

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

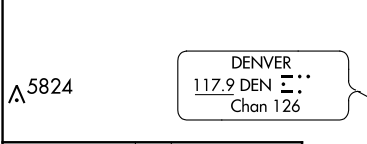
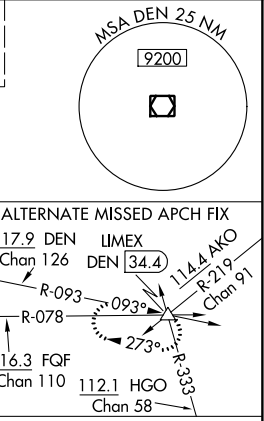
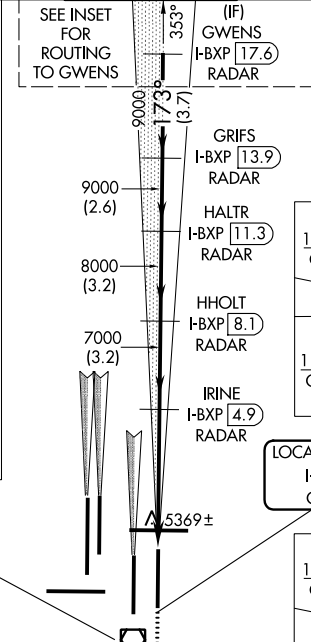
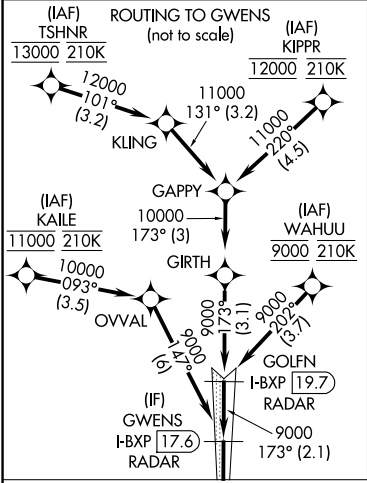
DENVER INTL (DEN)

▼ 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.

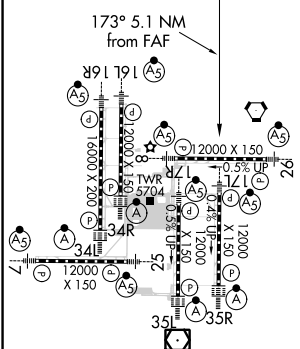
MALSR

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

D-ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 132.35 239.275	GND CON 121.85 377.1	CLNC DEL 118.75	CPDLC
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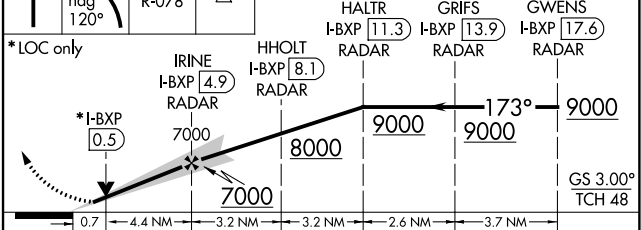


ELEV 5434	D	TDZE 5339
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RADAR or GPS REQUIRED

5900 10000 FQF R-078 LIMEX △
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66).



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 17L	# 5539/24 200 (200-½)			
S-LOC 17L	5620/24 281 (200-½)			

SW-1, 15 AUG 2019 to 12 SEP 2019

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