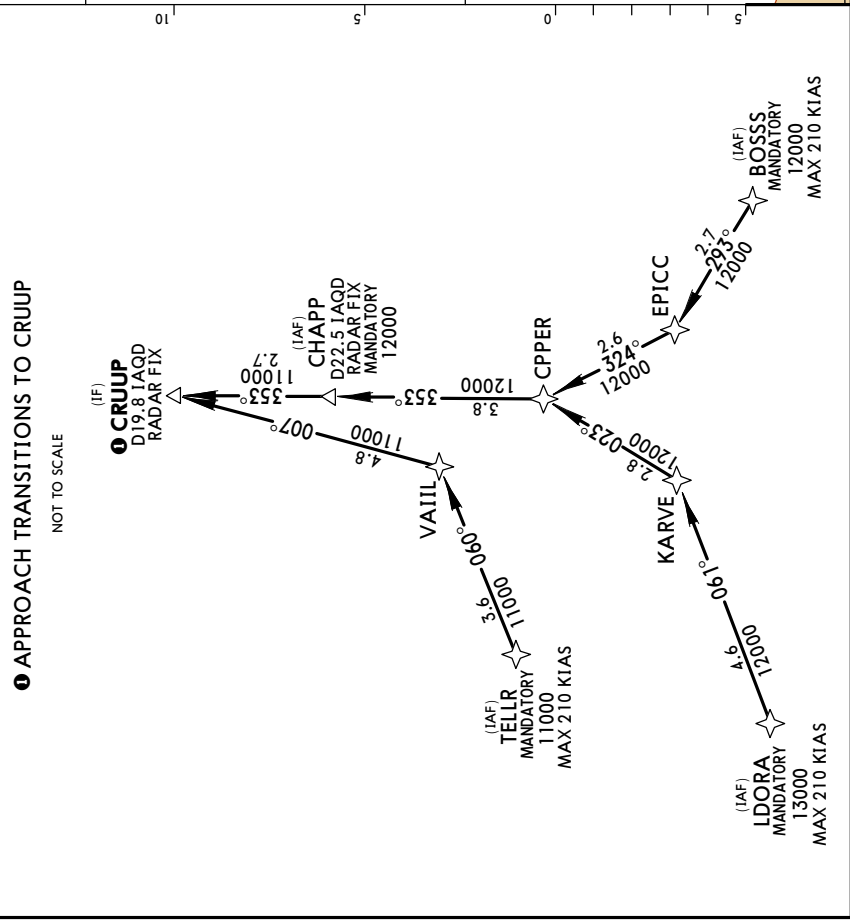
| | | | |
|-------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------|-----------------------|
| Gnd speed-Kts GS 3-00° 372 478 531 637 743 849 MAP at D2.2 IOUF or CORDE to MAP 5.0 4:17 3:20 3:00 2:30 2:09 1:53 | | ALSFT-L 5800' 10000' 270° hdg LT R-306 | FQF 270° and 116.3 |
|-------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------|-----------------------|

JEPPESEN
13 JUL 18
Eff 19 JUL

KDEN/DEN
DENVER INTL

DENVER, COLO
DENVER RWY 35L CAT II & III

| | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------|--------------------------------------------------|---------------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 133.3 | 121.85 |
| LOC IAQD 108.5 | Final Apch Crs 353° | CAT III Refer to Minimums | CAT II ILS RA 115' DA(H) TDZE 5434' | 9200 MSA DEN VOR |
| MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. RNAV 1-GPS or Radar required for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71'). | | | | |



TERPS STRAIGHT-IN LANDING RWY 35L

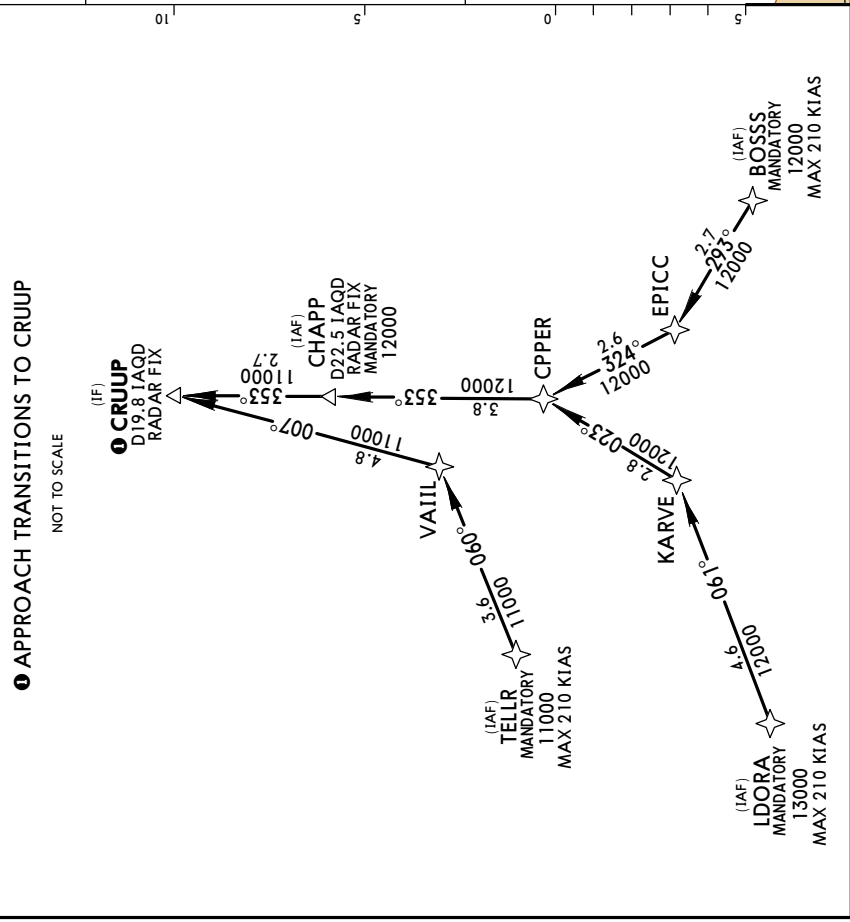
| | |
|-------------|--------------------|
| CAT III ILS | CAT II ILS |
| RVR 3 | RA 115' |
| | DA(H) 5534' (100') |
| | RVR 12 |

| | | | | | | | |
|---------------|--------|-----|-----|-----|-----|-----|-----|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| End speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| ALSFT-IT | PAPI | | | | | | |
| | RT | | | | | | |
| | 10000' | | | | | | |
| | D | | | | | | |
| | GLL | | | | | | |
| | 114.2 | | | | | | |

KDEN/DEN
DENVER INTL
13 JUL 18
EF 19 JUN

DENVER, COLO
DENVER
11-11B ILS Rwy 35L SA CAT I

| | | | | | | | |
|-----------------------------------------------------------------------|-------|------------------------------------------------------|--------------|--------------------------------------|----------------|----------------------------------------------------------------------|--------|
| D-ATIS Arrival | | DENVER Approach (R) | | DENVER Tower | | Ground | |
| LOC | 125.6 | North | 119.3 | South | 120.35 | 133.3 | 121.85 |
| IAQD | 108.5 | Final | SA CAT I ILS | | Apt Elev 5434' | | 9200 |
| | | Apch Crs | DYMOM | | RA 165' | | |
| MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold. | | GS | | DA(H) 584' (150') | | MSA DEN VOR | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | | |
| 1. Special Aircrew & Acft Certification Required. | | 2. RNAV 1-GPS or Radar required for procedure entry. | | 3. Simultaneous approach authorized. | | 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71'). | |



TERPS STRAIGHT-IN LANDING RWY 35L

SA CAT I ILS
RA 165'
DA(H) 584' (150')

RVR 14

| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| End speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |

ALSFT-T 10000'

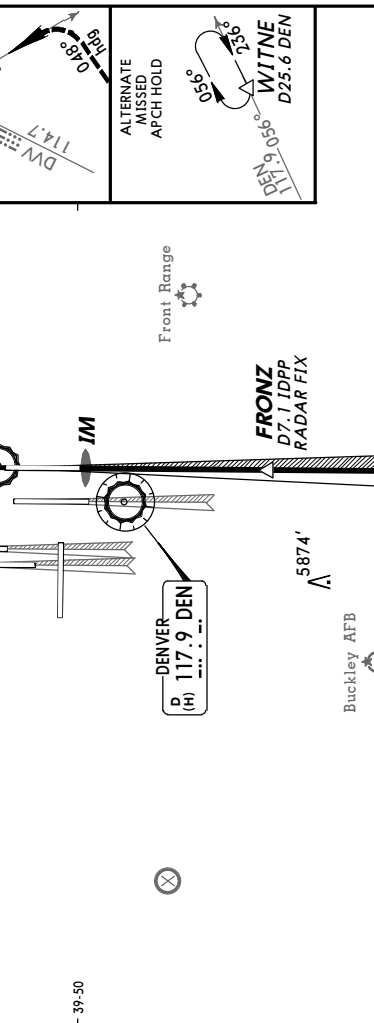
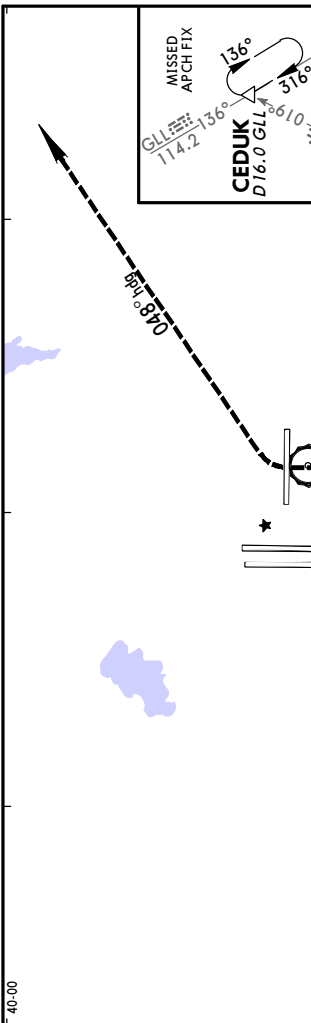
RT

D

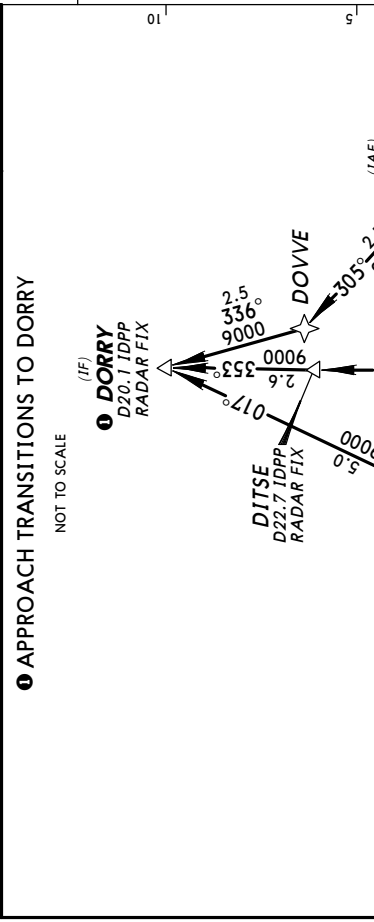
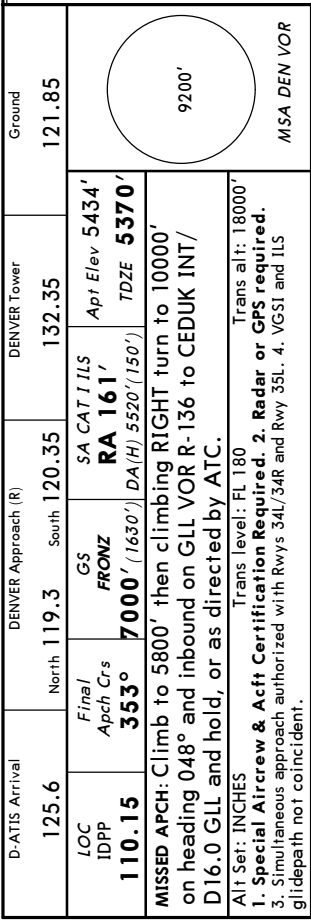
GLL 114.2



JEPPESSEN
DENVER, COLO
DENVER INTL
(11-12B) ILS Rwy 35R SA CAT I



| D-ATIS Arrival | | DENVER Approach (R) | | DENVER Tower | | Ground | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------------------|---------------|--------------|--------------|----------|--------|
| LOC IDPP | 110.15 | North | 119.3 | South | 120.35 | 132.35 | 121.85 |
| Final Apch Crs | 353° | GS | FRONZ | SA CAT I ILS | RA 161' | Apt Elev | 5434' |
| | | | 7000' (1630') | DA(H) | 5520' (150') | TDZE | 5370' |
| <p>MISSED APCH: Climb to 5800' then climbing RIGHT turn to 10000' on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.</p> <p>3. Simultaneous approach authorized with Rwy 34L/34R and Rwy 35L. 4. VGS1 and ILS glidepath not coincident.</p> | | | | | | | |



| TERPS | | STRAIGHT-IN LANDING RWY 35R | |
|----------|--------|-----------------------------|--------------|
| LOC IDPP | 110.15 | SA CAT I ILS | RA 161' |
| | | DA(H) | 5520' (150') |
| RVR 14 | | | |

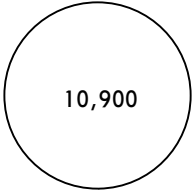
| ALSFT-IL | | ALSFT-I | |
|----------|--------|---------|-------|
| 5800' | 10000' | 048° | GLL |
| | | and | 114.2 |
| | | RT | hdg |
| | | | R-136 |

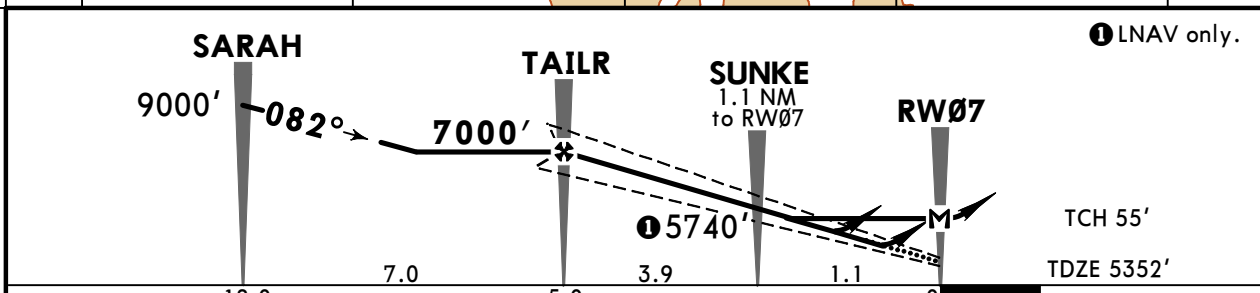
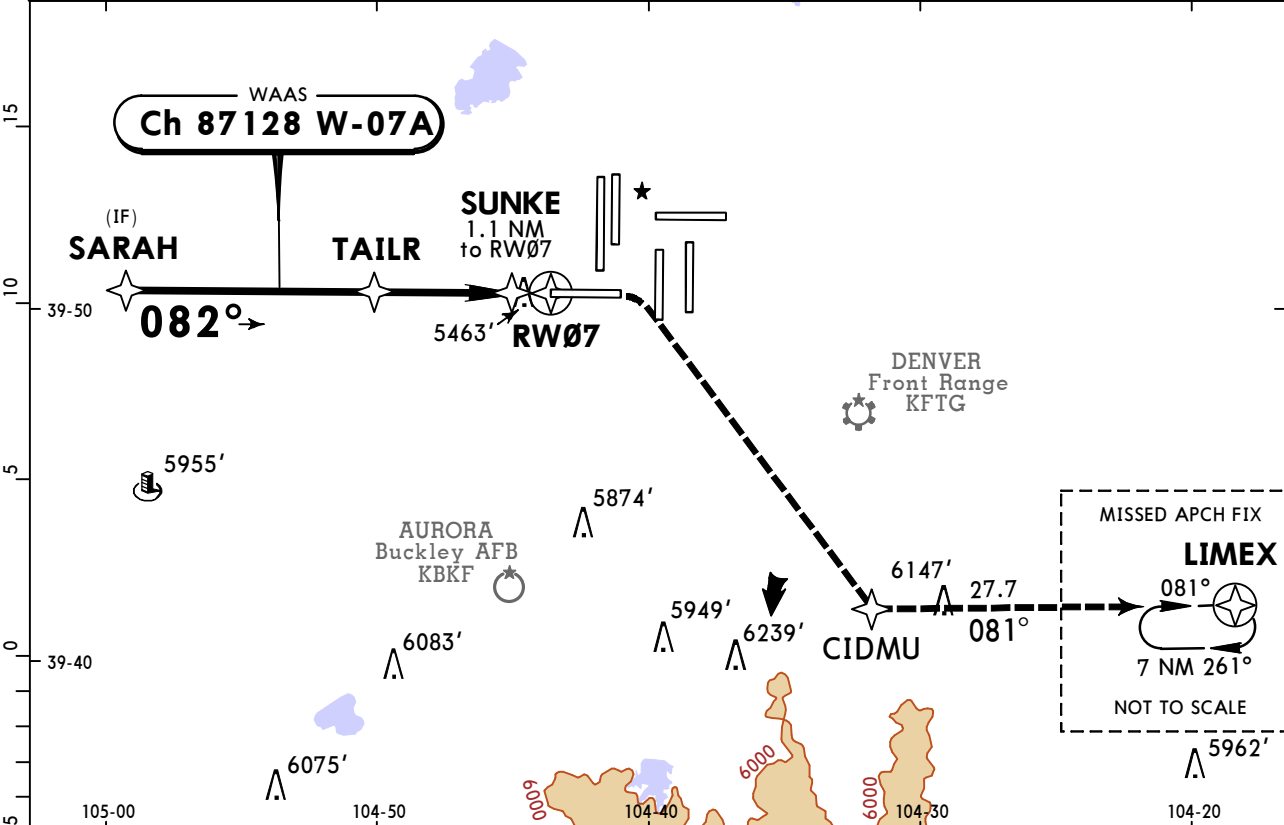
| End speed-Kts | | GS | |
|---------------|-----|-----|-----|
| 70 | 90 | 100 | 120 |
| 372 | 478 | 531 | 637 |
| 743 | 849 | | |


