

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

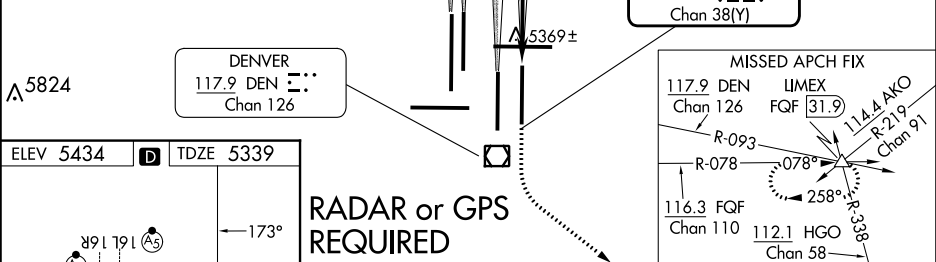
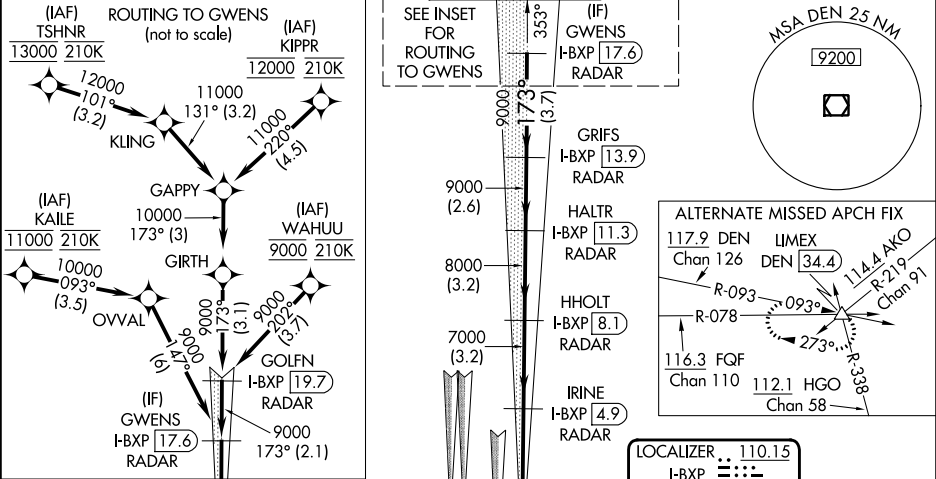
DENVER INTL (DEN)

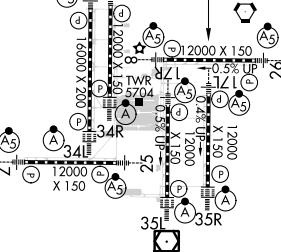
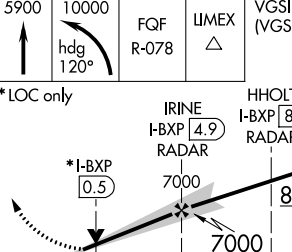
▼ For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500.
S-LOC 17L DME or RADAR required. Simultaneous approaches
authorized with Rwy 17R and 16L/16R.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR


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

D-ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 132.35 239.275	GND CON 121.85 377.1	CLNC DEL 118.75	CPDLC
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				VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66).	
HIRL all Rwy TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R		*LOC only		HALTR I-BXP 11.3	
FAF to MAP 5.1 NM		IRINE I-BXP 4.9		GRIFS I-BXP 13.9	
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42
S-ILS 17L	# 5539/24 200 (200-½)				
S-LOC 17L	5620/24 281 (200-½)				