

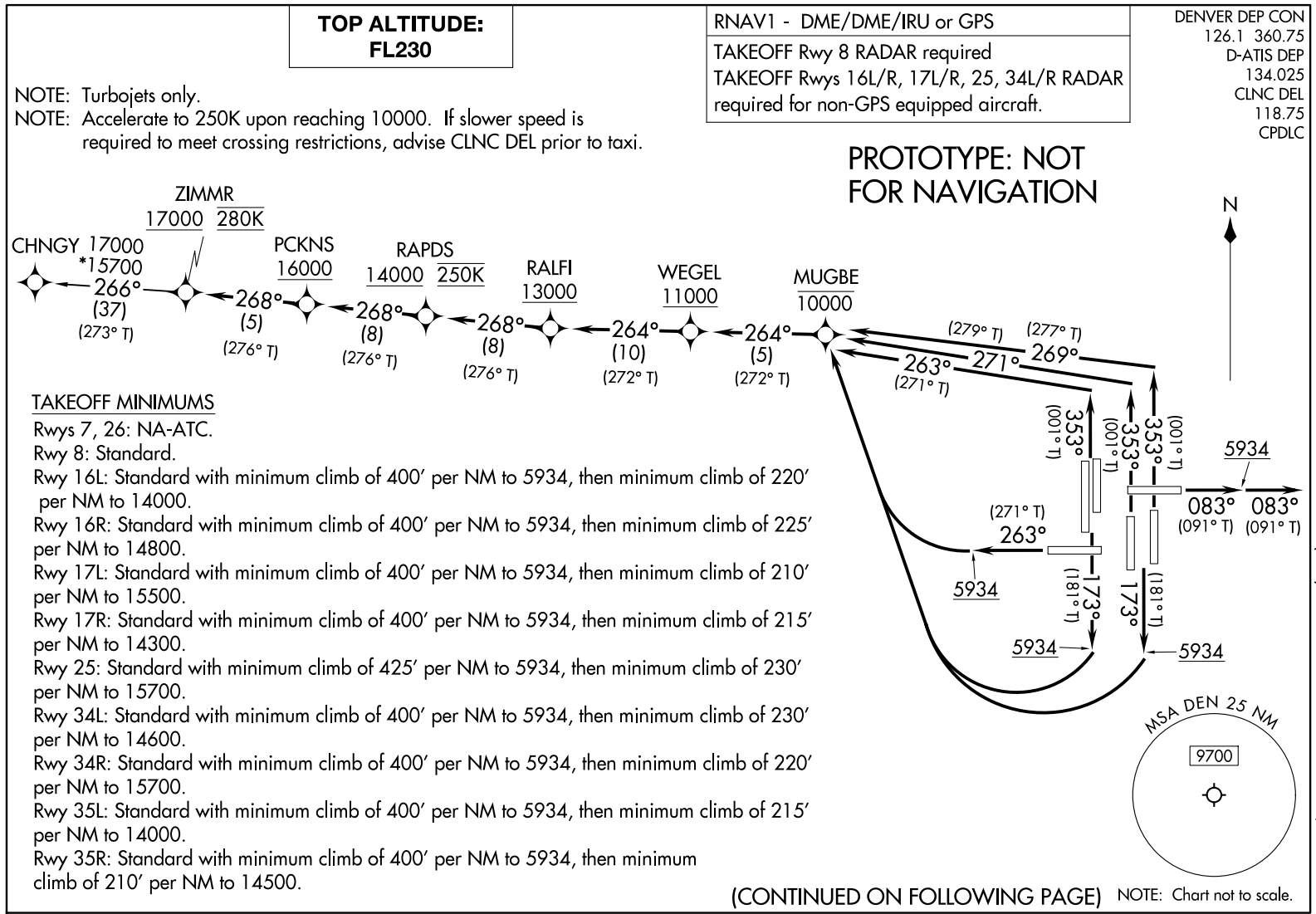
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 11/27/2025	APWS Task ID: 7FE623F92BA440EAA335D5E032D399F3	APWS Project ID: 8CB1D84ACF1B49CC82A3AFB13FEB47A1
Procedure: ZIMMR FOUR DEPARTURE (RNAV)		Enroute: YES	Specialist: Palmer, Leo		Agreement Number:
Airport ID: KDEN			Airport City: DENVER		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>Amendment to Add crossing altitudes to fixes on SID ZIMMR FOUR (RNAV).</p> <ul style="list-style-type: none"><li>- ADD 'WEGEL' FIX WITH AOA 11000 TO RUNWAY TRANSITIONS. - ATC REQUEST.</li><li>- ADDED MSA - IAW 8260.46 DOCUMENT STANDARDS.</li><li>- INCREASE RALFI "IF" MINIMUM CROSSING ALTITUDE FROM 12000 TO 13000. - ATC REQUEST.</li><li>- ADDED SPEED RESTRICTIONS OF 250 KIAS AND 280 KIAS TO RAPDS AND ZIMMR WP RESPECTIVELY. - ATC REQUEST.</li><li>- ENROUTE TRANSITION MOCA LOWERED FROM 15800 TO 15700</li></ul> <p>ACTIVE AIRPORT DATA USED: PUB'D 06/20/19.</p> <p>CONTACT DAVE DANNER (405)954-5077</p>					

QUALITY  
38  
CHECKED

QUALITY  
8  
CHECKED

ZIMMR FOUR DEPARTURE (RNAV)  
(ZIMMR4.ZIMMR) FIG

DENVER, COLORADO  
DENVER INTL (DEN)



(ZIMMR4.ZIMMR) FIG  
ZIMMR FOUR DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

AUTOMATED AL-9077 ZIMMR DEPARTURE

SW-1  
23 JUN 2025  
COMPILED: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, for vectors to cross RALFI at or above 13000, thence. . .

TAKEOFF RUNWAYS 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 WEGEL at or above 11000, then on track 264° to cross RALFI at or above 13000, thence. . .

TAKEOFF RUNWAY 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 13000, thence. . .

TAKEOFF RUNWAYS 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 13000, thence. . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 271° to cross MUGBE at or below 10000, then on track 264° to cross WEGEL at or above 11000, then on track 264° to cross RALFI at or above 13000, thence. . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 269° to cross MUGBE at or below 10000, then on track 264° to cross WEGEL at or above 11000, then on track 264° to cross RALFI at or above 13000, thence. . .

. . .on track 268° to cross RAPDS at or above 14000 and at 250K, then on track 268° to cross PCKNS at or above 16000, then on track 268° to cross ZIMMR at or above 17000 and at 280K. Then on transition. Maintain FL230. Expect higher filed altitude 10 minutes after departure.

CHNGY TRANSITION (ZIMMR4.CHNGY)

PROTOTYPE: NOT  
FOR NAVIGATION

AUTOMATED AL-9077 ZIMMR DEPARTURE (CONT)

SW-1

23 JUN 2025

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

TAKEOFF MINIMUMS  
Rwys 7, 26: NA-ATC.

