

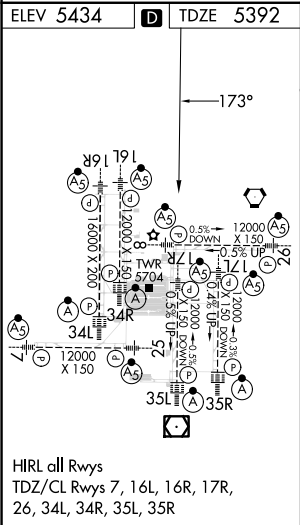
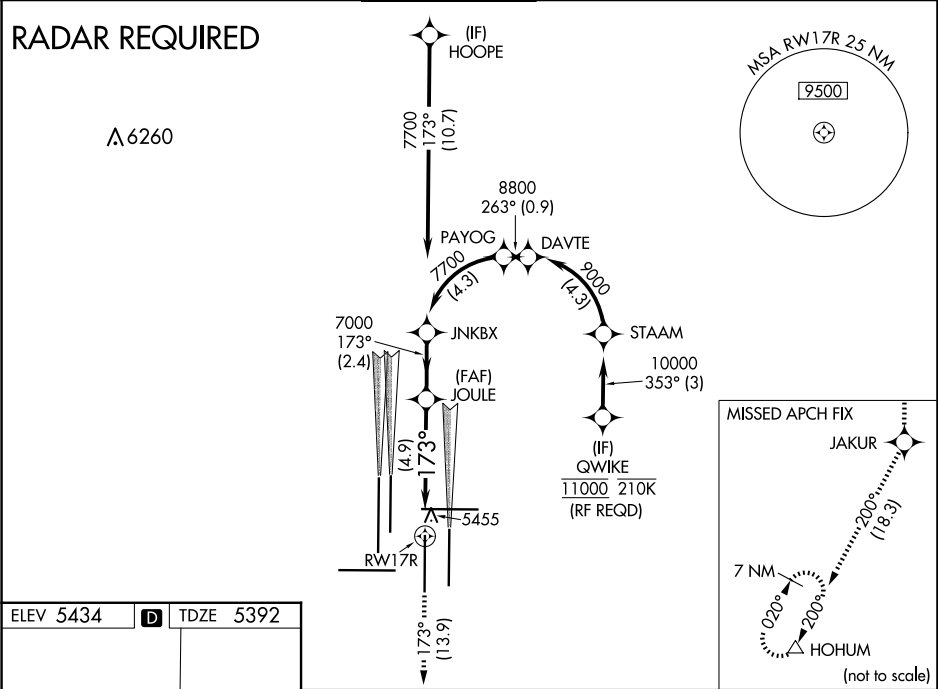
APP CRS	Rwy Idg	12000
173°	TDZE	5392
	Apt Elev	5434

RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

<div><div>▽</div><div>GPS required. For inoperative MALS, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).</div></div>	<div>MALS</div> <div></div>	<div>MISSED APPROACH: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.</div>
--	-----------------------------	--

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



10000 ↑ tr 173°	JAKUR ✦	tr 200°	HOHUM △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69°).		JNKBX
See planview for multiple IF locations.						
<p>The diagram shows a planview of the approach. RWY 17R is represented by a thick black line. A dashed line indicates the glidepath starting from the runway end, curving and then straightening towards JOULE and JNKBX. The distance from the runway end to JOULE is 4.9 NM. The distance from JOULE to JNKBX is 2.4 NM. The angle between the glidepath and the vertical line through JOULE is 173°. The elevation at JOULE is 7000, and at JNKBX it is 7700. The glidepath angle is 3.00° and the TCH is 60.</p>						
CATEGORY	A		B		C	D
RNP 0.10 DA	5722/32 330 (300-½%)					
RNP 0.30 DA	5894/60 502 (500-1¼)					
AUTHORIZATION REQUIRED						

SW-1, 10 JUL 2025 to 07 AUG 2025

SW-1, 10 JUL 2025 to 07 AUG 2025