KDEN/DEN
DENVER INTL

JEPPESEN
28 DEC 18 **(12-1)**

DENVER, COLO
RNAV (GPS) Y Rwy 7

| | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 128.75 | Ground 127.5 |
| WAAS Ch 87128 W-07A | Final Apch Crs 082° | Minimum Alt TAILR 7000' (1648') | LPV DA(H) 5552' (200') | Apt Elev 5434' TDZE 5352' |  10,900 MSA RW07 |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct CIDMU and on track 081° to LIMEX and hold. | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | |
| RNP Apch | Radar required. | | | | |
| 1. Simultaneous approach authorized with Rwy 8. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C or above 46°C. 5. VGSi and RNAV glidepath not coincident. | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|--------|-------|--------|------------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALS R | 5900' | 10000' |  CIDMU |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW07 | | | | | | | | | | |

| TERPS | | | | | | | STRAIGHT-IN LANDING RWY 7 | | | |
|----------------------------------|------------------|------------------|----------------------------------------|------------------|------------------|--------------|------------------------------------|------------------|----------------|--|
| LPV DA(H) 5552' (200') | | | LNAV/VNAV DA(H) 5626' (274') | | | | LNAV MDA(H) 5720' (368') | | | |
| TDZ/CL out | | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | |
| A | | | | | | | | RVR 24 or 1/2 | | |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 45 or 7/8 | | | | RVR 55 or 1 | |
| C | | | | | | | | RVR 26 or 1/2 | | |
| D | | | | | | | | | | |

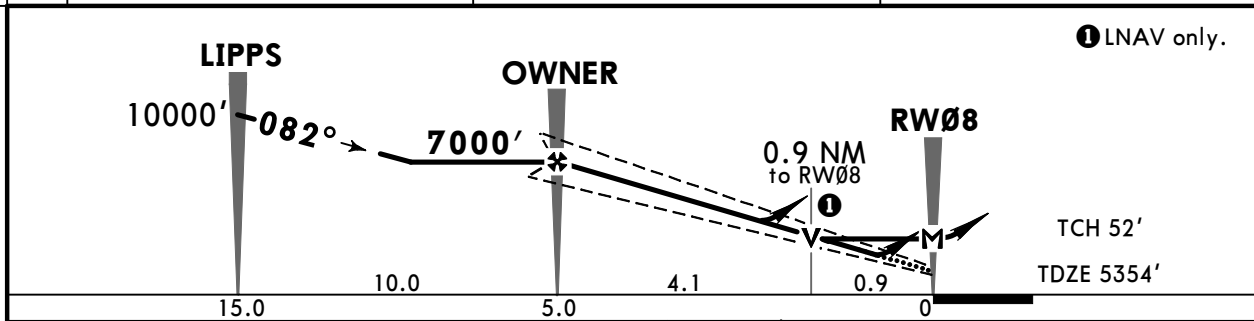
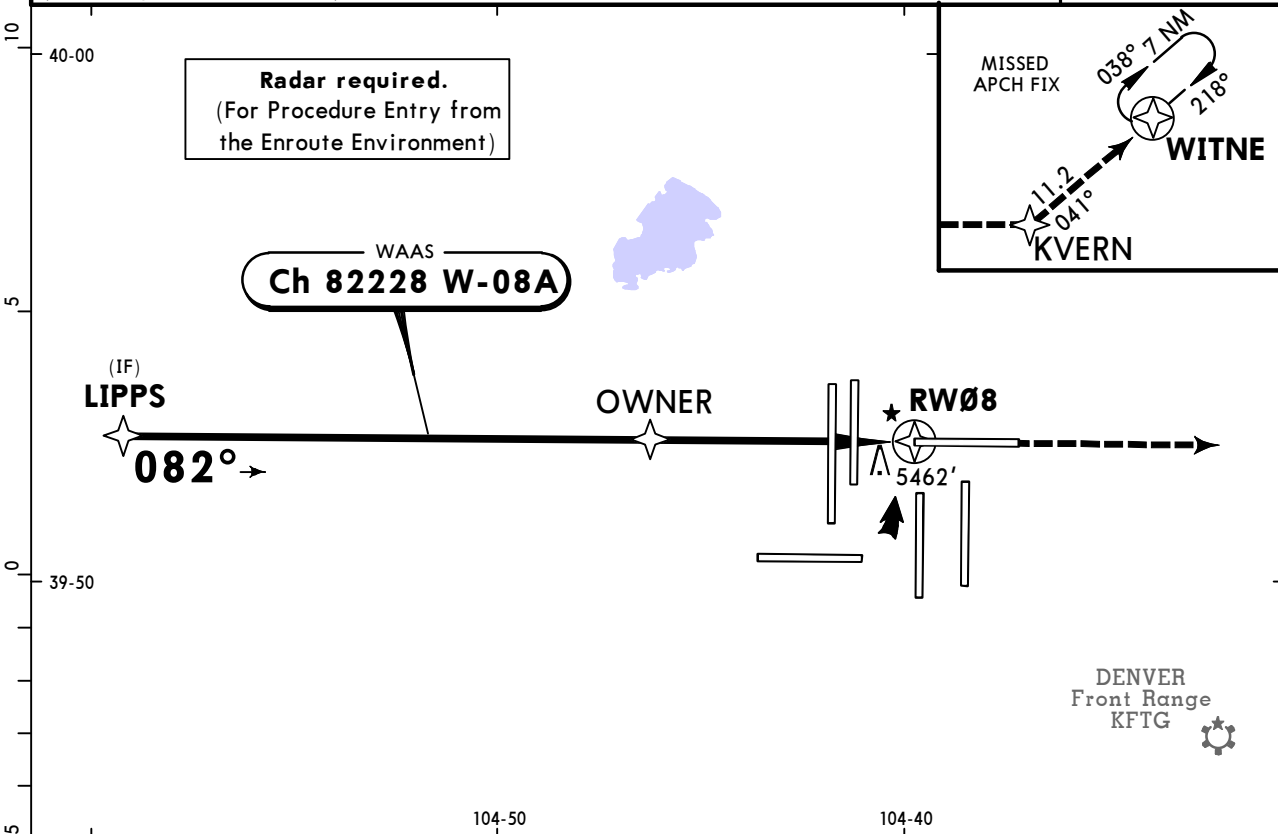
LNAV procedure not authorized during simultaneous operations.

KDEN/DEN
DENVER INTL

JEPPESSEN
28 DEC 18 **(12-2)**

DENVER, COLO
RNAV (GPS) Y Rwy 8

| | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| BRIEFING STRIP™ | D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | Ground 121.85 |
| | WAAS Ch 82228 W-08A | Final Apch Crs 082° | Minimum Alt OWNER 7000' (1646') | LPV DA(H) 5554' (200') | Apt Elev 5434' TDZE 5354' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>9700</p> <p>MSA RW08</p> |
| | MISSED APCH: Climb to 10000' direct KVERN and on track 041° to WITNE and hold. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 7. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 47°C (117°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70'). | | | | | | |



| | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-----------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI 10000' ↑ ↗ KVERN |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | |
| LNAV: MAP at RW08 | | | | | | | |

| TERPS | | STRAIGHT-IN LANDING RWY 8 | | | |
|-------|----------------------------------|----------------------------------------|-------------------------|------------------------------------|-----------------------|
| | LPV DA(H) 5554' (200') | LNAV/VNAV DA(H) 5833' (479') | | LNAV MDA(H) 5720' (366') | |
| | RAIL/ALS out | RAIL/ALS out | | RAIL/ALS out | |
| A | 2 | | | | |
| B | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 60 or 1/4 | 1 3/4 | RVR 55 or 1 |
| C | | | | | |
| D | | | | | |

1 LNAV procedure not authorized during simultaneous operations.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.

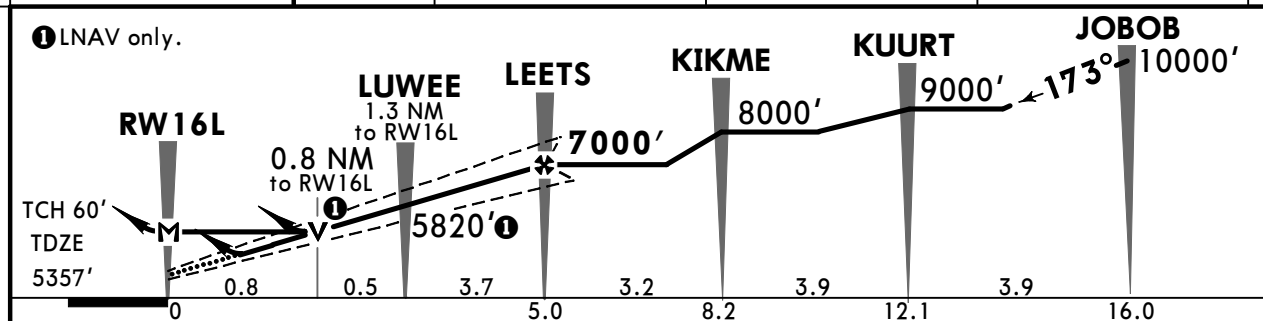
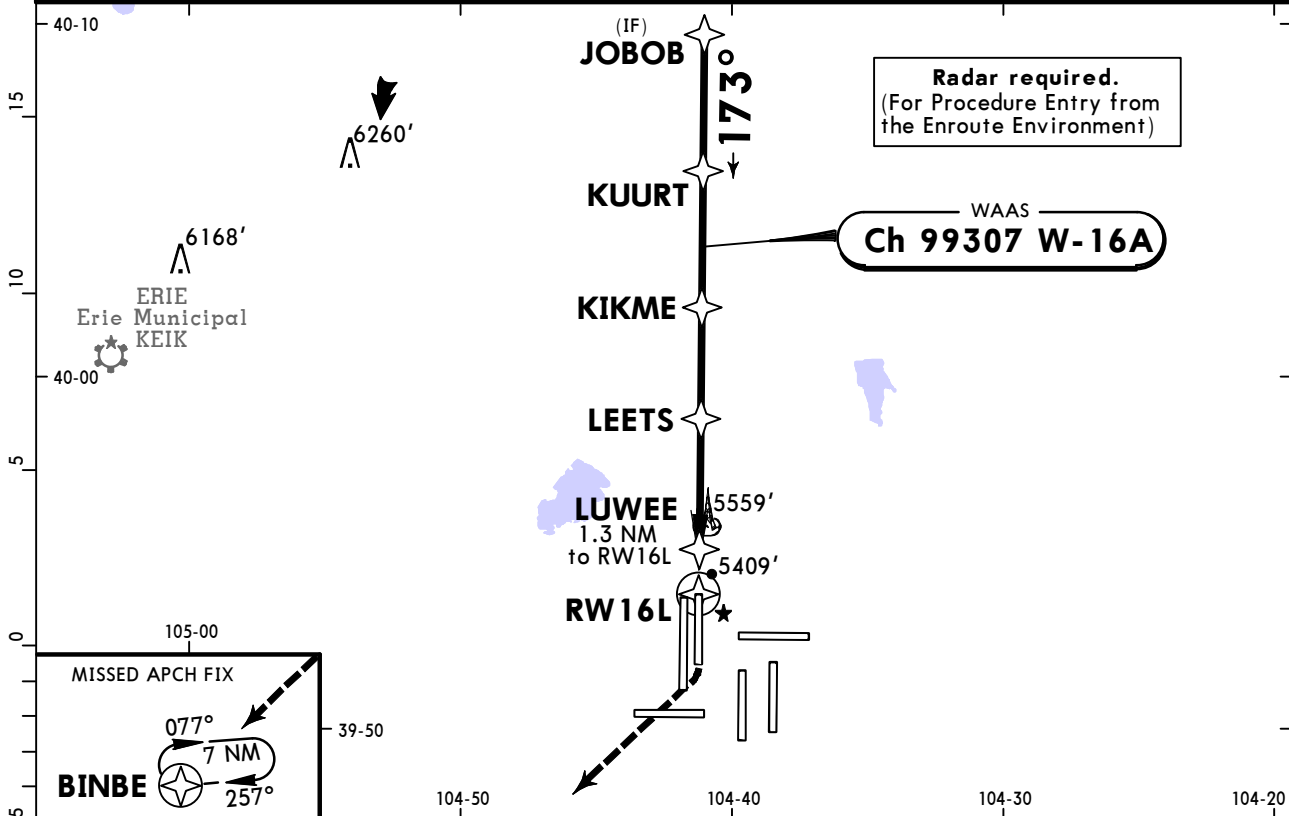
TERPS AMEND 1C 7 DEC 2017

KDEN/DEN
DENVER INTL

JEPPESSEN
28 DEC 18 (12-3)

DENVER, COLO
RNAV (GPS) Y Rwy 16L

| | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------|-------------------------------------|------------------------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 135.3 | 127.5 |
| WAAS Ch 99307 W-16A | Final Apch Crs 173° | Minimum Alt LEETS 7000' (1643') | LPV DA(H) 5557' (200') | Apt Elev 5434' TDZE 5357' |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct BINBE and hold, continue climb-in-hold to 10000'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 17L/17R. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. | | | | |
| MSA RW16L | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-------|-------|--------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 10000' | BINBE |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | ↻ RT |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW16L | | | | | | | | | | |

| TERPS | | | | | | | STRAIGHT-IN LANDING RWY 16L | |
|-------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------------------|--|
| | LPV | | LNAV/VNAV | | | LNAV | | |
| | DA(H) | 5557' (200') | DA(H) | 5647' (290') | MDA(H) | 5660' (303') | | |
| | TDZ/CL out | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | |
| A | | | | | | | RVR 55 or 1 | |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 45 or 7/8 | RVR 24 or 1/2 | RVR 45 or 7/8 | |
| C | | | | | | | | |
| D | | | | | | | | |

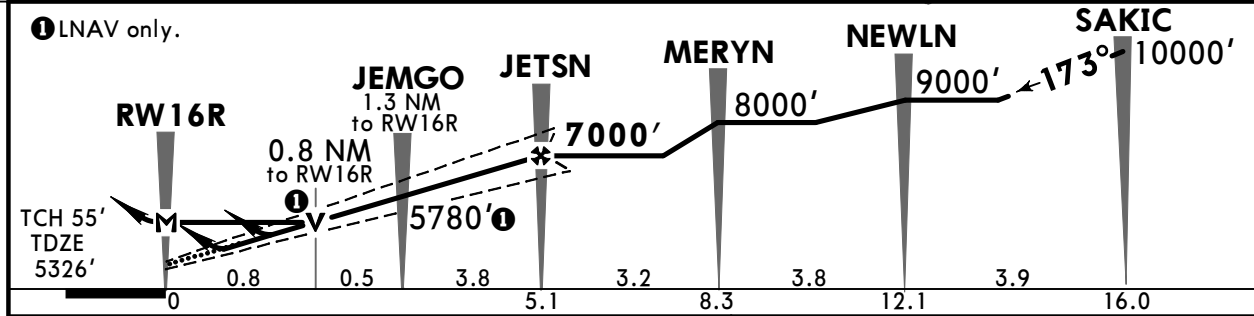
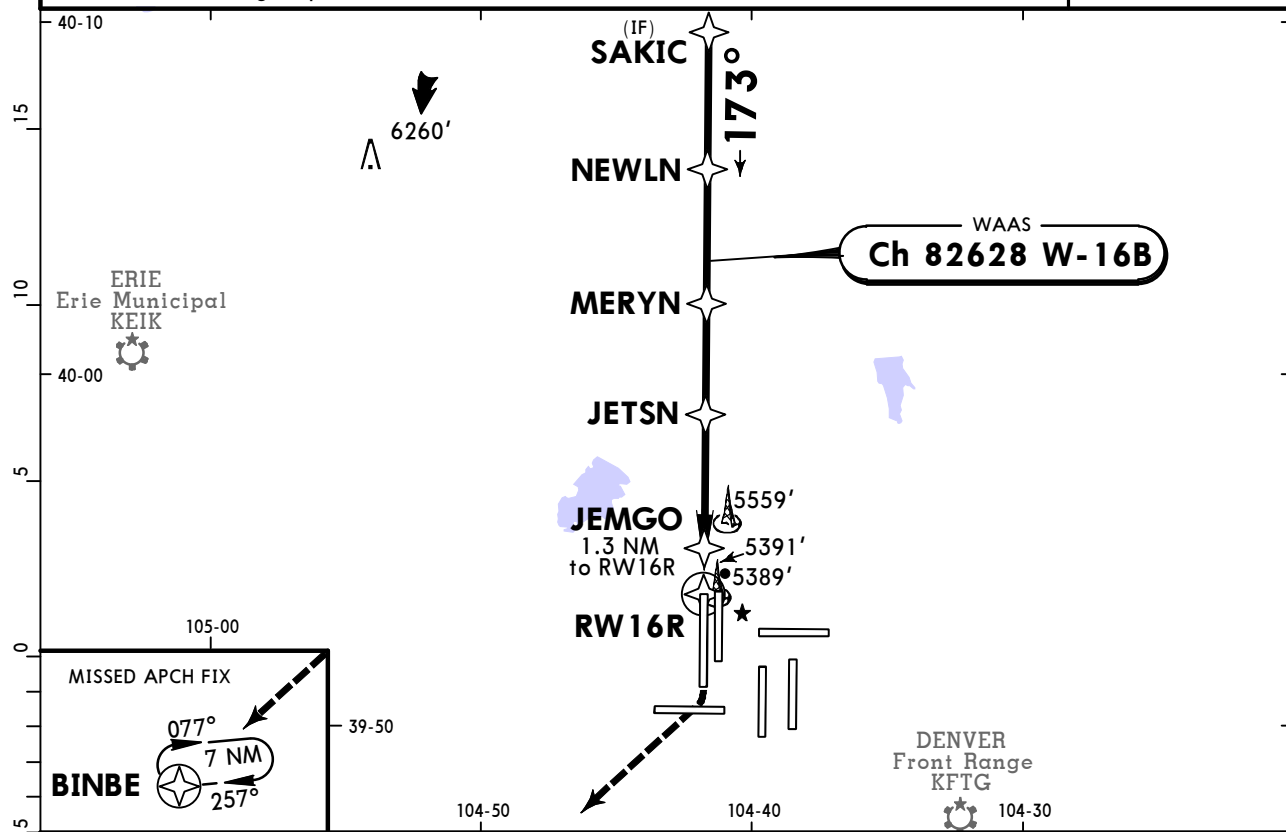
LNAV procedure not authorized during simultaneous operations.
 CHANGES: Minimums, chart format. © JEPPESSEN, 2002, 2018. ALL RIGHTS RESERVED.