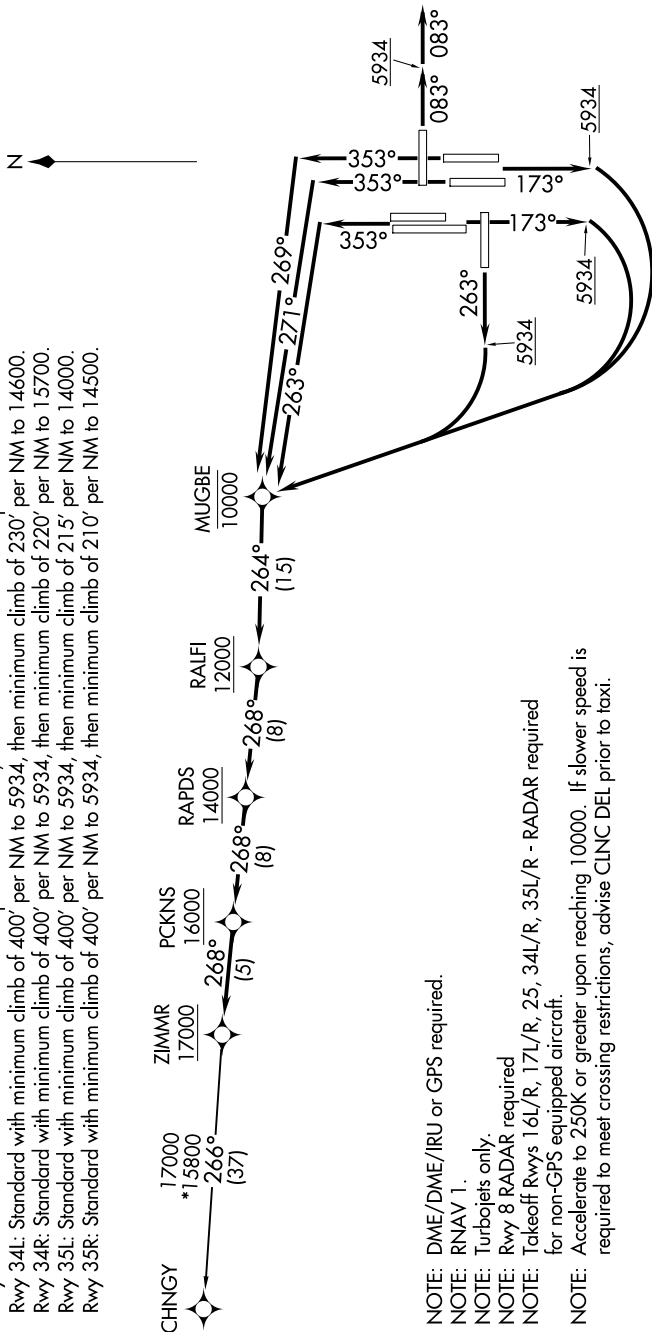
Rwy 8: Standard.

Rwy 16L: Standard

Rwyw 16R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 225' per NM to 14800.  
 Rwyw 17L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 210' per NM to 15500.  
 Rwyw 17R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 14300.  
 Rwyw 25: Standard with minimum climb of 425' per NM to 5934, then minimum climb of 230' per NM to 15700.  
 Rwyw 34L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 230' per NM to 14600.  
 Rwyw 34R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 220' per NM to 15700.  
 Rwyw 35L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 14000.  
 Rwyw 35R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 210' per NM to 14500.

**TOP ALTITUDE:**  
**FL230**

D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
126.1 360.75



NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Rwy 8 RADAR required

NOTE: Takeoff Rwy's 16L/R, 17L/R, 25, 34L/R, 35L/R - RADAR required

for non-GPS equipped aircraft.

NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLINC DEL prior to taxi.

(NARRATIVE ON FOLLOWING PAGE)

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SW-1, 17 APR 2025 to 15 MAY 2025

ZIMMR THREE DEPARTURE (RNAV)  
(ZIMMR3.ZIMMR) 12AUG21

DENVER, COLORADO  
DENVER INTL (DEN)





DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 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, thence. . .

TAKEOFF RUNWAYS 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, thence. . .

TAKEOFF RUNWAY 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, thence. . .

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TAKEOFF RUNWAY 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, thence. . .

TAKEOFF RUNWAY 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, thence. . .

. . .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 ten minutes after departure.

CHNGY TRANSITION (ZIMMR3.CHNGY)

**INFORMATION ONLY**

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025

ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS RNAV DEPARTURES

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 restriction 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 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" take off 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:**
  - 1. 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.

