

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KDEN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 7	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> DENVER	<u>STATE</u> CO		
<u>AIRPORT ELEVATION</u> 5434	<u>TDZE</u> 5352	<u>SUPERSEDED</u> ILS OR LOC RWY 7	<u>ORIGINAL/AMENDMENT</u> 3B	<u>DATED</u> 01/05/2017	<u>MAG VAR</u> 8E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-DZG	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SARAH INT/I-DZG 14.20 DME/RADAR	IF	ASURE/I-DZG 10.31 DME/RADAR					082.48	3.89 (I-DZG)	8000
ASURE/I-DZG 10.31 DME/RADAR		TAILR INT/I-DZG 7.16 DME/RADAR					082.48	3.15 (I-DZG)	7000

MISSED APPROACH

MAP:

ILS: DA

LOC: 5.01 NM AFTER TAILR INT/I-DZG 7.16 DME/RADAR OR AT I-DZG/2.15 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 11000 ON HEADING 193 AND ON DVV VORTAC R-202 TO SIGNE INT/BJC 26.67 DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 11000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 12000 DIRECT DEN VOR/DME AND ON DEN VOR/DME R-205 TO SIGNE INT/DEN 22.26 DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 12000.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT SARAH
- FAC: 082.48 FAF: TAILR INT/I-DZG 7.16 DME/RADAR DIST FAF TO MAP: 5.01 DIST FAF TO THLD: 5.01
- MIN ALT: SARAH INT/I-DZG 14.20 DME/RADAR 9000, ASURE/I-DZG 10.31 DME/RADAR 8000, TAILR INT/I-DZG 7.16 DME/RADAR 7000, SUNKE/I-DZG 3.20 DME 5740
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1042
- MIN GS INCPT: 7000 GS ALT AT PFAF: TAILR INT/I-DZG 7.16 DME/RADAR 7000 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 55.1
- MSA FROM: DEN VOR/DME 9200

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.

QUALITY
10
CHECKED

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE SUNKE FIX CAT C/D VISIBILITY TO RVR 4500.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART IN PLAINVIEW: ALTERNATE MA HOLDING, HOLD NE SIGNE INT, RT, 205.03 INBOUND.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 146.80 INBOUND.
CHART FAS OBST: 5392 POLE 395023N/1044447W.
FAS OBST: 5486 AAO 395045N/1044754W.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 07	5552	1800	200	5552	1800	200	5552	1800	200	5552	1800	200			
S-LOC 07	5740	2400	388	5740	2400	388	5740	3500	388	5740	3500	388			
SUNKE FIX MINIMUMS															
S-LOC 07	5660	2400	308	5660	2400	308	5660	2400	308	5660	2400	308			

CHANGES - REASONS

1. UPDATED INTERMEDIATE COURSE SARAH TO TAILR, ADDED INTERMEDIATE STEPDOWN FIX "ASURE" WITH AN ALTITUDE RESTRICTION OF 8000 - FPT/ATC REQUEST.
2. UPDATED LOC MAP FROM "5.01 NM AFTER TAILR INT/7.16 DME/RADAR" TO "5.01 NM AFTER TAILR INT/I-DZG 7.16 DME/RADAR OR AT I-DZG/2.15 DME" - 8260.19I.
3. PRIMARY MISSED APPROACH CHANGED FROM "CLIMB TO 5900, THEN CLIMBING RIGHT TURN TO 11000 ON HEADING 193 AND ON DVV VORTAC R-202 TO SIGNE INT/BJC 26.67 DME AND HOLD" TO "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 11000 ON HEADING 193 AND ON DVV VORTAC R-202 TO SIGNE INT/BJC 26.67 DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 11000" - MISSED APPROACH REQUIRED A CLIMB IN HOLD.
4. CHANGED ALTERNATE MISSED APPROACH FROM "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 11000 DIRECT DEN VOR/DME AND ON DEN VOR/DME R-205 TO SIGNE INT/DEN 22.26 DME AND HOLD" TO "CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 12000 DIRECT DEN VOR/DME AND ON DEN VOR/DME R-205 TO SIGNE INT/DEN 22.26 DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 12000" - ALTERNATE MISSED APPROACH REQUIRED A CLIMB IN HOLD BE ADDED AND HOLDING ALTITUDE RAISED FROM 11000 TO 12000 DUE TO AIRSPACE.
5. REMOVED CHART PLAINVIEW NOTE: RADAR REQUIRED FROM AFD - ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY" TO EQUIPMENT REQUIREMENTS NOTES - 8260.19I.
6. REMOVED CHART LOC RWY 8 - 8260.19I.
7. ADDED CHART IN PLAINVIEW NOTE: ALTERNATE MA HOLDING, HOLD NE SIGNE INT, RT, 205.03 INBOUND - 8260.19I.
8. CHANGED CHART NOTE FROM "SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 8" TO "SIMULTANEOUS APPROACH AUTHORIZED" - 8260.19I.



COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZDV, DEN ATCT, DEN APP CON, CO AERO, AMGR

FLIGHT CHECKED BY

GREGORY MILLS

Digitally signed by
CASIMIR L TABAKA
Jan 20, 2023

OFFICE

FPO

DATE

01/19/2023

DEVELOPED BY

LORRI DOWNEY

Digitally signed by
LORRI F DOWNEY

OFFICE

AJV-A432

DATE

APPROVED BY

CASIMIR TABAKA

Nov 03, 2022

Digitally signed by
CASIMIR L TABAKA
Jan 20, 2023

OFFICE

AJV-A430

DATE

10/14/2022

TITLE

MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KDEN	ILS OR LOC RWY 7	4	DENVER	CO	5434	I-DZG

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
SARAH INT/I-DZG 14.20 DME/RADAR

TO
ASURE/I-DZG 10.31 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.89											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	395231.15N/1045951.31W		5739	50	20	2C	500				AT1761	8000
TERRAIN	395218.00N/1045848.00W		5462 (5500)								AS1500	7000

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
ASURE/I-DZG 10.31 DME/RADAR

TO
TAILR INT/I-DZG 7.16 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.15	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	395030.00N/1045033.00W		5486	164	98	4E	500				AC98 AT916	7000
TERRAIN	395030.00N/1045033.00W		5285 (5300)								AS1500	6800

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: ILS

FROM
TAILR INT/I-DZG 7.16 DME/RADAR

TO
RW07

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.01		DA		200							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5552

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LOC

FROM
TAILR INT/I-DZG 7.16 DME/RADAR

TO
SUNKE/I-DZG 3.20 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.96				388							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	395045.06N/1044754.02W		5486	50	20	2C	250					5740

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

SUNKE/I-DZG 3.20 DME

TO

5.01 NM AFTER TAILR INT/I-DZG 7.16 DME/RADAR OR AT I-DZG/2.15 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	1.05		5.01 NM AFTER TAILR INT/I-DZG 7.16 DME/RADAR OR AT I-DZG/2.15 DME	308	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
POLE (08-022361)	395022.67N/1044447.44W	5392	20	3	1A	250					5660

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM

DA

TO

SIGNE INT/BJC 26.67 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					5383

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				11000
AAO	392830.00N/1045224.00W	6628	164	98	4E	1000					7700
TERRAIN	392830.00N/1045224.00W	6427 (6400)								AS1500	7900

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM
5.01 NM AFTER TAILR INT/I-DZG 7.16 DME/RADAR OR AT I-DZG/2.15 DME

TO
SIGNE INT/BJC 26.67 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 5490					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				11000
AAO	392830.00N/1045224.00W		6628	164	98	4E	1000					7700
TERRAIN	392830.00N/1045224.00W		6427 (6400)								AS1500	7900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER
DEN VOR/DME

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	393600.00N/1051236.00W	236	28.4	8130	164	98	4E	1000			9200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FEEDERS AND INITIALS NOT DEVELOPED PER ATC REQUEST.

THE MAXIMUM TREE HEIGHT WITHIN 10NM OF DEN IS 50FT AGL
SOURCE FROM COLORADO STATE FOREST SERVICE, DIVISION OF COLORADO STATE UNIVERSITY



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
DEN TOWER, ZDV ARTCC, DEN APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KDEN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDEN	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
BACK-UP ALTIMETER NOT PUBLISHED; REDUNDANT REPORTING ON AIRPORT.

<u>PRIMARY NAVAID</u> I-DZG	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW07 - TDZ, MALSR, HIRL, C/LINE, PAPI-4R			APPROACH, ROLL OUT
RW08 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW16L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - TDZ, MALSR, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17L - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW25 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW26 - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW34L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 5350.2	<u>TCH</u> 55.1	<u>ELEV GS ANTENNA</u> 5340.5	<u>DISTANCE FROM RWY</u> 1042	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 67.7
<u>FINAL APPROACH COURSE AIMING</u>						
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE			
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE				

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5 NM AFTER STEPDOWN.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

NO ADDITIONAL AIRSPACE REQUIRED.



<div>AIRPORT ID KDEN</div>	<div>PROCEDURE NAME ILS OR LOC RWY 7</div>	<div>AMDT NO. 4</div>	<div>CITY DENVER</div>	<div>STATE CO</div>	<div>AIRPORT ELEVATION 5434</div>	<div>FACILITY I-DZG</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.68
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.80
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	090.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5300
DISTANCE FROM	THLD	TO 1500FT POINT	4.61
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.22
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	090.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	5300

THRESHOLD
COORDINATES
(IF STR-IN)

395027.40N/1044335.96W

ARP COORDINATES

395142.00N/1044023.40W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 7 DISTANCE 2.77 NM

FAF
COORDINATES

395029.74N/1045005.93W

FIX NAME
COORDINATES

REMARKS

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> LORRI DOWNEY	<u>OFFICE</u> AJV-A432	<u>DATE</u>	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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