KDEN/DEN
DENVER INTL

JEPPESSEN
28 DEC 18 (12-4)

DENVER, COLO
RNAV (GPS) Y Rwy 16R

| | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-------------------------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| BRIEFING STRIP™ | D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground | |
| | 125.6 | North 119.3 | South 120.35 | 135.3 | 127.5 | |
| | WAAS Ch 82628 W-16B | Final Apch Crs 173° | Minimum Alt JETSN 7000' (1674') | LPV DA(H) 5526' (200') | Apt Elev 5434' TDZE 5326' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>10,200</p> <p>MSA RW16R</p> |
| | MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct BINBE and hold, continue climb-in-hold to 10000'. | | | | | |
| | Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | |
| RNP Apch Radar required. | | | | | | |
| 1. Simultaneous approach authorized with Rwy 17L/17R. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C or above 46°C. 5. VGSI and RNAV glidepath not coincident. | | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-------|-------|--------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 10000' | BINBE |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | ↻ RT | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW16R | | | | | | | | | | |

| | LPV | | LNAV/VNAV | | LNAV | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|
| | DA(H) | 5526' (200') | DA(H) | 5589' (263') | MDA(H) | 5660' (334') |
| | TDZ/CL out | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out |
| A | | | | | RVR 24 or 1/2 | RVR 55 or 1 |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 45 or 7/8 | |
| C | | | | | RVR 26 or 1/2 | RVR 45 or 7/8 |
| D | | | | | | |

LNAV procedure not authorized during simultaneous operations.

TERPS AMEND ID 12 OCT 2017

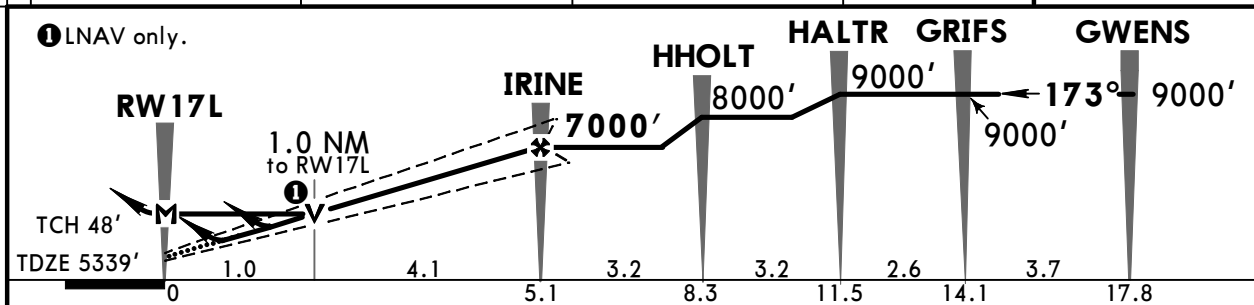
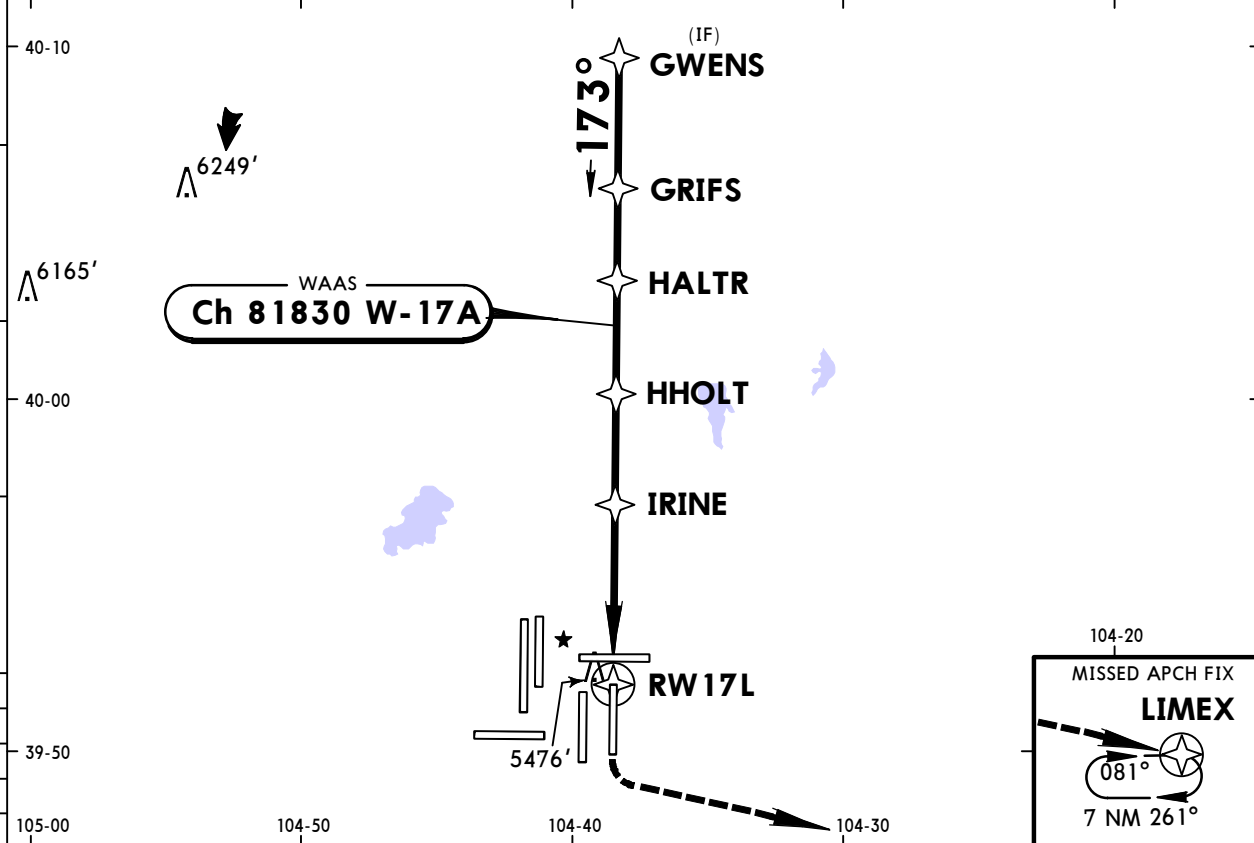
KDEN/DEN
DENVER INTL

JEPPESSEN
1 DEC 17 **(12-5)**

DENVER, COLO
RNAV (GPS) Y Rwy 17L

BRIEFING STRIP™

| | | | | | |
|---------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------|-------------------------|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | Ground 121.85 |
| WAAS Ch 81830 W-17A | Final Apch Crs 173° | Minimum Alt IRINE 7000' (1661') | LPV DA(H) 5539' (200') | Apt Elev 5434' TDZE 5339' | |
| MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct LIMEX and hold. | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-----------|-------|--------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 10000' | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | ↑ | ← LT | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW17L | | | | | | | | | | |

| TERPS | | | | | |
|----------------------------------|----------|----------------------------------------|--------|------------------------------------|----------------|
| STRAIGHT-IN LANDING RWY 17L | | | | | |
| LPV DA(H) 5539' (200') | | LNAV/VNAV DA(H) 5648' (309') | | LNAV MDA(H) 5700' (361') | |
| RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | |
| A | 2 | | | RVR 24 or 1/2 | RVR 50 or 1 |
| B | RVR 24 | RVR 40 | RVR 24 | RVR 50 or 1 | RVR 50 or 1 |
| C | or 1/2 | or 3/4 | or 1/2 | RVR 35 | RVR 55 |
| D | | | | or 3/4 | or 1/4 |

1 LNAV procedure not authorized during simultaneous operations.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.

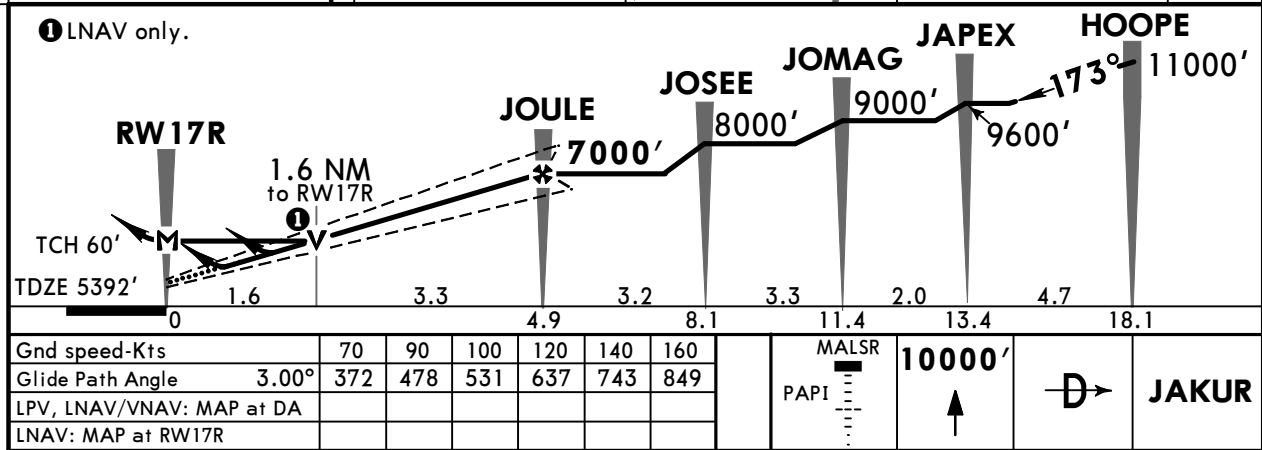
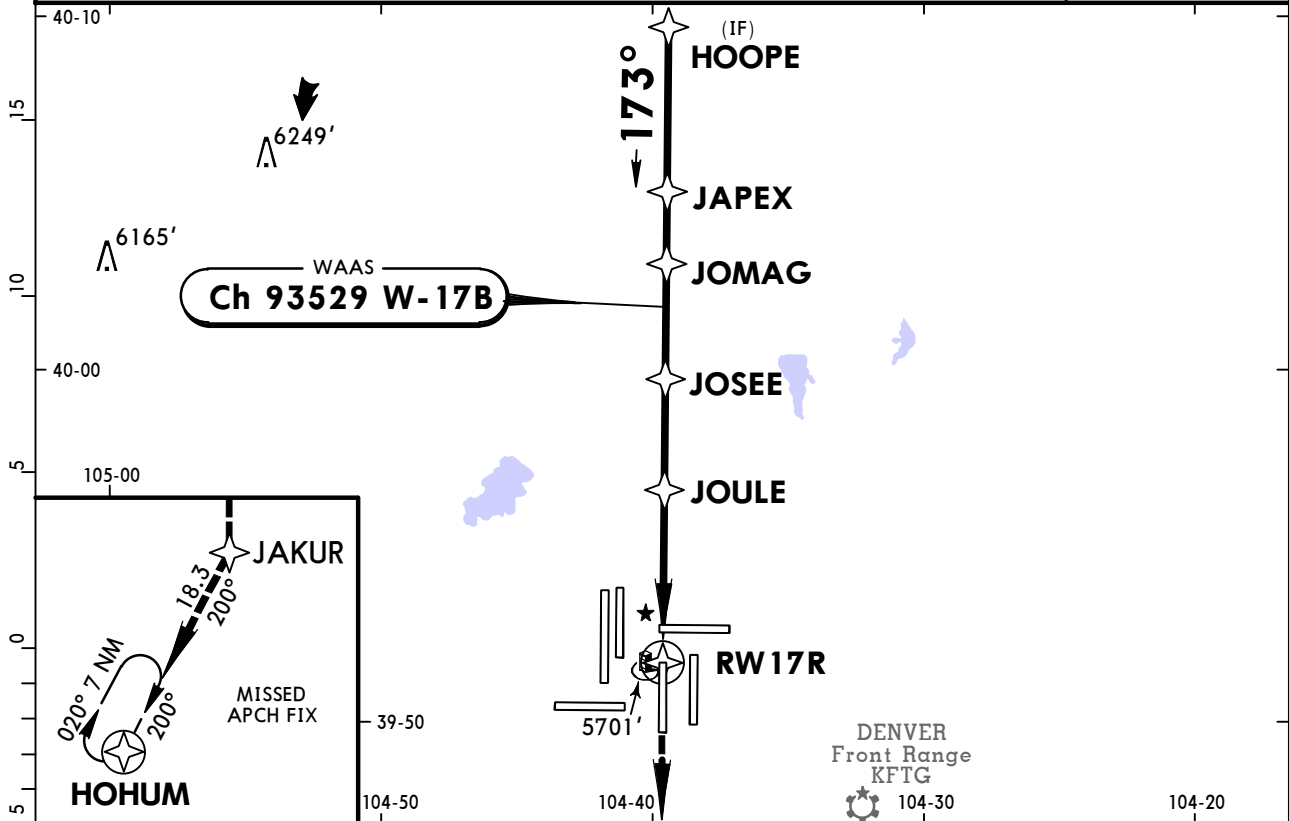
TERPS AMEND 1B 7 DEC 2017

KDEN/DEN
DENVER INTL

JEPPESSEN
1 DEC 17 **(12-6)**

DENVER, COLO
RNAV (GPS) Y Rwy 17R

| | | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------|--|-----------------------------------------------------|--|-------------------------------------|--|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 133.3 | | Ground 121.85 | |
| WAAS Ch 93529 W-17B | | Final Apch Crs 173° | | Minimum Alt JOULE 7000' (1608') | | LPV DA(H) 5592' (200') | |
| | | | | Apt Elev 5434' | | TDZE 5392' | |
| MISSED APCH: Climb to 10000' direct JAKUR and on track 200° to HOHUM and hold. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 16L/16R and Rwy 17L. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. | | | | | | | |
| MSA RW17R | | | | | | | |



| | | | | | | | |
|----------------------------------|-------------------------|----------------------------------------|-------------------------|------------------------------------|-------|-------------------------|-----------------------|
| TERPS | | STRAIGHT-IN LANDING RWY 17R | | | | LNAV | |
| LPV DA(H) 5592' (200') | | LNAV/VNAV DA(H) 5857' (465') | | LNAV MDA(H) 5940' (548') | | | |
| TDZ/CL out | | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | |
| A | | | | | | RVR 24 or 1/2 | RVR 50 or 1 |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 1 1/2 | | |
| C | | | | | | 1 1/4 | 1 5/8 |
| D | | | | | | | |

LNAV procedure not authorized during simultaneous operations.

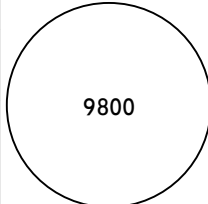
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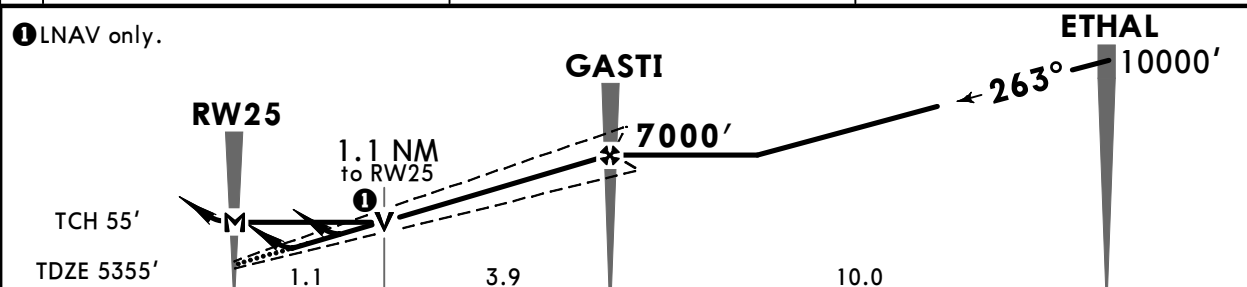
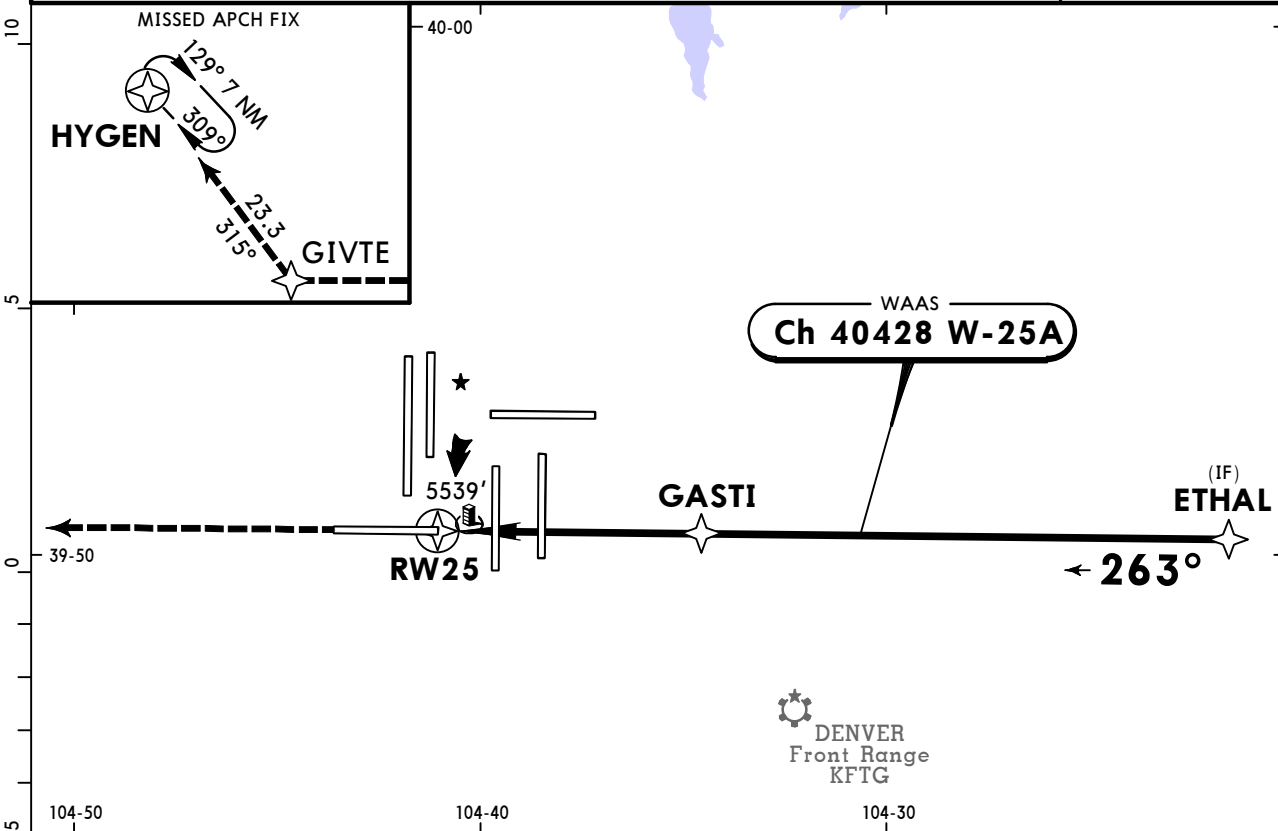
TERPS AMEND 1C 12 OCT 2017