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025

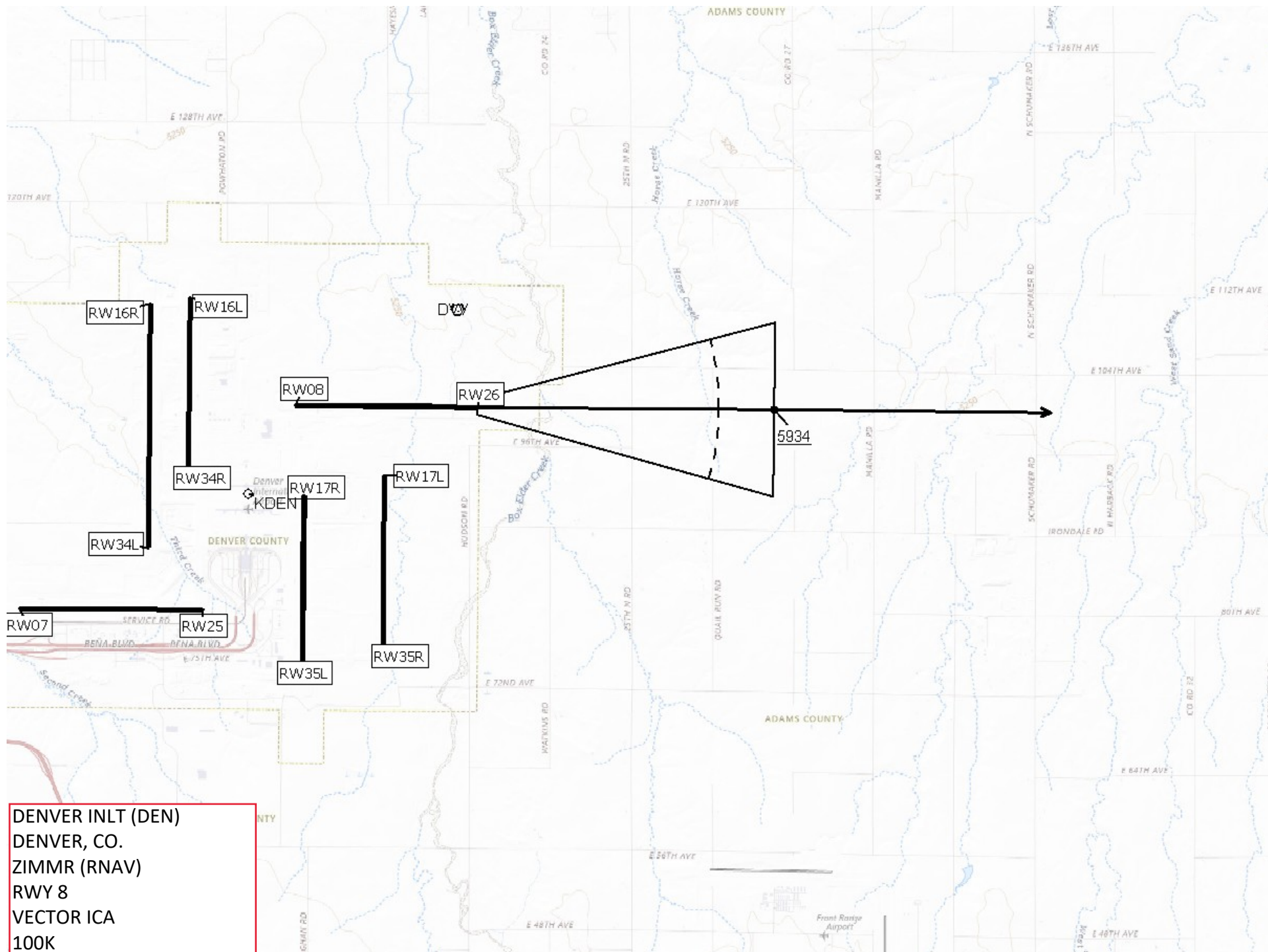








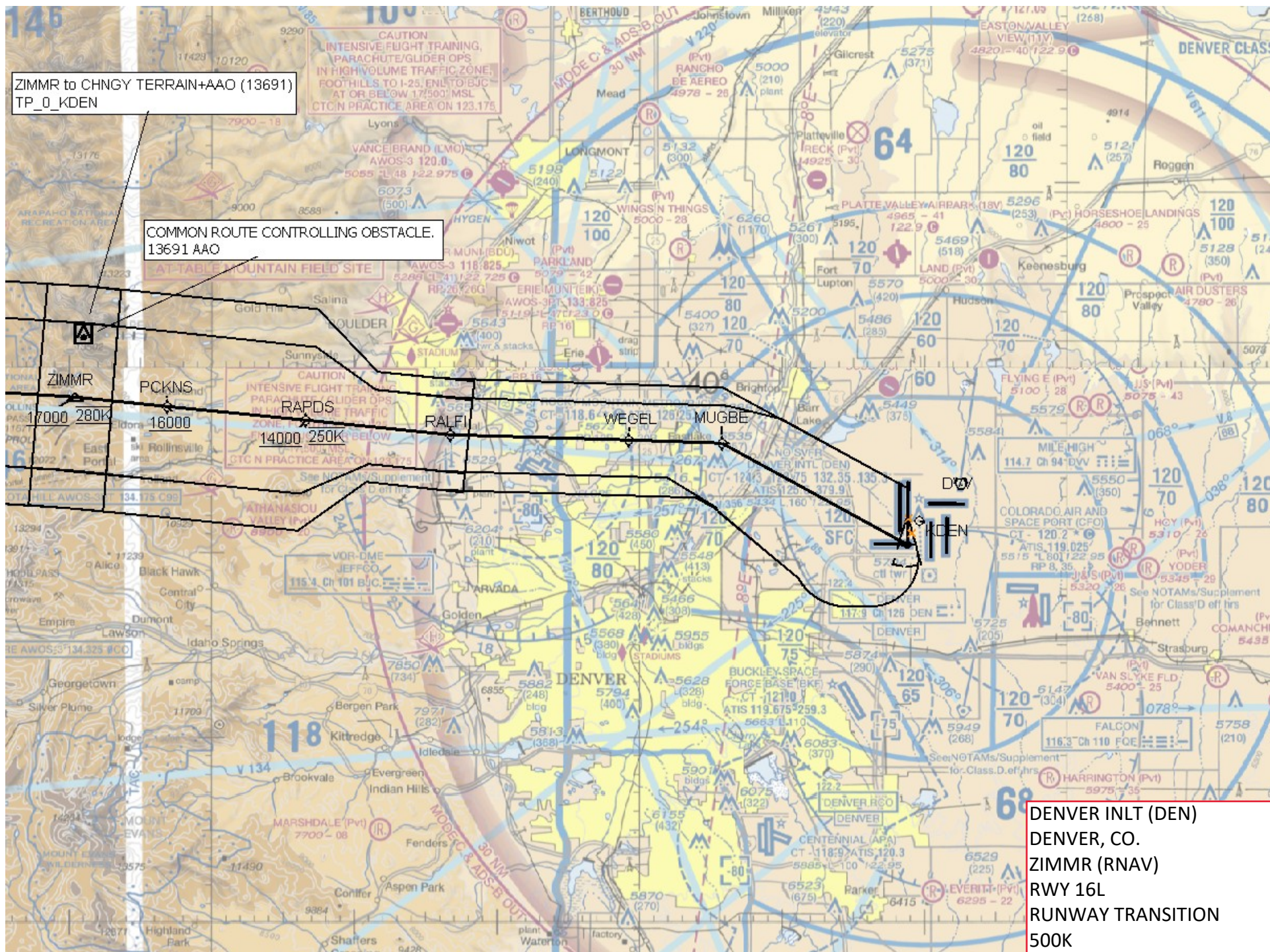






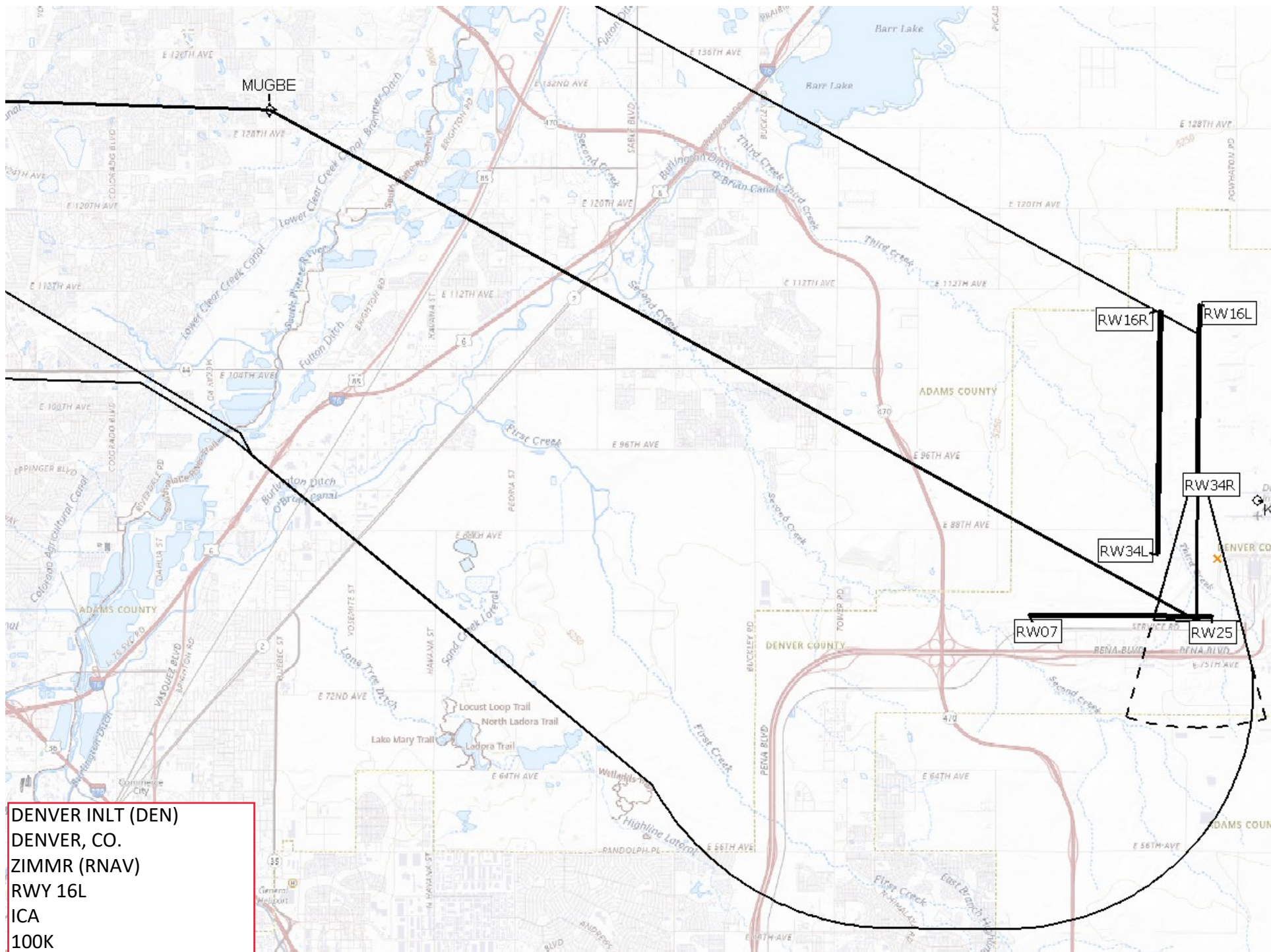
ZIMMR to CHNGY TERRAIN+AAO (13691)  
TP\_0\_KDEN

COMMON ROUTE CONTROLLING OBSTACLE.  
13691 AAO



DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 16L  
RUNWAY TRANSITION  
500K

