

| | | |
|--|------------------------|--|
| WAAS CH 90318 W34B | APP CRS 353° | Rwy Idg 12000 TDZE 5354 Apt Elev 5434 |
|--|------------------------|--|

RNAV (GPS) Y RWY 34R

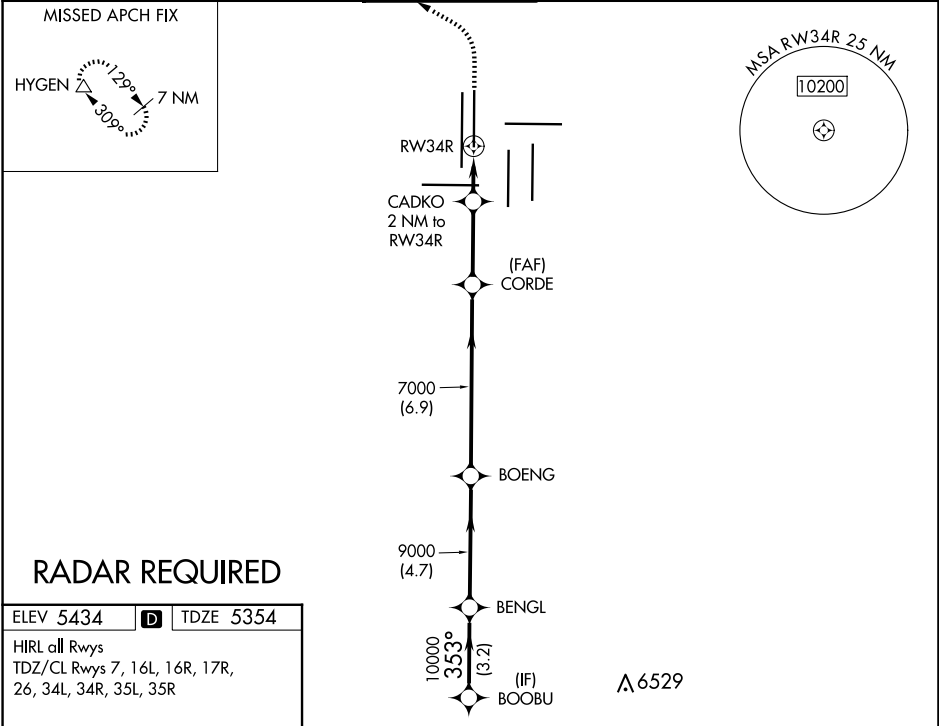
DENVER INTL (DEN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEM and hold.

| | | | | | |
|--|---|-------------------------------------|---|---------------------------|-------|
| D-ATIS 125.6 379.9 (ARR) 134.025 (DEP) | DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S) | DENVER TOWER 135.3 351.95 | GND CON 121.35 379.175 (W) 121.85 377.1 (E) | CLNC DEL 118.75 | CPDLC |
|--|---|-------------------------------------|---|---------------------------|-------|



| | | |
|--|----------|----------------------|
| ELEV 5434 | D | TDZE 5354 |
| HIRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R | | |
| | | |
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 63). | | |
| BOOBU | BENGL | BOENG |
| 10000 | 353° | 10000 |
| GP 3.00° | | |
| TCH 59 | | |
| 3.2 NM | 4.7 NM | 6.9 NM |
| CATEGORY | A | B |
| LPV | DA | 5554/18 200 (200-½) |
| LNAV/VNAV | DA | 5838/60 484 (500-1¼) |
| LNAV | MDA | 5940/24 586 (600-½) |
| | | 5940-1¼ 586 (600-1¼) |