KDEN/DEN
DENVER INTL

JEPPESSEN
28 DEC 18 **(12-7)**

DENVER, COLO
RNAV (GPS) Y Rwy 25

| | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 128.75 | Ground 127.5 |
| WAAS Ch 40428 W-25A | Final Apch Crs 263° | Minimum Alt GASTI 7000' (1645') | LPV DA(H) 5555' (200') | Apt Elev 5434' TDZE 5355' |
| MISSED APCH: Climb to 10000' direct GIVTE and on track 315° to HYGEN and hold. | | | |  9800 MSA RW25 |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---------------|--------|-----|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 10000' | D → | GIVTE |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW25 | | | | | | | | | | |

| TERPS | | | | | |
|----------------------------------|-------------------------|----------------------------------------|-------------------------|------------------------------------|-----------------------|
| STRAIGHT-IN LANDING RWY 25 | | | | | |
| LPV DA(H) 5555' (200') | | LNAV/VNAV DA(H) 5700' (345') | | LNAV MDA(H) 5800' (445') | |
| RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | |
| A | 2 | | | RVR 24 or 1/2 | RVR 55 or 1 |
| B | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 30 or 5/8 | RVR 45 or 7/8 | |
| C | | | | RVR 45 or 7/8 | 1 3/8 |
| D | | | | | |

1 LNAV procedure not authorized during simultaneous operations.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.

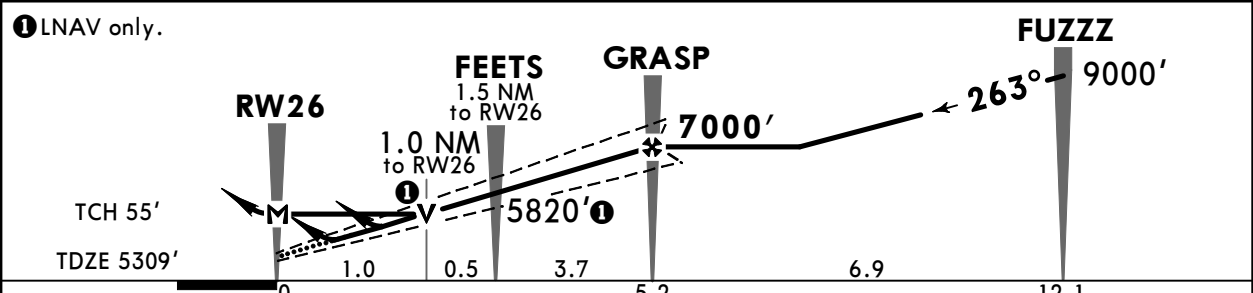
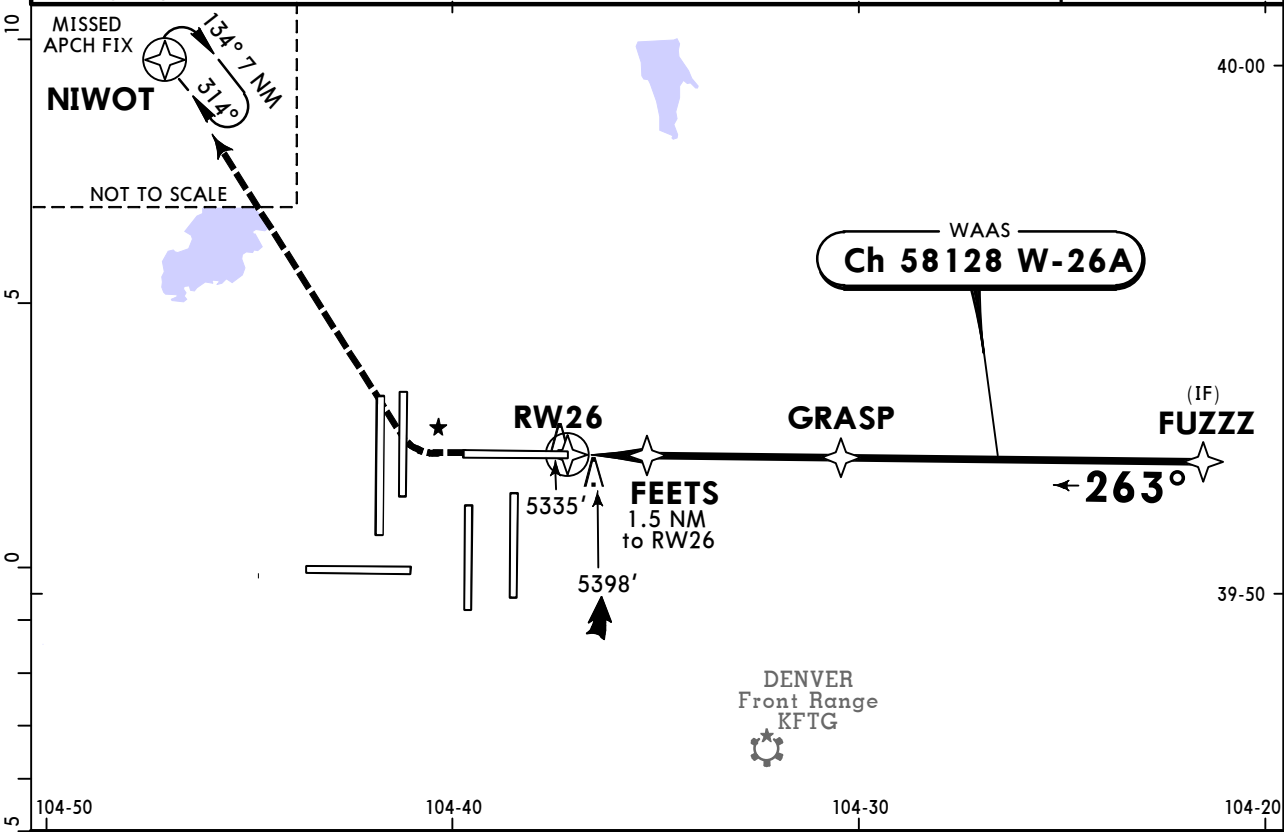
KDEN/DEN DENVER INTL

JEPPESEN
28 DEC 18 **(12-8)**

DENVER, COLO RNAV (GPS) Y Rwy 26

BRIEFING STRIP™

| | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------|--|-----------------------------------------------------|-------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | | Ground 121.85 | |
| WAAS Ch 58128 W-26A | | Final Apch Crs 263° | | Minimum Alt GRASP 7000' (1691') | | LPV DA(H) 5509' (200') | |
| | | | | Apt Elev 5434' | | TDZE 5309' | |
| MISSED APCH: Climb to 6000' then climbing RIGHT turn to 11000' direct NIWOT and hold. | | | | | | | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>8100</p> |
| Alt Set: INCHES | | Trans level: FL 180 | | | Trans alt: 18000' | | |
| RNP Apch | | Radar required. | | | | | |
| 1. Simultaneous approach authorized with Rwy 25. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C or above 46°C. 5. VGSI and RNAV glidepath not coincident. | | | | | | | |
| | | | | | | | MSA RW26 |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-------|-------|--------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 6000' | 11000' | D → NIWOT |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | |
| LPV, VNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW26 | | | | | | | | | | |

| TERPS | | | | | | | STRAIGHT-IN LANDING RWY 26 | |
|-------|---------------|---------------------------|---------------|---------------------------|---------------|----------------------------|----------------------------|---------------|
| | | LPV | | LNAV/VNAV | | LNAV | | |
| | | DA(H) 5509' (200') | | DA(H) 5559' (250') | | MDA(H) 5660' (351') | | |
| | | TDZ/CL out | | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out |
| A | | | | | | | | RVR 24 or 1/2 |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 | | | RVR 55 or 1 |
| C | | | | | | | | RVR 30 or 5/8 |
| D | | | | | | | | RVR 55 or 1 |

LNAV procedure not authorized during simultaneous operations.

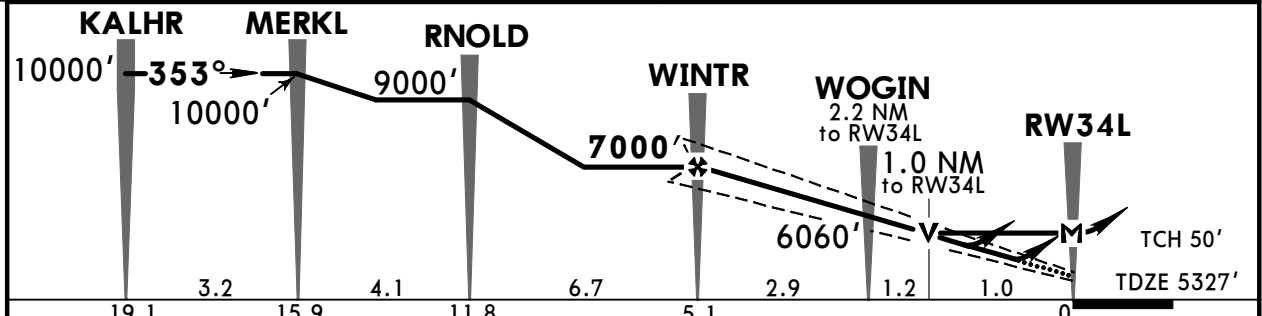
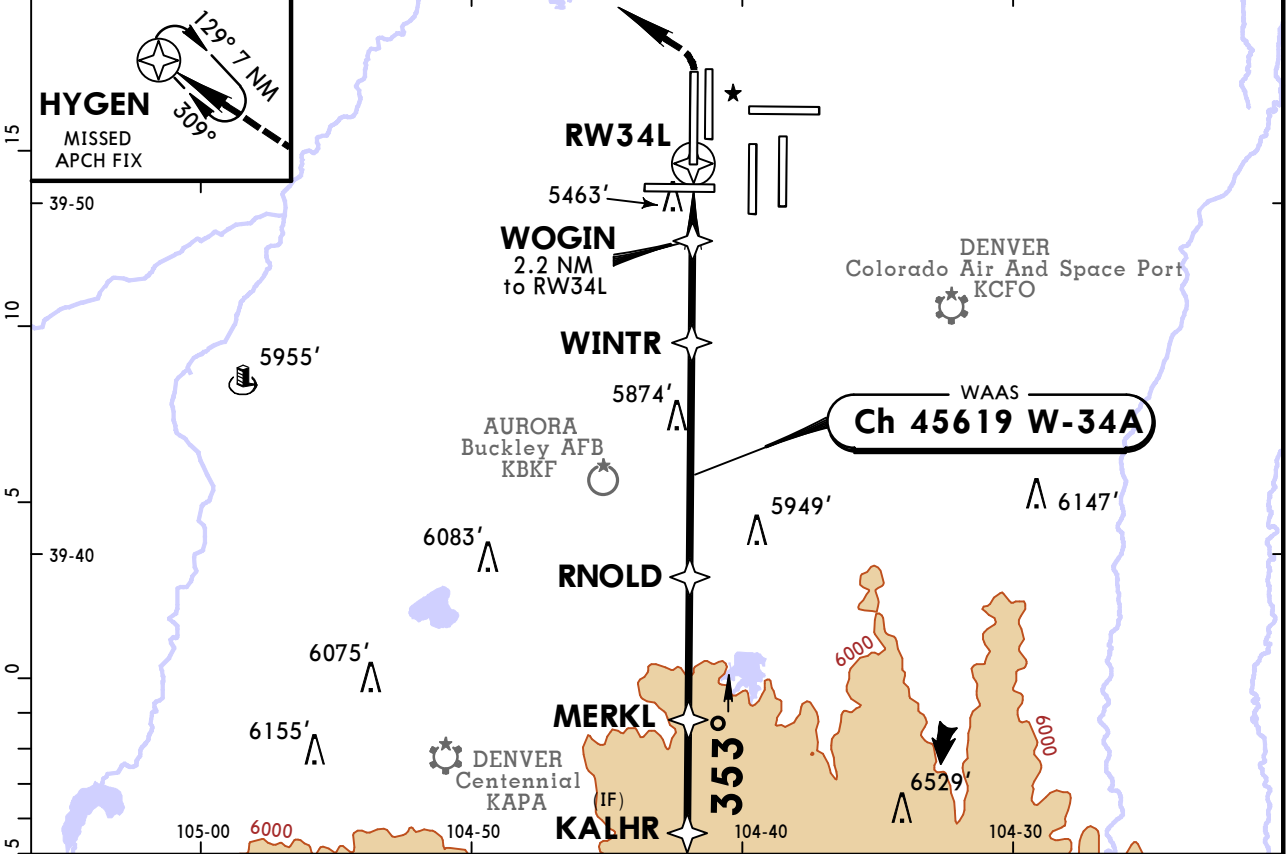
TERPS AMEND 1C 12 OCT 2017

KDEN/DEN DENVER INTL

JEPPESSEN
1 OCT 21
Eff 7 Oct (12-9)

DENVER, COLO RNAV (GPS) Y Rwy 34L

| | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------|-------------------------------|-------------------------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| BRIEFING STRIP™ | D-ATIS Arrival | DENVER Approach (R) North South | | DENVER Tower | Ground | |
| | 125.6 | 119.3 | 120.35 | 135.3 | 127.5 | |
| | WAAS Ch 45619 W-34A | Final Apch Crs 353° | WINTR 7000' (1673') | LPV DA(H) 5527' (200') | Apt Elev 5434' TDZE 5327' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>10,200</p> <p>MSA RW34L</p> |
| | MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct HYGEN and hold. | | | | | |
| | Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | |
| RNP Apch-GPS. | | | | | | |
| 1. Simultaneous approach authorized with Rwy 35L/35R. 2. Use of Flight Director or Autopilot required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 54°C. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70'). | | | | | | |



| | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI 5900' 10000' ↑ LT → HYGEN |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at RW34L | | | | | | | |

| TERPS | | STRAIGHT-IN LANDING RWY 34L | | | |
|-------|----------------------------------|----------------------------------------|------------------|------------------------------------|---------------|
| A | LPV DA(H) 5527' (200') | LNAV/VNAV DA(H) 5663' (336') | | LNAV MDA(H) 5720' (393') | |
| | TDZ/CL out | RAIL/ALS out | ALS out | | ALS out |
| B | RVR 18 | 1 RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 26 or 1/2 | RVR 50 or 1 |
| C | or 1/2 | | | | RVR 35 or 5/8 |
| D | | | | | RVR 60 or 1/4 |

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** LNAV procedure not authorized during simultaneous operations.
 CHANGES: Notes, minimums, chart format, topography. © JEPPESSEN, 2003, 2021. ALL RIGHTS RESERVED.

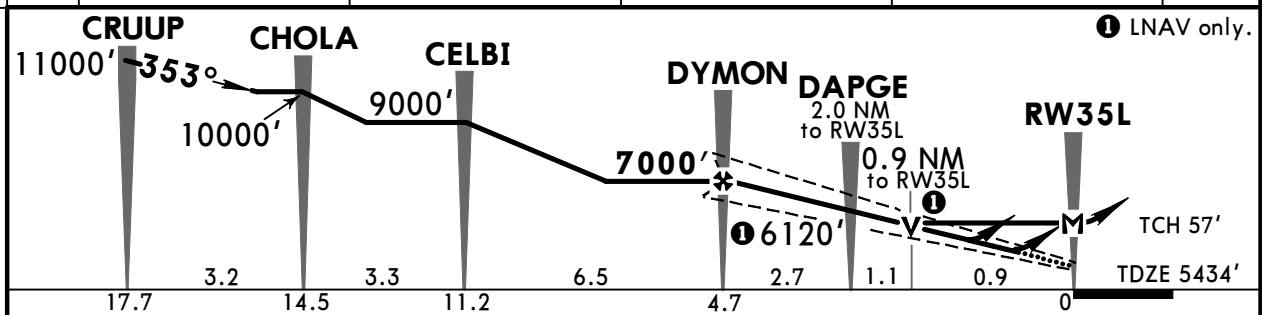
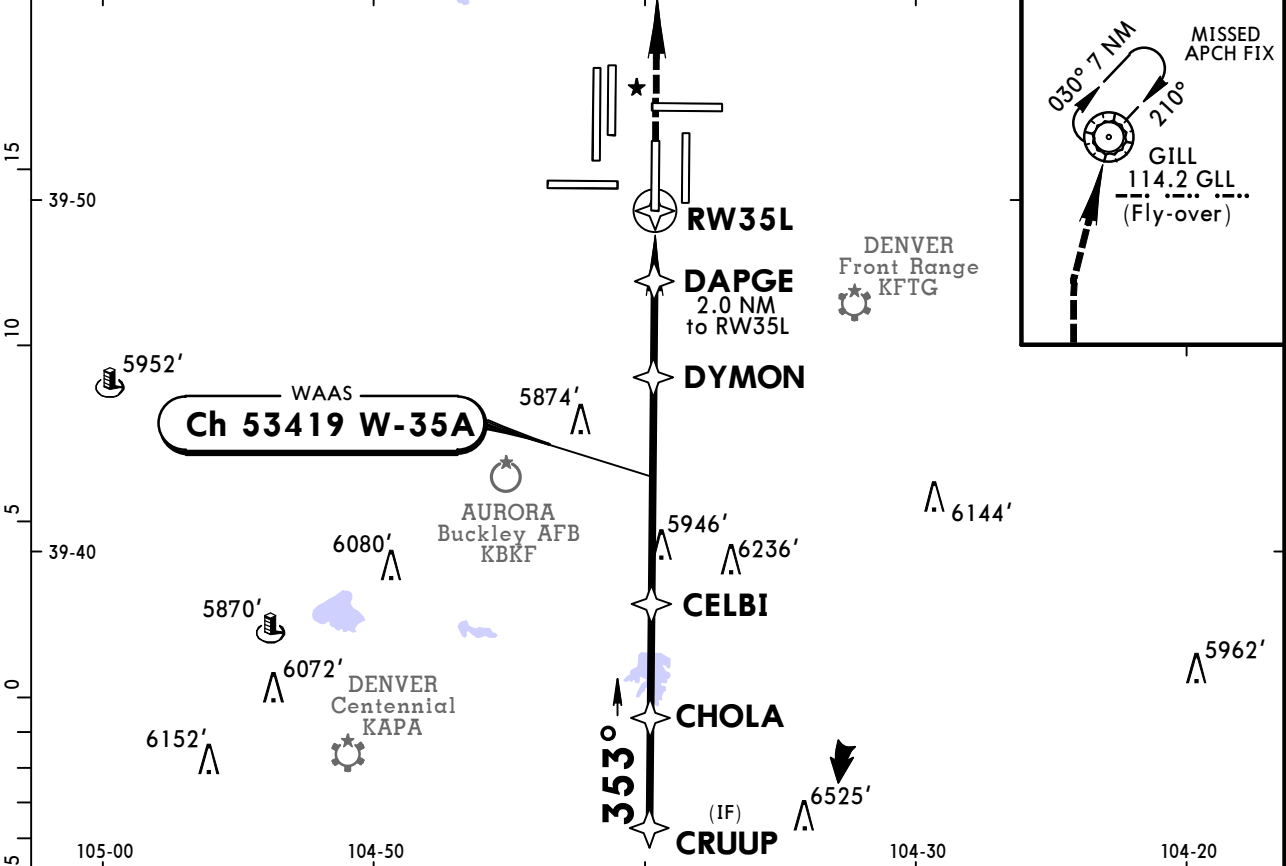
TERPS AMEND 2D 7 OCT 2021