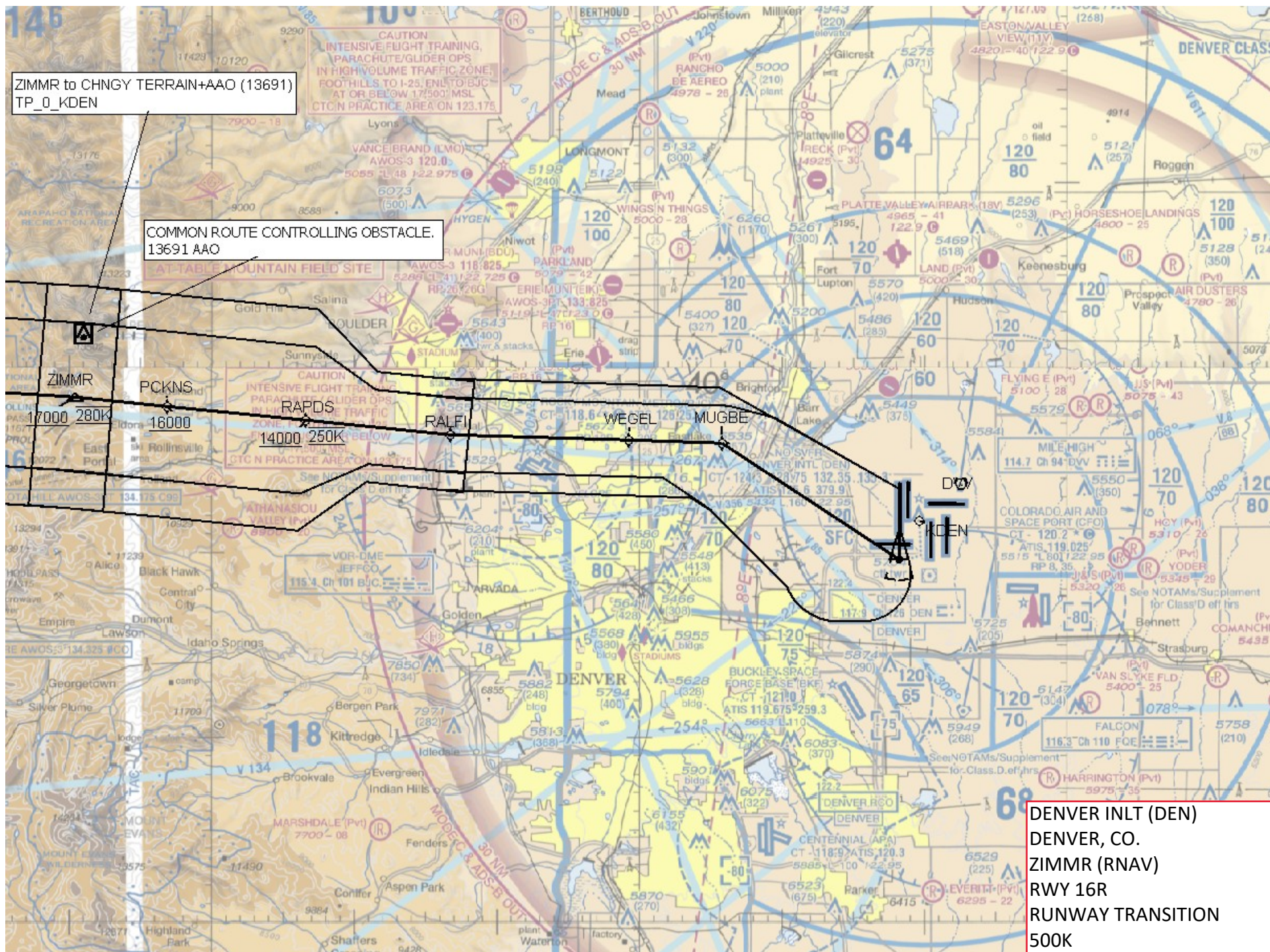






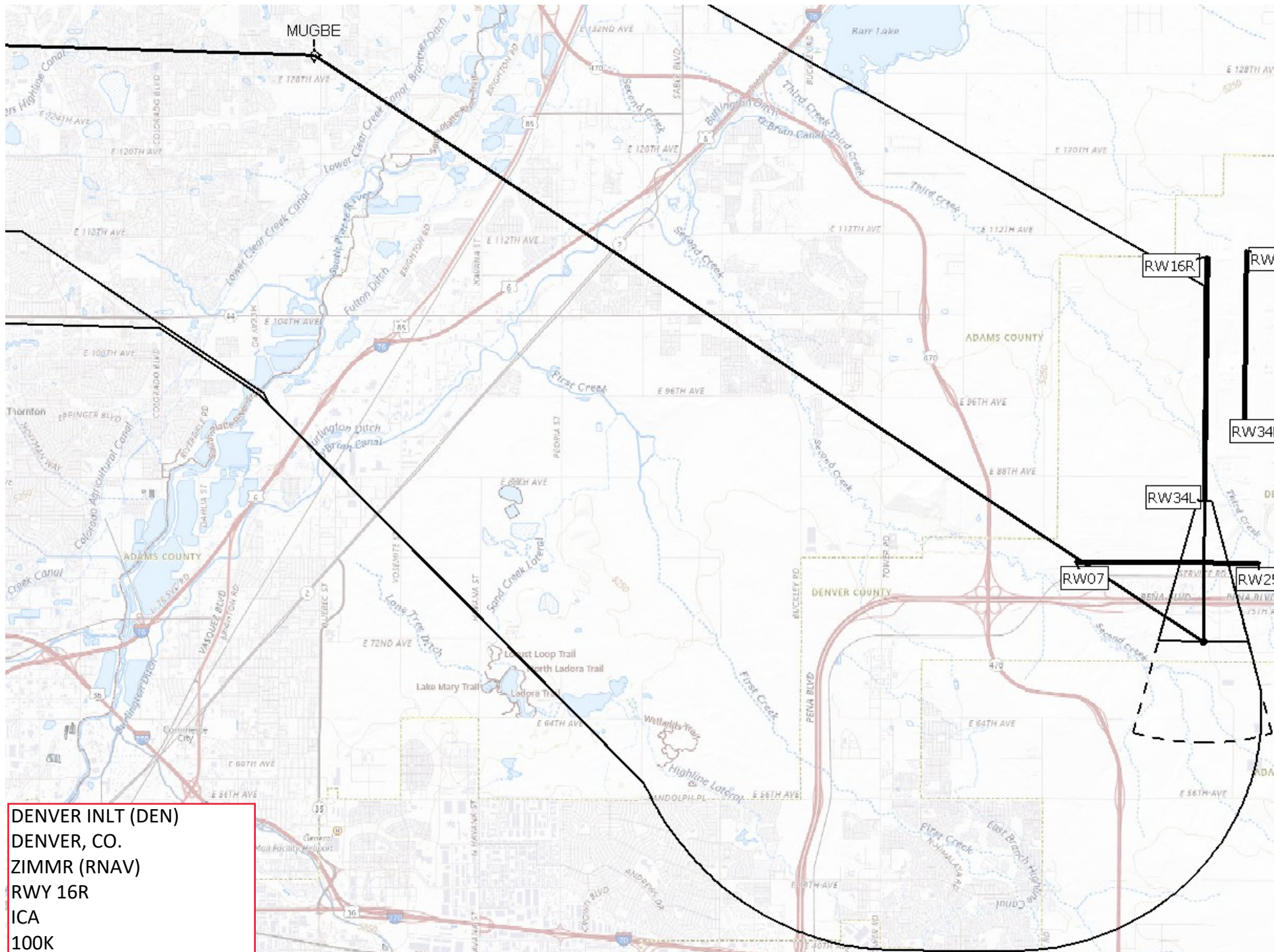
ZIMMR to CHNGY TERRAIN+AAO (13691)  
TP\_0\_KDEN

COMMON ROUTE CONTROLLING OBSTACLE.  
13691 AAO



DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 16R  
RUNWAY TRANSITION  
500K



