

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

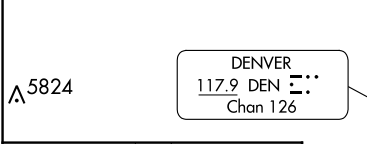
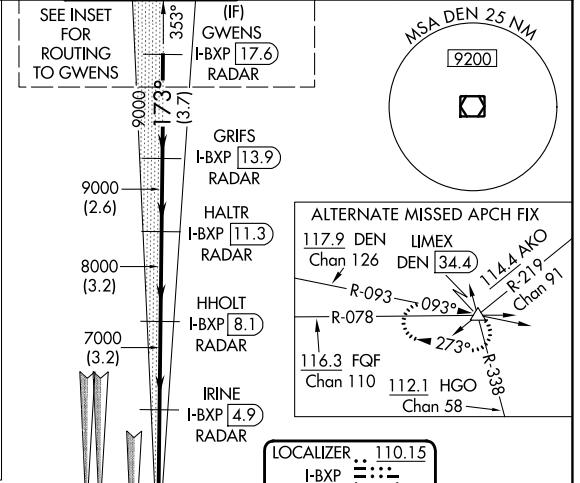
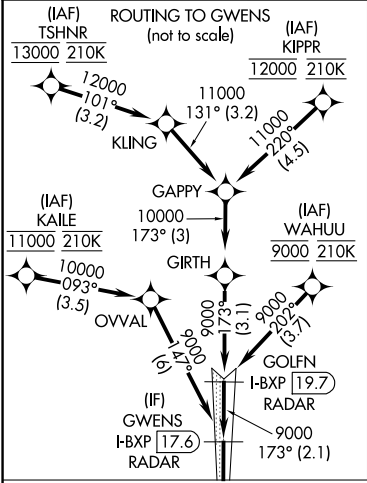
DENVER INTL (DEN)

**▼** 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.

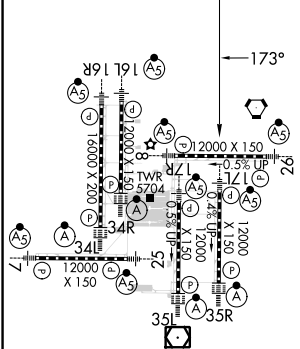
**MALSR**

**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 <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5339
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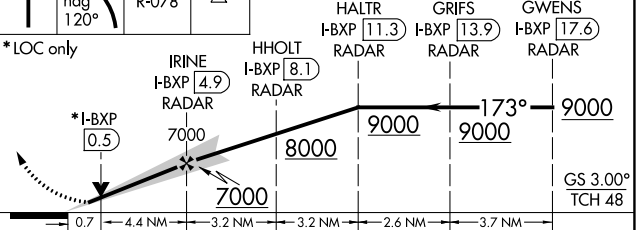
HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

## RADAR or GPS REQUIRED

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



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

SW-1, 22 FEB 2024 to 21 MAR 2024

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