KDEN/DEN
DENVER INTL

JEPPESSEN
6 OCT 17 (12-11)

DENVER, COLO
RNAV (GPS) Y Rwy 35L

| | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------|-------------------------------------|------------------------------|-------------------------|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 133.3 | Ground 121.85 |
| WAAS Ch 53419 W-35A | Final Apch Crs 353° | Minimum Alt DYMON 7000' (1566') | LPV DA(H) 5634' (200') | Apt Elev 5434' TDZE 5434' | |
| MISSED APCH: Climb to 10000' then RIGHT turn direct GLL VOR and hold. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 34L/34R and Rwy 35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (115°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident. | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---------|--------|----|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 10000' | RT | GLL 114.2 |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | | | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW35L | | | | | | | | | | |

| TERPS | | STRAIGHT-IN LANDING RWY 35L | | | |
|-------|----------------------------------|----------------------------------------|---------------|------------------------------------|---------------|
| | LPV DA(H) 5634' (200') | LNAV/VNAV DA(H) 5684' (250') | | LNAV MDA(H) 5780' (346') | |
| | TDZ/CL out | ALS out | | ALS out | ALS out |
| A | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 |
| B | | | | | RVR 24 or 1/2 |
| C | | | | | RVR 30 or 5/8 |
| D | | | | | RVR 50 or 1 |
| | | | | | RVR 60 or 1/4 |

1 LNAV procedure not authorized during simultaneous operations.
 CHANGES: Minimums. © JEPPESSEN, 2002, 2017. ALL RIGHTS RESERVED.

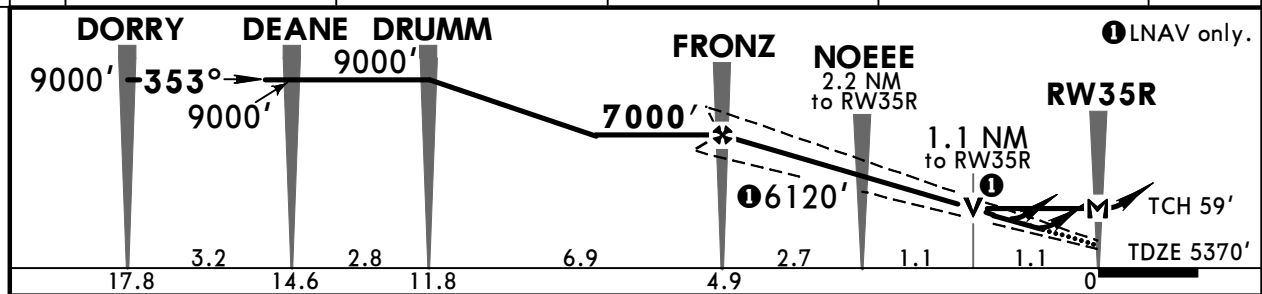
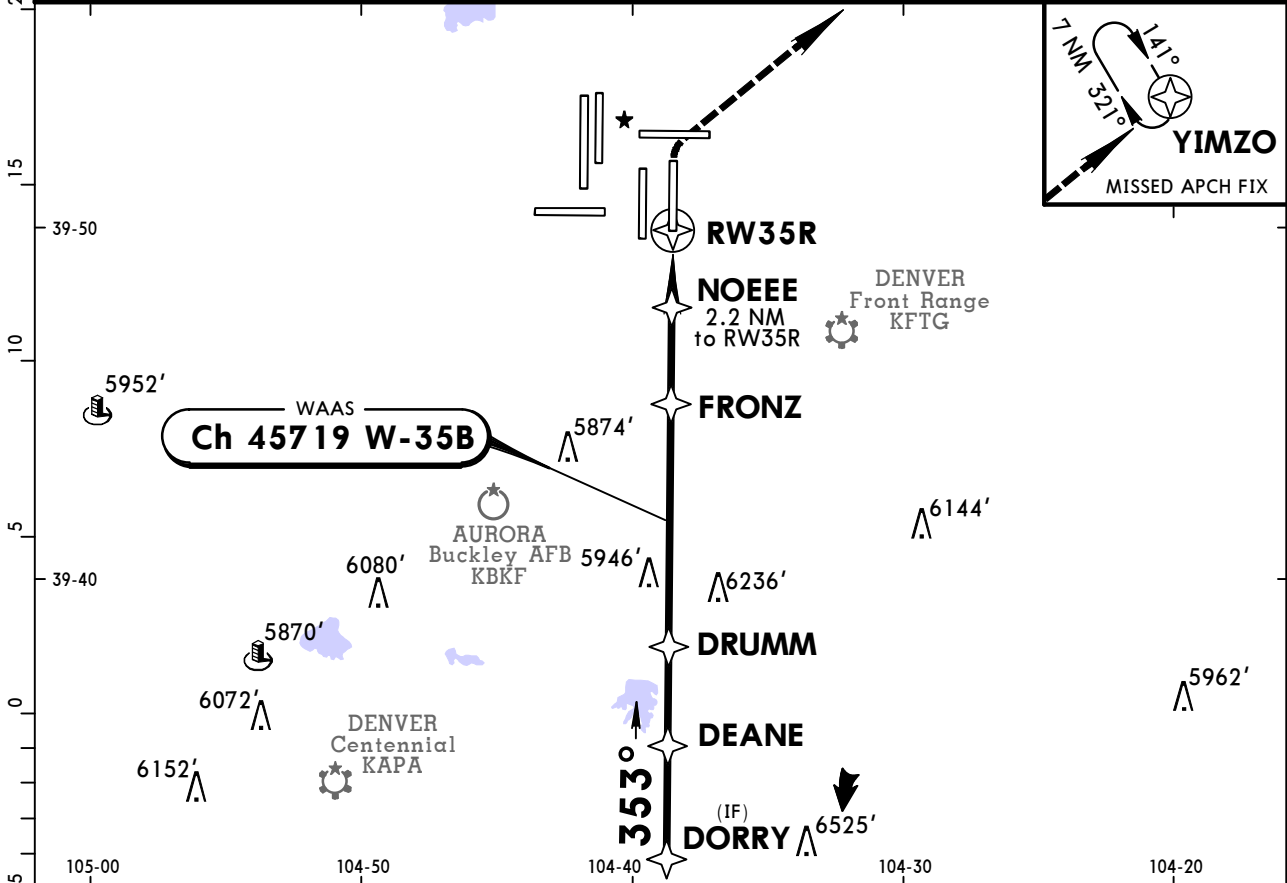
TERPS AMEND 2B 12 OCT 2017

KDEN/DEN
DENVER INTL

JEPPESSEN
6 OCT 17 **(12-12)**

DENVER, COLO
RNAV (GPS) Y Rwy 35R

| | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------|--|-----------------------------------------------------|--|-------------------------------------|--|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | | Ground 121.85 | |
| WAAS Ch 45719 W-35B | | Final Apch Crs 353° | | Minimum Alt FRONZ 7000' (1630') | | LPV DA(H) 5570' (200') | |
| | | | | Apt Elev 5434' | | TDZE 5370' | |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 8000' direct YIMZO and hold. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 34L/34R and Rwy 35L. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. | | | | | | | |
| MSA RW35R | | | | | | | |



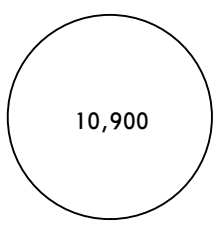
| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---------|-------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 5900' | 8000' | YIMZO |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | → |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW35R | | | | | | | | | | |

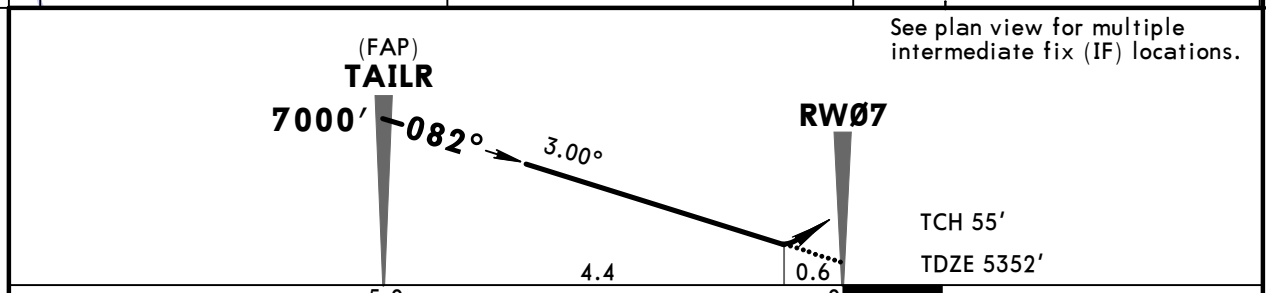
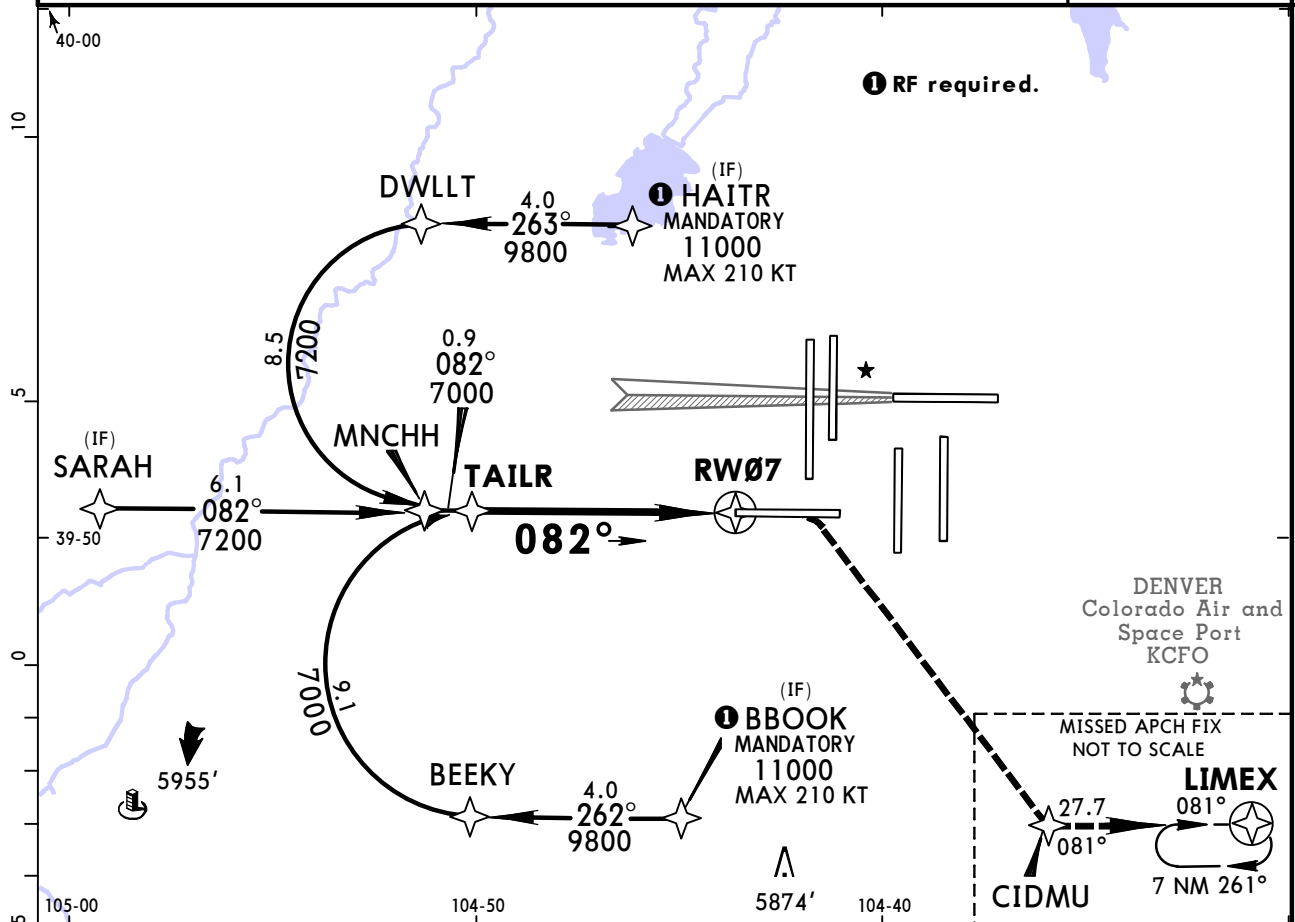
| TERPS STRAIGHT-IN LANDING RWY 35R | | | | | | |
|-----------------------------------|---------------------------|------------------|---------------------------------|---------------|-----------------------------|--------------------------------|
| A | LPV DA(H) 5570' (200') | | LNAV/VNAV DA(H) 5620' (250') | | LNAV MDA(H) 5800' (430') | |
| | TDZ/CL out | ALS out | ALS out | ALS out | ALS out | ALS out |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 RVR 50 or 1 |
| C | | | | | | |
| D | | | | | | RVR 40 or 3/4 RVR 60 or 1/4 |


KDEN/DEN DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar (12-20)

DENVER, COLO RNAV (RNP) Z Rwy 7

| | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 128.75 | Ground 127.5 |
| RNAV | Final Apch Crs 082° | TAILR 7000' (1648') | RNP 0.15 DA(H) 5602' (250') | Apt Elev 5434' TDZE 5352' |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct CIDMU and on track 081° to LIMEX and hold. | | | |  10,900 MSA RW07 |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| RNP AR apch | | | | |
| 1. Authorization Required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C or above 54°C. 3. Simultaneous approach authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68'). | | | | |



| | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-------|-------|--------|---------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 10000' |  CIDMU |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | RT | |
| MAP at DA | | | | | | | | | | |

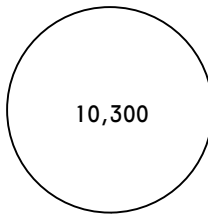
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|---------------------------------------|---------------|--------------|---------------|---------------------------------------|---------------|--------------|---------------|
| TERPS | | | | STRAIGHT-IN LANDING RWY 7 | | | |
| RNP 0.15 DA(H) 5602' (250') | | RAIL/ALS out | | RNP 0.30 DA(H) 5753' (401') | | RAIL/ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 24 or 1/2 | | RVR 40 or 3/4 | | RVR 40 or 3/4 | | RVR 60 or 1/4 |
| D | | | | | | | |