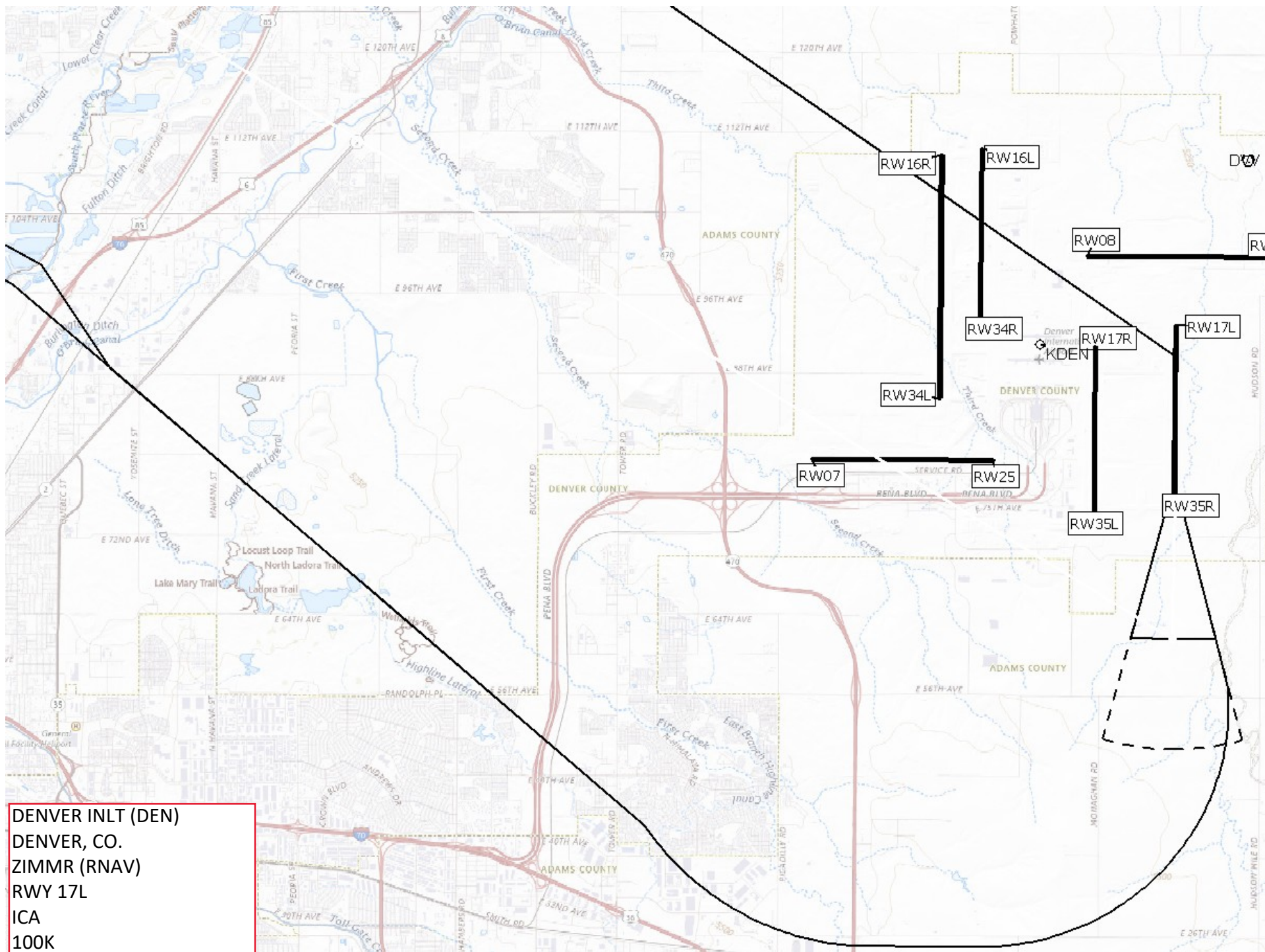


DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 16R  
ICA  
100K









DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 17L  
ICA  
100K





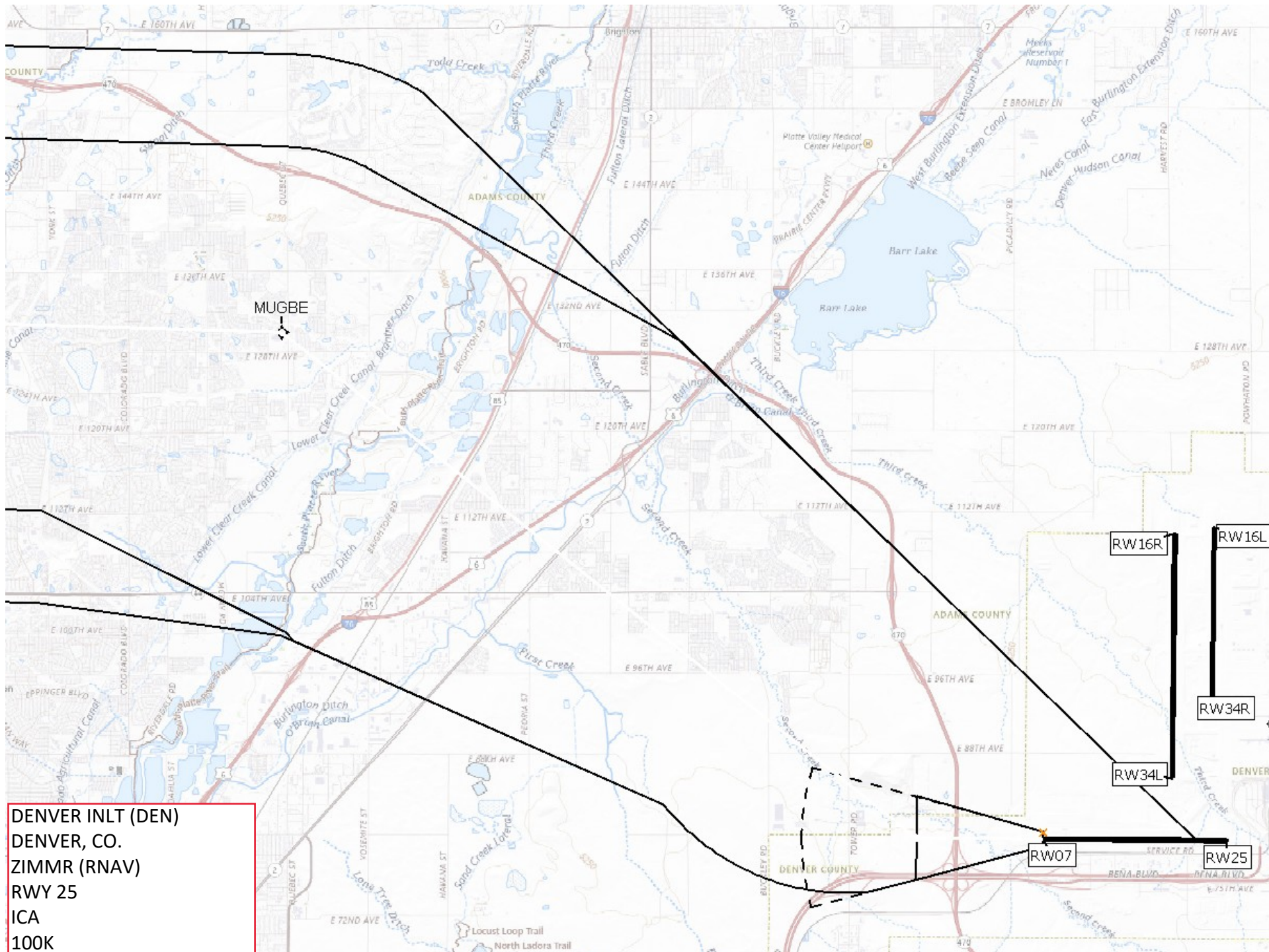












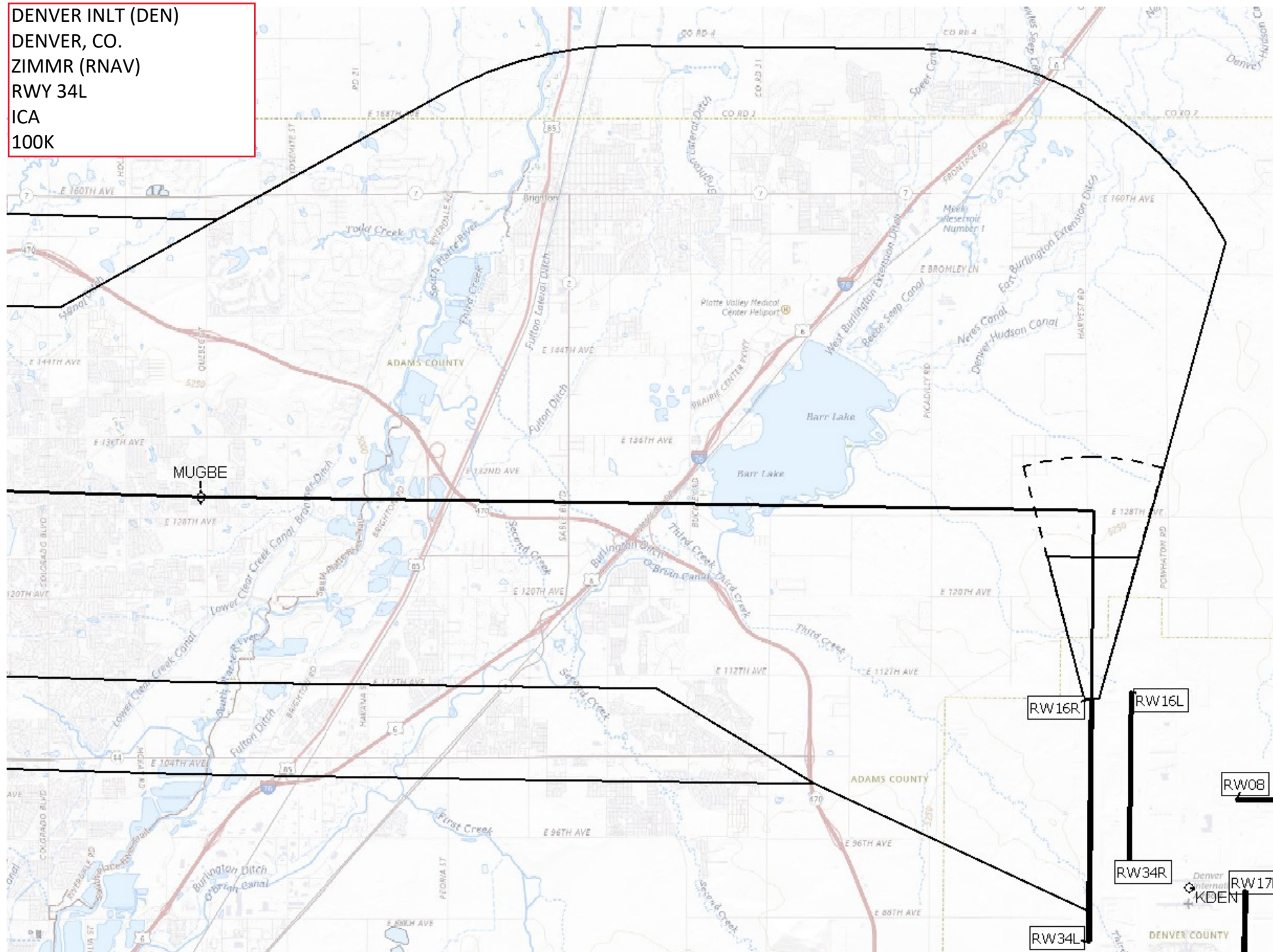
DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 25  
ICA  
100K







DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 34L  
ICA  
100K

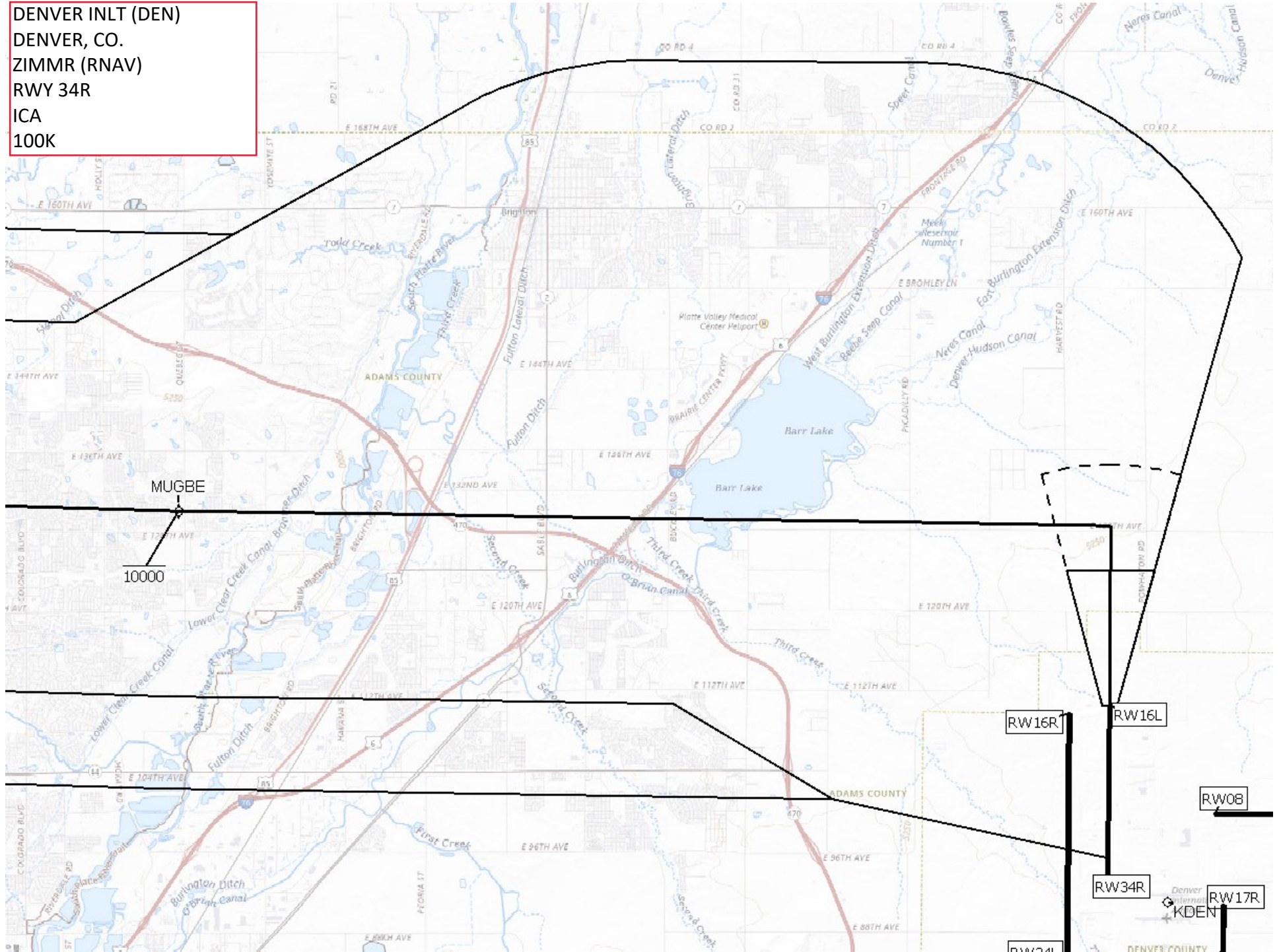








DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 34R  
ICA  
100K







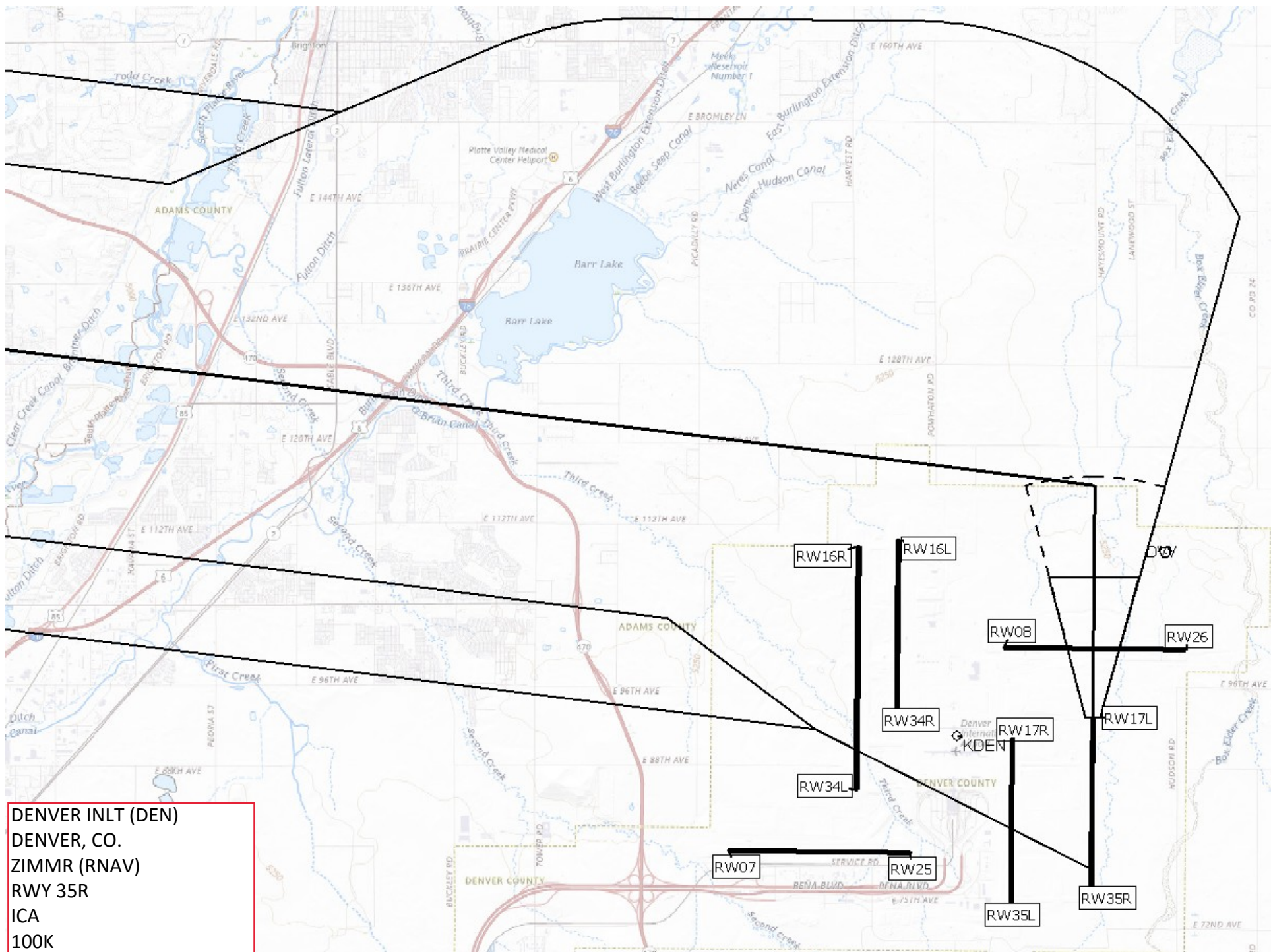












DENVER INLT (DEN)  
DENVER, CO.  
ZIMMR (RNAV)  
RWY 35R  
ICA  
100K

# Periodic Review

David A. Dowling

04-19-24

DENVER INTL AIRPORT

DENVER, CO (KDEN)

ZIMMR THREE \_RNAV\_

Review Type Required: FULL

PR completed due to:

## Summary/Findings

DP NAME: ZIMMR THREE DEPARTURE (RNAV)  
(ZIMMR3.ZIMMR)

AIRPORT:

CITY/STATE:

DENVER INTL (DEN)

DENVER

Summary/Findings

TYPE: FOUR-YEAR PERIODIC REVIEW COMPLETED IAW 8260.3E, 8260.46J, 8260.19J, SEC 2-8, IFP GROUP SOP AND OTHER PERTINENT GUIDANCE, AS APPLICABLE, WITH SATISFACTORY RESULTS.

GENERAL REMARKS:

REVIEW AND EVALUATIONS CONDUCTED USING ACTIVE DATA AND PUBLISHED MINIMUMS AND/OR SEGMENT ALTITUDE RESTRICTIONS.

PREVIOUS REVIEW FOLLOW UP: THIS APPEARS TO BE THE FIRST REVIEW. PREVIOUS PR NOT LOCATED IN ACTIVE OR ARCHIVED FILES.

WAIVERS/APPROVAL LETTERS: NONE ACTIVE.

AIRNAV DATA: (KDEN) OIS SURVEY: ALL 12 RUNWAY ENDS (PIR). AIRPORT, RUNWAY, LIGHTING AND OTHER EQUIPMENT DATA APPEAR CONSISTENT WITH CHARTED INFORMATION. WHERE APPLICABLE, THE CHART SUPPLEMENT WAS USED FOR COMPARATIVE DATA ACCURACY.



AIRNAV DATASHEET WARNS THE ARP LOCATION and RWY 17R/35L LANDING LENGTH MAY BE OUT OF DATE.

FACILITY MAG VAR VALUES: AIRPORT and NAVAID MAG VAR TABLES ARE MAINTAINED BY AERONAUTICAL INFORMATION SERVICES and PROVIDED TO THE OSG-FPT OFFICES FOR WORK SCHEDULING AT THEIR DISCRETION.

