


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

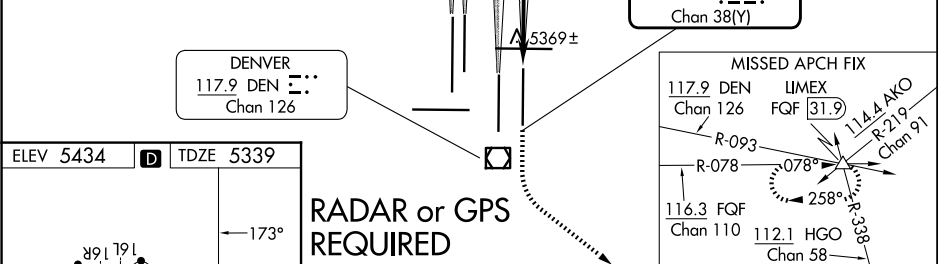
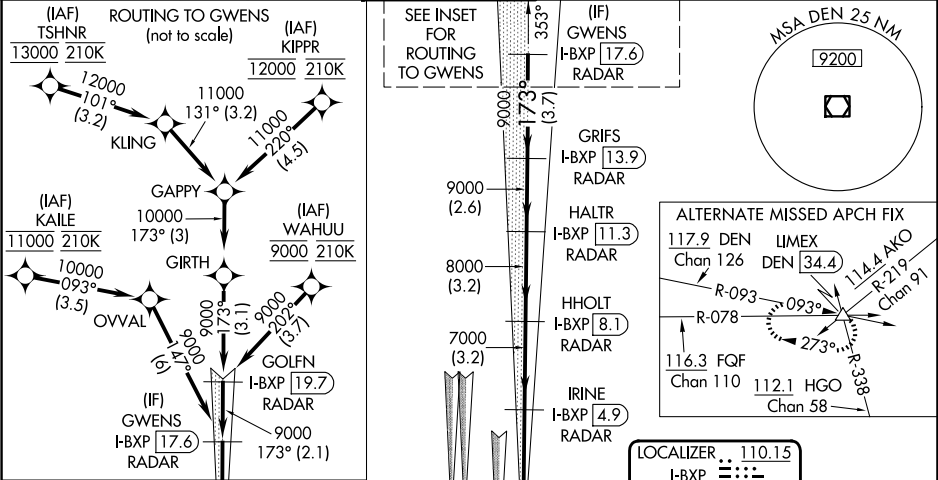
DENVER INTL (DEN)

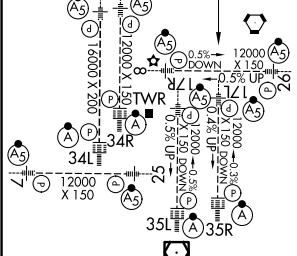
▼ For inoperative MALS/R, increase S-LOC Cats C/D visibility to RVR 4500.
S-LOC 17L DME or RADAR required. Simultaneous approaches
authorized with Rwy 17R and 16L/16R.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS/R


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 125.6 379.9 (ARR) 134.025 (DEP)	DENVER APP CON 119.3 307.3 (N) 120.35 379.3 (S)	DENVER TOWER 132.35 239.275	GND CON 121.35 379.175 (W) 121.85 377.1 (E)	CLNC DEL 118.75	CPDLC
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	5900		10000		FQF R-078		LIMEX △		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66).		
	↑		hdg 120°								
	*LOC only										
HIRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R			IRINE I-BXP 4.9 RADAR		HHOLT I-BXP 8.1 RADAR		HALTR I-BXP 11.3 RADAR		GRIFS I-BXP 13.9 RADAR		
			7000		8000		9000		9000		
			*I-BXP 0.5								
			7000								
		0.7		4.4 NM		3.2 NM		2.6 NM		3.7 NM	
		CATEGORY		A		B		C		D	
FAF to MAP 5.1 NM		S-ILS 17L		# 5539/24 200 (200-½)							
Knots 60 90 120 150 180	S-LOC 17L		5620/24 281 (200-½)								
Min:Sec 5:06 3:24 2:33 2:02 1:42											