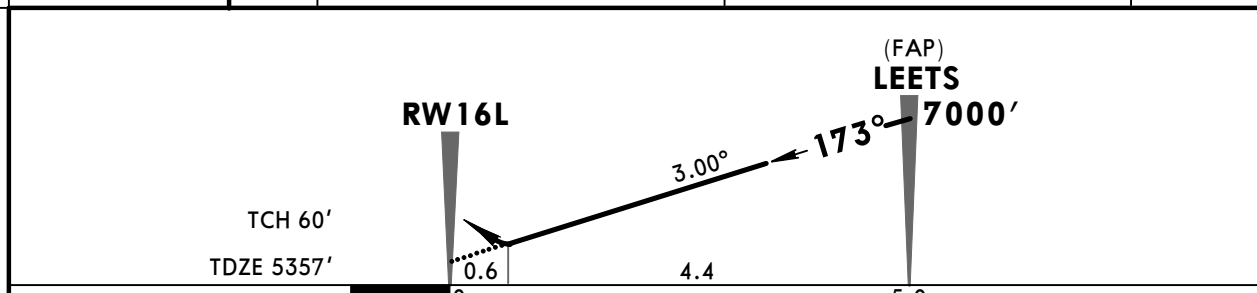
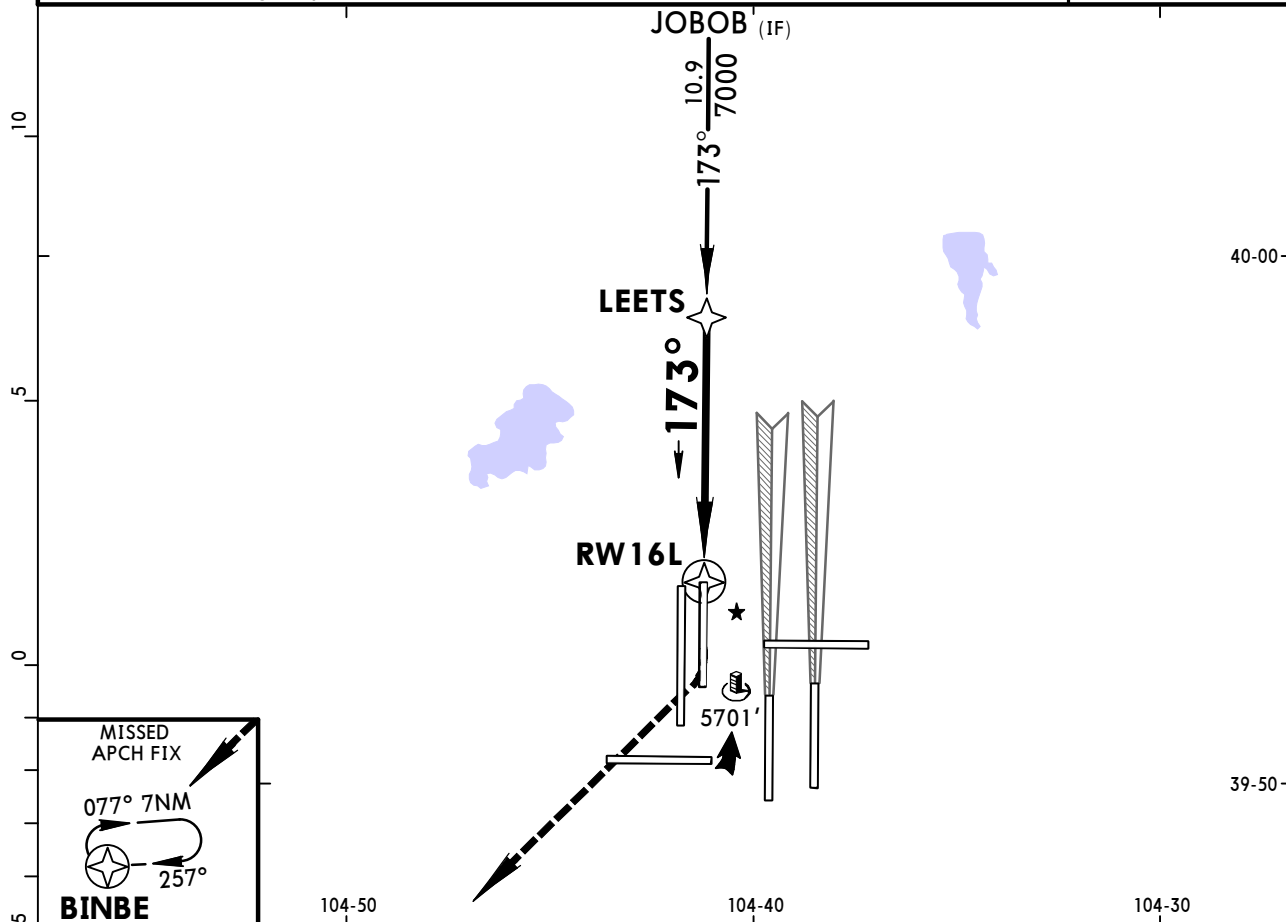
TERPS AMEND 1 26 MAR 2020




KDEN/DEN
DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar (12-21)

DENVER, COLO
RNAV (RNP) Z Rwy 16L

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 135.3 | 127.5 |
| RNAV | Final Apch Crs 173° | Minimum Alt LEETS 7000' (1643') | RNP 0.10 DA(H) 5617' (260') | Apt Elev 5434' TDZE 5357' |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct BINBE and hold, continue climb-in-hold to 10,000'. | | | |  10,300 MSA RW16L |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 45°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 10000' |  BINBE |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI |   | |
| MAP at DA | | | | | | | | | | |

| | | | | | | | |
|---------------------------|---------------|---------------------------|---------------|-----------------------------|--|---------------------------|--|
| TERPS | | | | STRAIGHT-IN LANDING RWY 16L | | | |
| RNP 0.10 | | RNP 0.30 | | RNP 0.10 | | RNP 0.30 | |
| DA(H) 5617' (260') | | DA(H) 5683' (326') | | DA(H) 5617' (260') | | DA(H) 5683' (326') | |
| RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 32 or 5/8 | RVR 50 or 1 | | | |
| D | | | | | | | |

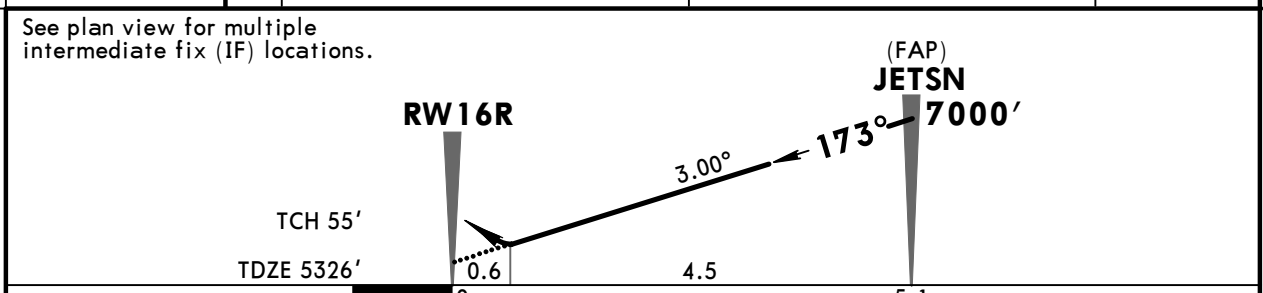
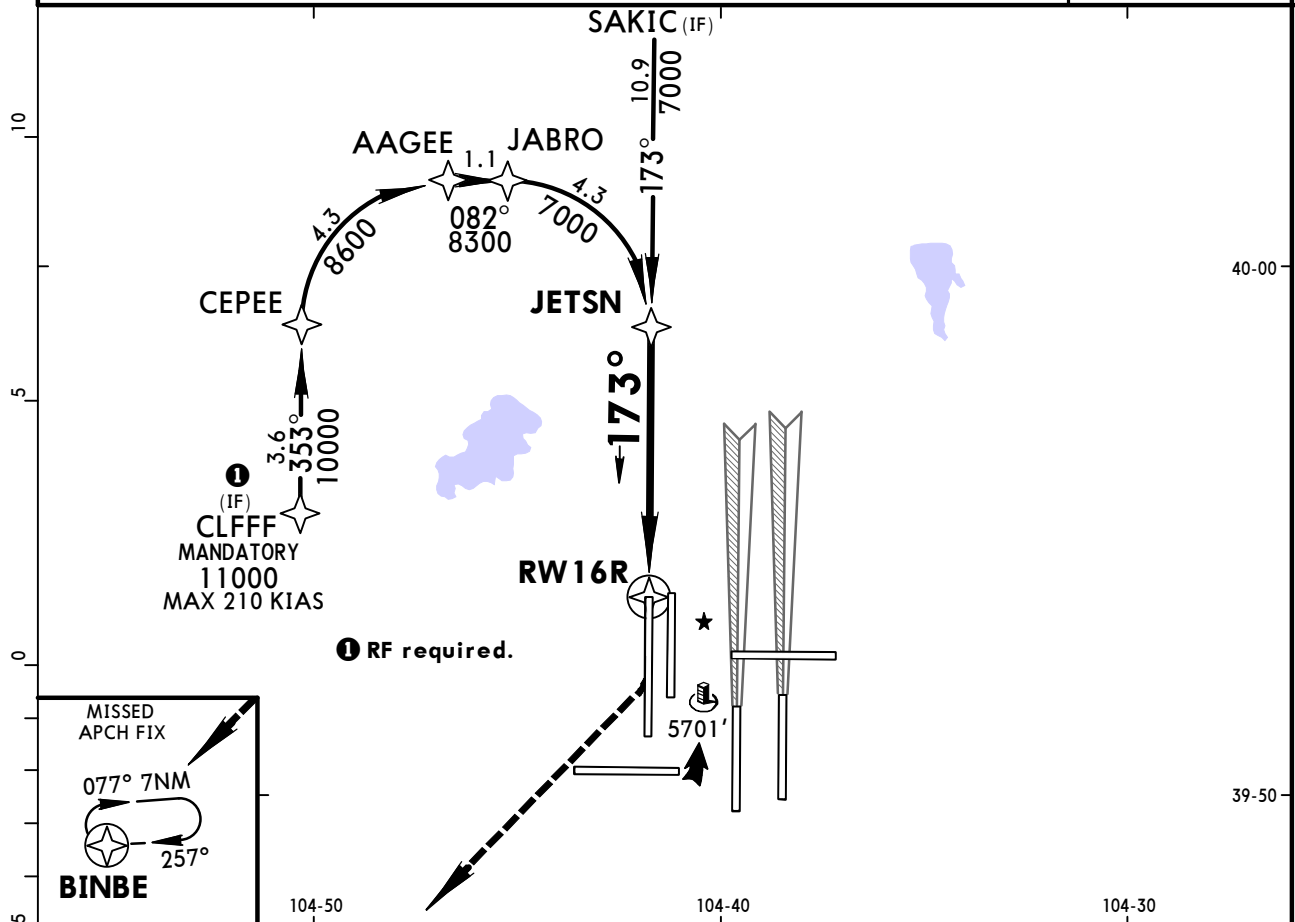
TERPS AMEND OC 1 FEB 2018

KDEN/DEN
DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar (12-22)

DENVER, COLO
RNAV (RNP) Z Rwy 16R

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|------------------------------------------|------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 135.3 | Ground 127.5 |
| RNAV | Final Apch Crs 173° | Minimum Alt JETSN 7000' (1674') | RNP 0.10 DA(H) 5586' (260') | Apt Elev 5434' TDZE 5326' |
| MISSED APCH: Climb to 5900' then climbing RIGHT turn to 10000' direct BINBE and hold, continue climb-in-hold to 10000. | | | | 10,300 MSA RW16R |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 46°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|--------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5900' | 10000' | BINBE |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | ↖ RT | |
| MAP at DA | | | | | | | | | | |

| | | | | | | | |
|---------------------------------------|-------------|--------------|----|---------------------------------------|--|--------------|--|
| TERPS | | | | STRAIGHT-IN LANDING RWY 16R | | | |
| RNP 0.10 DA(H) 5586' (260') | | RAIL/ALS out | | RNP 0.30 DA(H) 5651' (325') | | RAIL/ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 50 or 1 | | 1½ | RVR 50 or 1 | | 1½ | |
| D | | | | | | | |

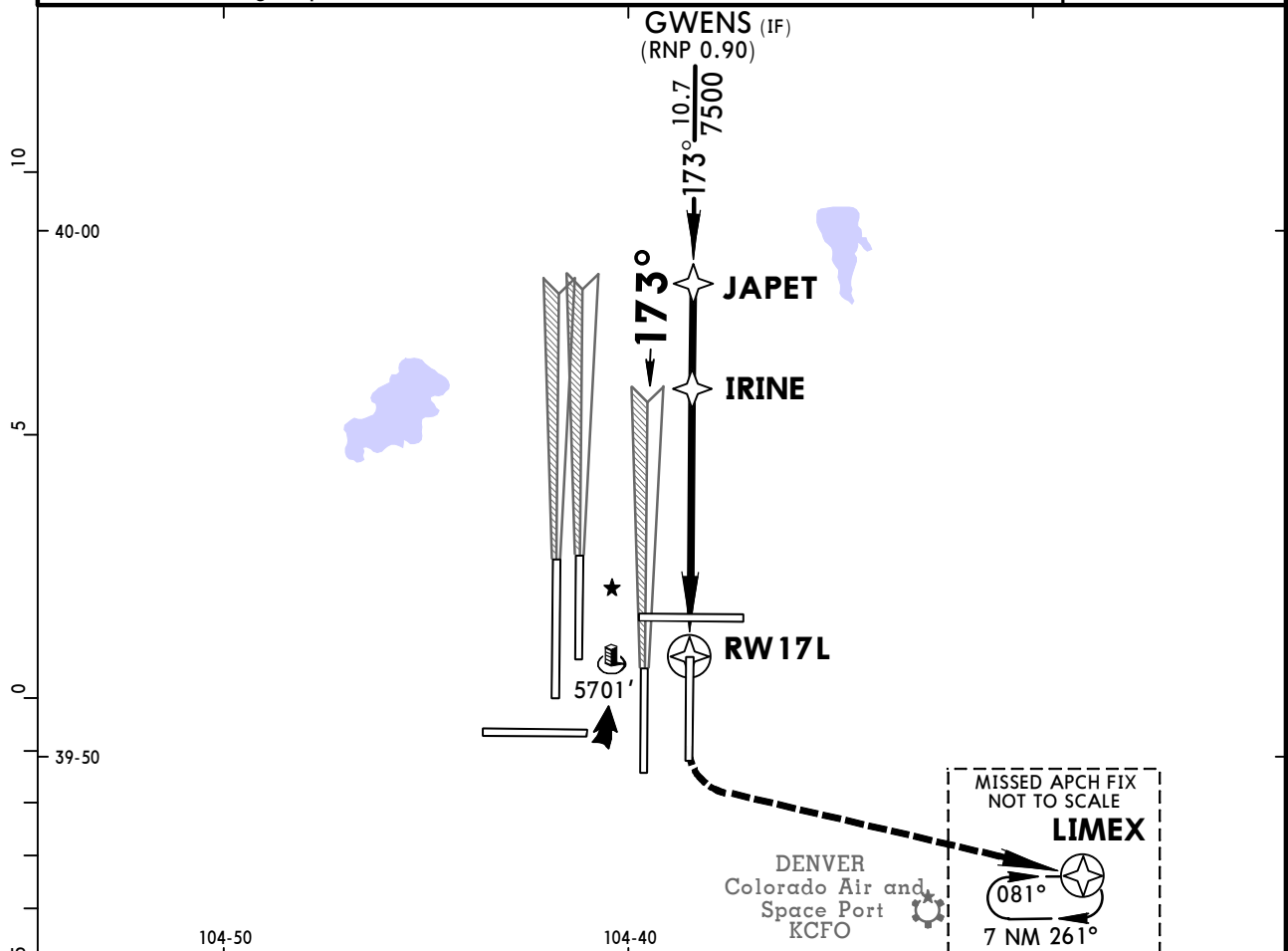
TERPS AMEND OC 1 FEB 2018

KDEN/DEN
DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar **(12-23)**

DENVER, COLO
RNAV (RNP) Z Rwy 17L

| | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------|------------------------------------------|-------------------------------|-------------------------|
| D-ATIS Arrival 125.6 | | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | Ground 121.85 |
| RNAV | Final Apch Crs 173° | Minimum Alt IRINE 7000' (1661') | RNP 0.10 DA(H) 5600' (261') | Apt Elev 5434' TDZE 5339' | 9300 MSA RW17L |
| MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct LIMEX and hold. | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 48°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | | |



| | | | | | | |
|---------------|------------|-------------|-------|-------|--------|-------|
| RW 17L | | (FAP) IRINE | | JAPET | | |
| TCH 48' | TDZE 5339' | 7000' | 7500' | 7000' | 7500' | |
| 0.7 | 4.4 | 5.1 | 2.0 | 7.1 | | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |
| MAP at DA | | | | | | |
| MALSR | | PAPI | | 5900' | 10000' | LIMEX |
| | | | | ↑ | LT | → |

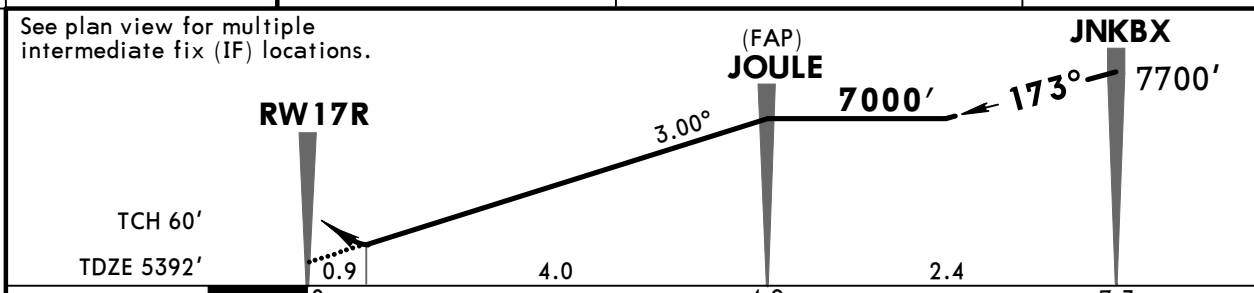
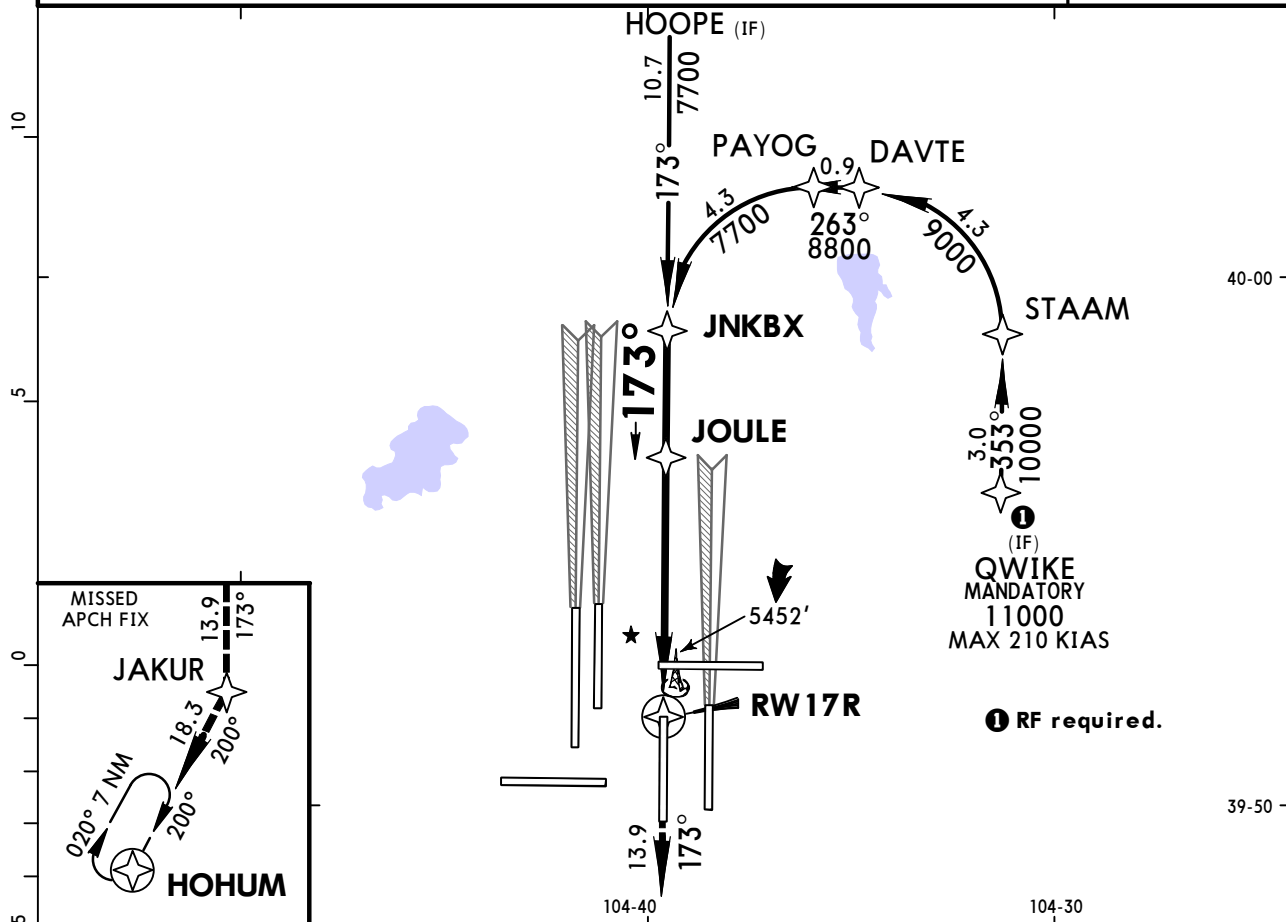
| | | | | | | | |
|---------------------------|----------------------|---------------------------|----------------------|------------------------------------|----------------------|---------------------------|----------------------|
| TERPS | | | | STRAIGHT-IN LANDING RWY 17L | | | |
| RNP 0.10 | | RNP 0.30 | | RNP 0.10 | | RNP 0.30 | |
| DA(H) 5600' (261') | | DA(H) 5716' (377') | | DA(H) 5600' (261') | | DA(H) 5716' (377') | |
| RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 24 or 1/2 | RVR 45 or 7/8 | RVR 40 or 3/4 | RVR 40 or 3/4 | RVR 60 or 1/4 | RVR 60 or 1/4 | RVR 60 or 1/4 |
| D | | | | | | | |