ESVs/FACILITY RESTRICTIONS: SAT. SEE AIRNAV and CHART SUPPLEMENT.

TAKEOFF MINIMUMS: SAT AS PUBLISHED. CHARTED VALUES ELIMINATE ALL SURFACE PENETRATIONS.

DP ROUTE DESCRIPTION: SAT AS PUBLISHED.

TRANSITION ROUTES: CHNGY TRANSITION SAT AS PUBLISHED. ALL NAVIGATION and CODING COMPLETE and ACCURATE.

PROCEDURAL DATA NOTES: COMBINE APPLICABLE NOTES TO READ ““RNAV 1 – DME/DME/IRU or GPS REQUIRED.” ALSO, CHANGE “TURBOJETS” to “JETS.”

TAKEOFF OBSTACLES NOTES: REMOVED AND RECORDED ON 8260-15A, PER .46J. STATEMENT ADDED TO 8260-15B FORM: “SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP.)”

OBSTACLES:

- TAKEOFF: SEE ABOVE.
- CONTROLLING: SAT.
- MANDATING ROUTE: N/A.

MSA/ESA: PER CRITERIA IN .46J, ADD AN MSA FROM ARP NEXT AMENDMENT.

LOST COMMUNICATIONS PROCEDURES: IAW 14 CFR PART 91.185 (standard). TERPS CRITERIA DOES NOT APPLY.

ADDITIONAL FLIGHT DATA: CHARTING INFORMATION SAT.

AIRPORTS SERVED: SAT.

FIXES AND/OR NAVAIDS: NONE.

8260-2: REVISION NOT INDICATED ON FORMS FOR NAVIGATION OR OBSTACLE ISSUES. FIX USE NOT EXAMINED, PER .19J.

NOTAM: NONE REQUIRED. NONE ACTIVE.

AMENDMENT SCHEDULED (Y/N): NONE SCHEDULED IN APWS.

OTHER PERTINENT INFORMATION: 11/2018, 8260-15B/C USED. SID DOCUMENTATION IAW WITH .46J METHODS AND CRITERIA, EXCEPT AS NOTED. FLIGHT CHECK MAPS AND RNAV PRO RUNS PROVIDED.

TARGETS RS WARNING AND FAILURES: NO UNJUSTIFIABLE WARNINGS or CRITERIA FAILURES, GIVEN LEGACY DESIGN and CRITERIA APPLICATION. RECOMMEND UPDATING ANY FINDINGS NOTED IN THIS REVIEW VIA AMENDMENT.

NO FLIGHT SAFETY ISSUES IDENTIFIED.

## Actions/Notes

SAT AS PUBLISHED.