KDEN/DEN
DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar (12-24)

DENVER, COLO
RNAV (RNP) Z Rwy 17R

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------|------------------------------------------|------------------------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 133.3 | 121.85 |
| RNAV | Final Apch Crs 173° | Minimum Alt JOULE 7000' (1608') | RNP 0.10 DA(H) 5722' (330') | Apt Elev 5434' TDZE 5392' |
| MISSED APCH: Climb to 10000' on track 173° to JAKUR and on track 200° to HOHUM and hold. | | | | 9500 MSA RW17R |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 45°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------------|---------------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 10000' ↑ or 173° | JAKUR |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at DA | | | | | | | | | |

| | | | | | | | |
|---------------------------------------|---------------|--------------|-------------|---------------------------------------|---------------|--------------|-------|
| TERPS | | | | STRAIGHT-IN LANDING RWY 17R | | | |
| RNP 0.10 DA(H) 5722' (330') | | RAIL/ALS out | | RNP 0.30 DA(H) 5894' (502') | | RAIL/ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 32 or 5/8 | | RVR 50 or 1 | | RVR 60 or 1/4 | | 1 5/8 |
| D | | | | | | | |

TERPS AMEND OC 1 FEB 2018

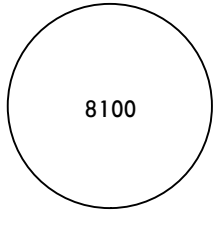
KDEN/DEN

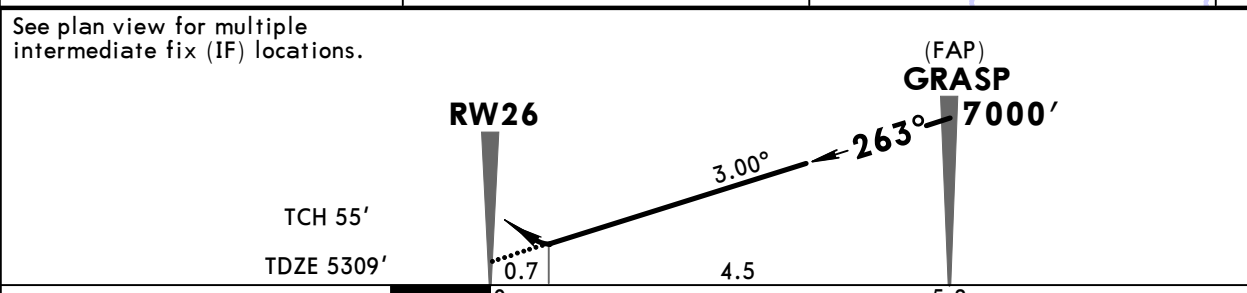
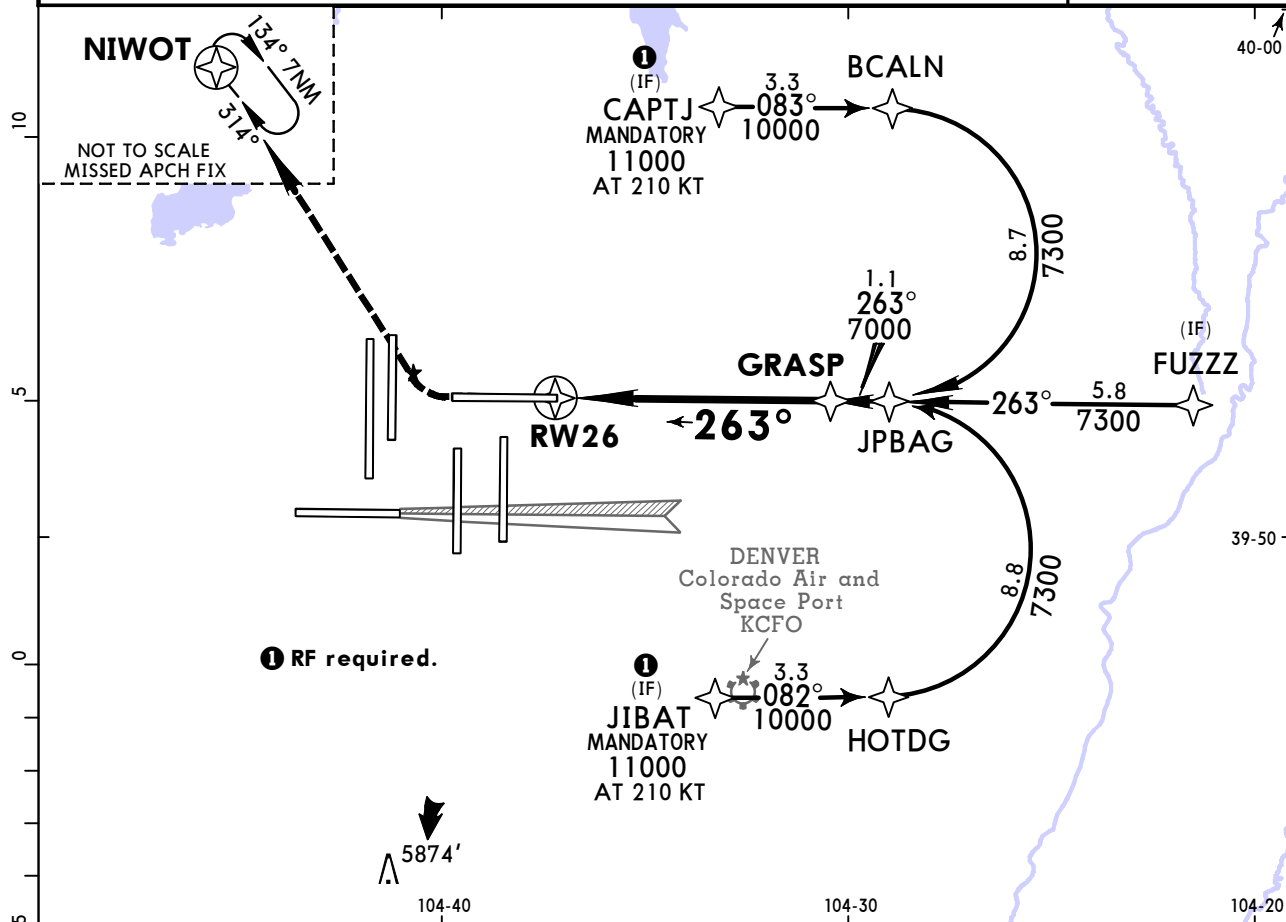
DENVER INTL

JEPPESSEN
 20 MAR 20
Eff 26 Mar 12-25

DENVER, COLO

RNAV (RNP) Z Rwy 26

| | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 132.35 | Ground 121.85 |
| RNAV | Final Apch Crs 263° | GRASP 7000' (1691') | RNP 0.15 DA(H) 5566' (257') | Apt Elev 5434' TDZE 5309' |
| MISSED APCH: Climb to 6000' then climbing RIGHT turn to 10000' direct NIWOT and hold. | | | |  <p>8100 MSA RW26</p> |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| RNP AR apch | | | | |
| 1. Authorization Required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C or above 54°C. 3. Simultaneous approach authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70'). | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|--------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 6000' | 10000' | D → NIWOT |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | |
| MAP at DA | | | | | | | | | | |

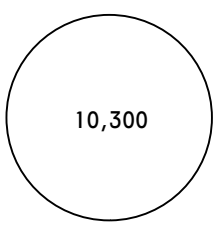
| TERPS | | | | STRAIGHT-IN LANDING RWY 26 | | | |
|---------------------------------------|---------------|---------------|--|---------------------------------------|---------------|--------------|--|
| RNP 0.15 DA(H) 5566' (257') | | RAIL/ALS out | | RNP 0.30 DA(H) 5611' (302') | | RAIL/ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 24 or 1/2 | RVR 40 or 3/4 | | RVR 24 or 1/2 | RVR 45 or 7/8 | | |
| D | | | | | | | |

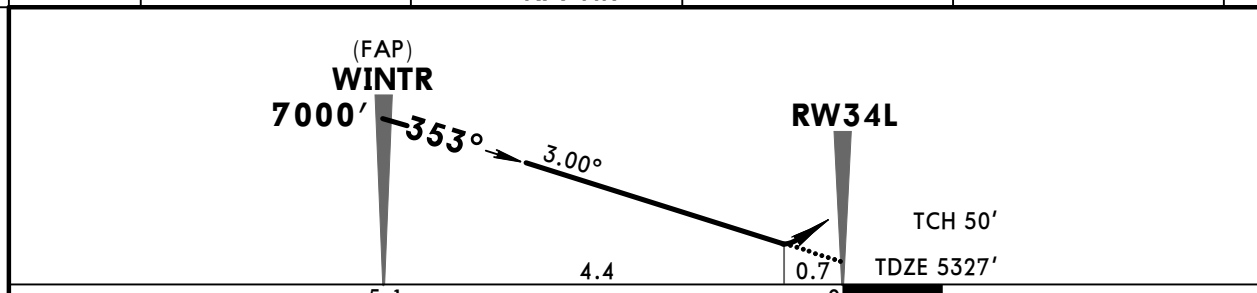
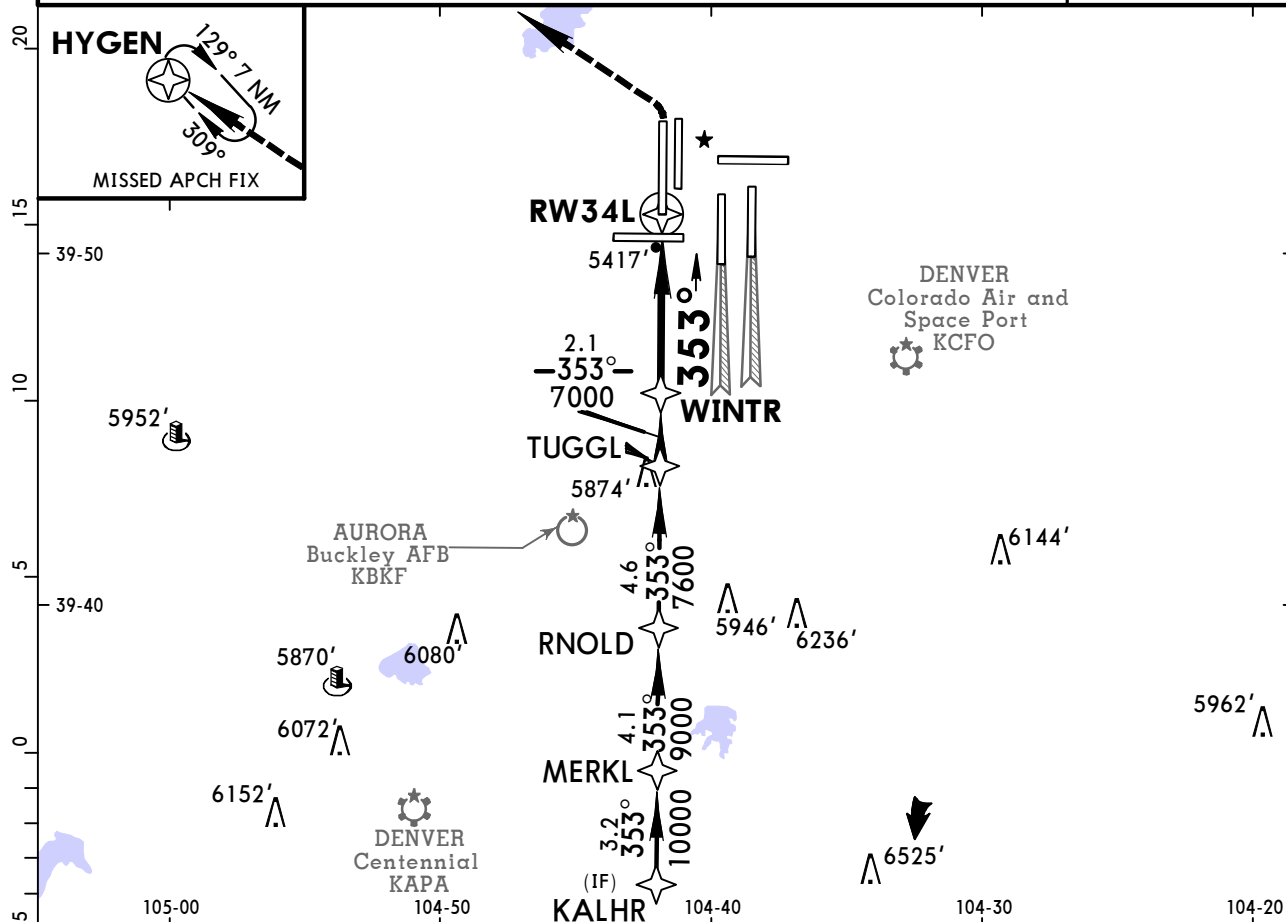
TERPS AMEND 1 26 MAR 2020

KDEN/DEN DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar 12-26

DENVER, COLO RNAV (RNP) Z Rwy 34L

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 135.3 | Ground 127.5 |
| RNAV | Final Apch Crs 353° | Minimum Alt WINTR 7000' (1673') | RNP 0.10 DA(H) 5587' (260') | Apt Elev 5434' TDZE 5327' |
| MISSED APCH: Climb to 5900' then climbing LEFT turn to 10000' direct HYGEM and hold. | | | |  10,300 MSA RW34L |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 48°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|-------|--------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 5900' | 10000' | -D→ HYGEM |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | ← LT | |
| MAP at DA | | | | | | | | | | |

| TERPS STRAIGHT-IN LANDING RWY 34L | | | | | |
|---------------------------------------|---------------|---------------------------------------|---------------|---------------------------------------|---------------|
| RNP 0.10 DA(H) 5587' (260') | | RNP 0.20 DA(H) 5720' (393') | | RNP 0.30 DA(H) 5782' (455') | |
| ALS out | | ALS out | | ALS out | |
| A | | | | | |
| B | | | | | |
| C | RVR 24 or 1/2 | RVR 45 or 7/8 | RVR 45 or 7/8 | RVR 60 or 1/4 | RVR 60 or 1/4 |
| D | | | | | 1 1/2 |

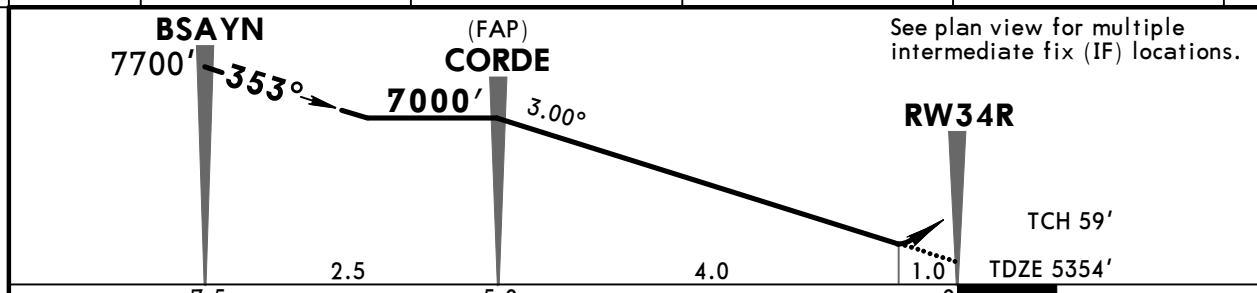
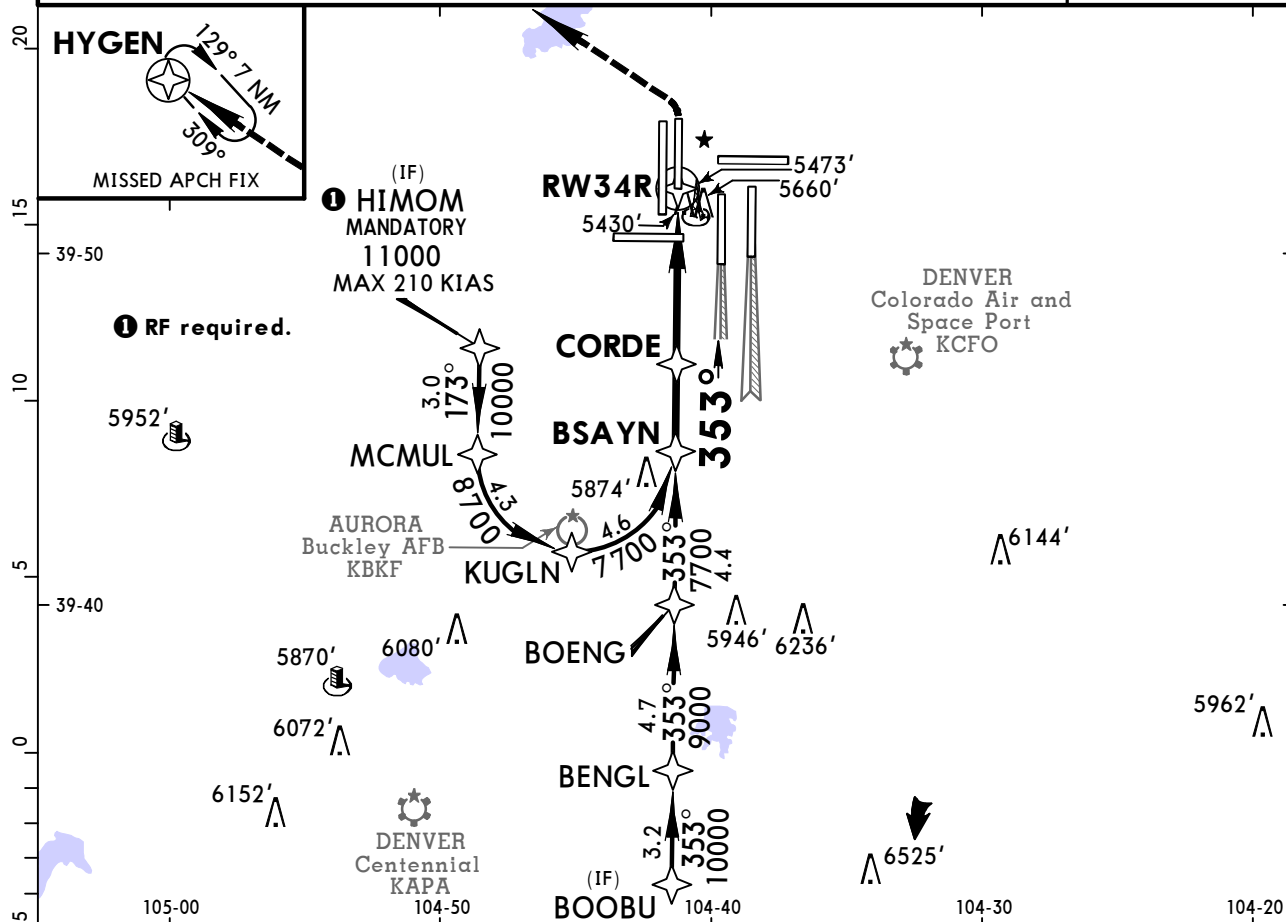
TERPS AMEND OC 1 FEB 2018

KDEN/DEN
DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar (12-27)

DENVER, COLO
RNAV (RNP) Z Rwy 34R

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|------------------------------------------|------------------------------|
| D-ATIS Arrival 125.6 | DENVER Approach (R) North 119.3 South 120.35 | | DENVER Tower 135.3 | Ground 127.5 |
| RNAV | Final Apch Crs 353° | Minimum Alt CORDE 7000' (1646') | RNP 0.10 DA(H) 5739' (385') | Apt Elev 5434' TDZE 5354' |
| MISSED APCH: Climb to 6000' then climbing LEFT turn to 10000' direct HYGEN and hold. | | | | 10,300 MSA RW34R |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 46°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|-------|--------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSf-II PAPI | 6000' | 10000' | D → HYGEN |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | |
| MAP at DA | | | | | | | | | | |

| | | | | | | | | | | | |
|---------------------------------------|---------------|---------------|---------------------------------------|-------|-------|---------------------------------------|--|--|---------|--|--|
| TERPS | | | | | | STRAIGHT-IN LANDING RWY 34R | | | | | |
| RNP 0.10 DA(H) 5739' (385') | | | RNP 0.20 DA(H) 5849' (495') | | | RNP 0.30 DA(H) 5980' (626') | | | ALS out | | |
| ALS out | | | ALS out | | | ALS out | | | ALS out | | |
| A | | | | | | | | | | | |
| B | RVR 40 or 3/4 | RVR 60 or 1/4 | RVR 60 or 1/4 | 1 5/8 | 1 5/8 | 2 1/4 | | | | | |
| C | | | | | | | | | | | |
| D | | | | | | | | | | | |

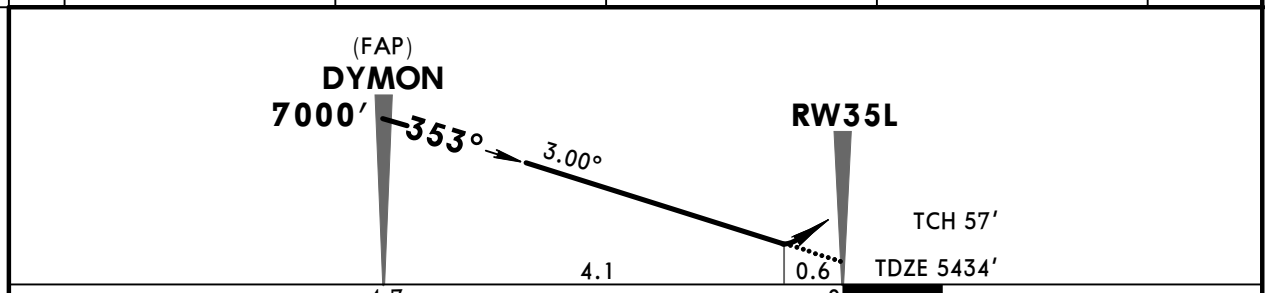
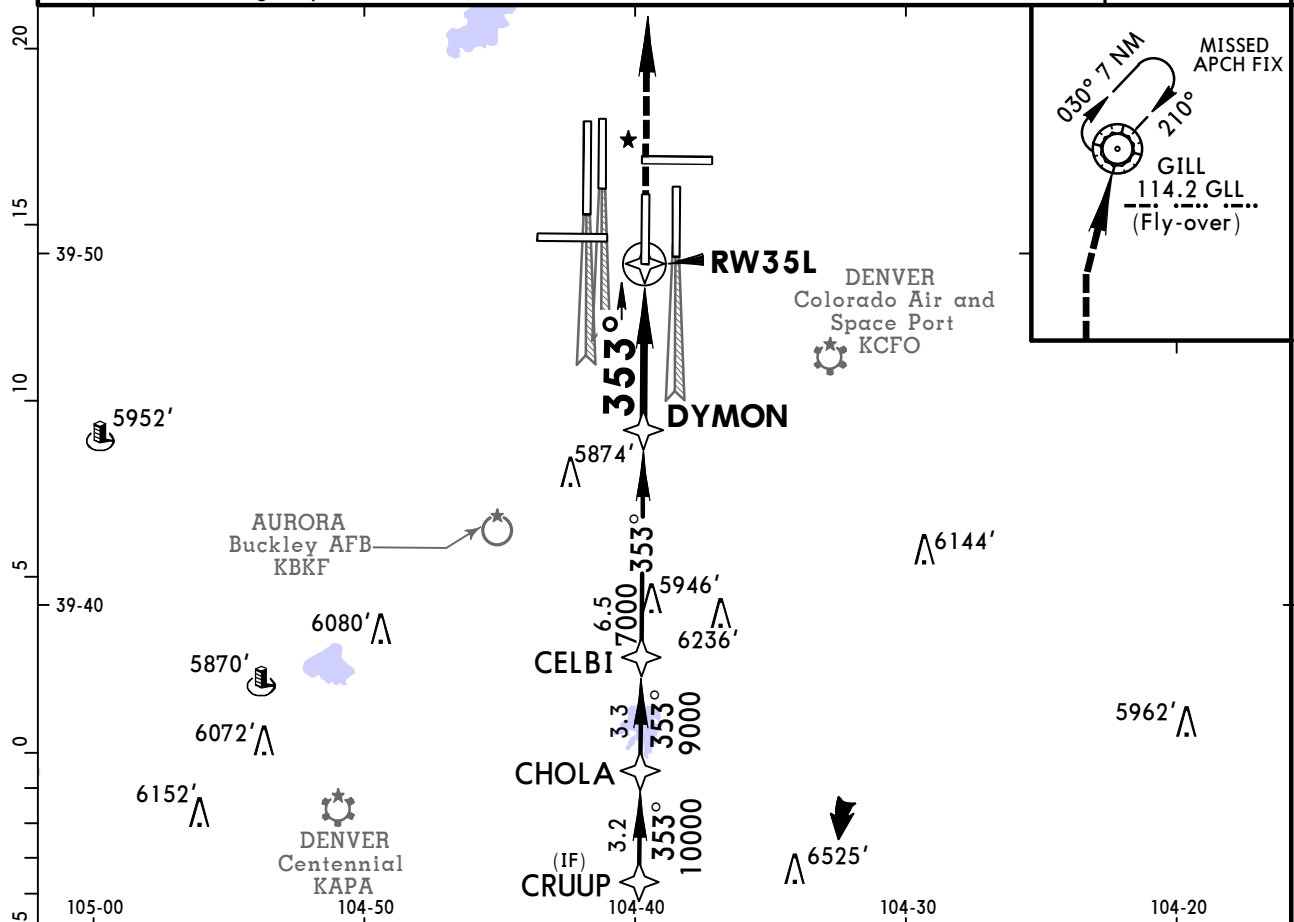
TERPS AMEND OC 1 FEB 2018

KDEN/DEN DENVER INTL

JEPPESSEN
20 MAR 20
Eff 26 Mar **12-28**

DENVER, COLO RNAV (RNP) Z Rwy 35L

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------|------------------------------------------|------------------------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 133.3 | 121.85 |
| RNAV | Final Apch Crs 353° | Minimum Alt DYMON 7000' (1566') | RNP 0.10 DA(H) 5695' (261') | Apt Elev 5434' TDZE 5434' |
| MISSED APCH: Climb to 10000', then RIGHT turn direct GLL VOR and hold. | | | | 9300 MSA RW35L |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 46°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|--------|----|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 10000' | RT | GLL 114.2 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ | ↻ | → |
| MAP at DA | | | | | | | | | | |

| | | | | | | | |
|----------------------------------------------|---------------|----------------------------------------------|---------------|------------------------------------|--|---------|--|
| TERPS | | | | STRAIGHT-IN LANDING RWY 35L | | | |
| RNP 0.10 DA(H) 5695' (261') | | RNP 0.30 DA(H) 5760' (326') | | ALS out | | ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 24 or 1/2 | RVR 45 or 7/8 | RVR 32 or 5/8 | RVR 50 or 1 | | | |
| D | | | | | | | |

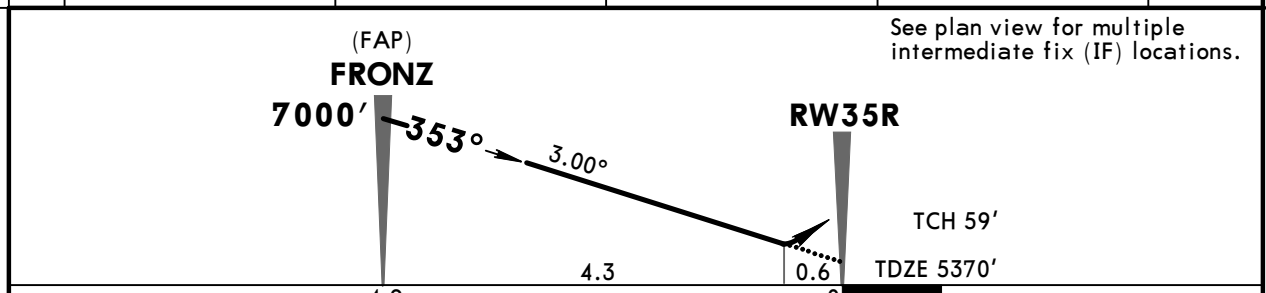
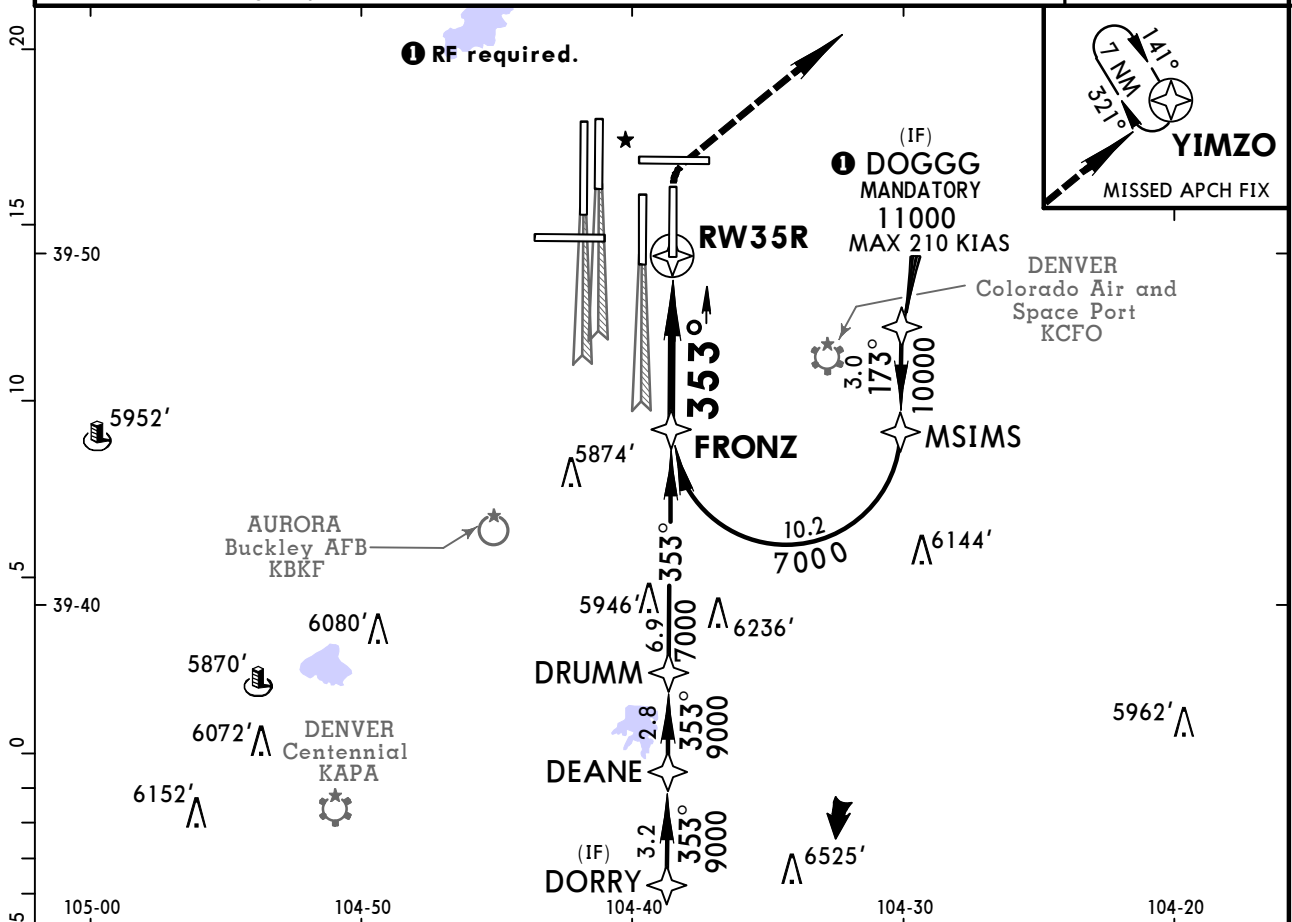
TERPS AMEND OC 1 FEB 2018

KDEN/DEN
DENVER INTL

JEPPESEN
20 MAR 20
Eff 26 Mar (12-29)

DENVER, COLO
RNAV (RNP) Z Rwy 35R

| | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------|------------------------------------------|------------------------------|
| D-ATIS Arrival | DENVER Approach (R) | | DENVER Tower | Ground |
| 125.6 | North 119.3 | South 120.35 | 132.35 | 121.85 |
| RNAV | Final Apch Crs 353° | Minimum Alt FRONZ 7000' (1630') | RNP 0.10 DA(H) 5631' (261') | Apt Elev 5434' TDZE 5370' |
| MISSED APCH: Climb to 5900', then climbing RIGHT turn to 8000' direct YIMZO and hold. | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | |
| 1. Authorization Required. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C or above 45°C. 5. Simultaneous approach authorized. 6. Use of Flight Director or or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|-------|-------|--|--|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 5900' | 8000' | | | |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | 5900' | 8000' | | | |
| MAP at DA | | | | | | | | | | | | |

| | | | | | | | |
|---------------------------------------|---------------|---------|---------------|---------------------------------------|---------------|---------|-------------|
| TERPS | | | | STRAIGHT-IN LANDING RWY 35R | | | |
| RNP 0.10 DA(H) 5631' (261') | | ALS out | | RNP 0.30 DA(H) 5702' (332') | | ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 24 or 1/2 | | RVR 45 or 7/8 | | RVR 32 or 5/8 | | RVR 50 or 1 |
| D | | | | | | | |

TERPS AMEND OC 1 FEB 2018

Chart changes since cycle 23-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|----------------------------------------|------------------------------|--------|-------------|----------|
| DENVER, CO (DENVER INTL - KDEN) | | | | |
| REV | AIRPORT, AIRPORT INFO | 10-9 | 26 Nov 2021 | |
| REV | AIRPORT INFO (CONTD), TAK... | 10-9A | 26 Nov 2021 | |
| REV | PARKING GATES & COORDS (C... | 10-9B | 26 Nov 2021 | |
| REV | PARKING GATES & COORDS (C... | 10-9C | 26 Nov 2021 | |
| REV | PARKING GATES & COORDS (C... | 10-9D | 26 Nov 2021 | |
| REV | DEICING PROCEDURES | 10-9D1 | 26 Nov 2021 | |
| REV | DEICING PROCEDURES (CONTD... | 10-9D2 | 26 Nov 2021 | |
| REV | LOW VIS TAXI RWYS 35L/R (... | 10-9E | 26 Nov 2021 | |
| REV | LOW VIS TAXI RWYS 34L/R (... | 10-9F | 26 Nov 2021 | |
| REV | LOW VIS TAXI RWYS 25, 34L... | 10-9G | 26 Nov 2021 | |
| REV | LOW VIS TAXI RWYS 8, 35L/... | 10-9H | 26 Nov 2021 | |

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KDEN

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT