

LOC/DME I-FUI <b>108.9</b> Chan 26	APP CRS <b>083°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5354</b> <b>5434</b>
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# ILS or LOC RWY 8

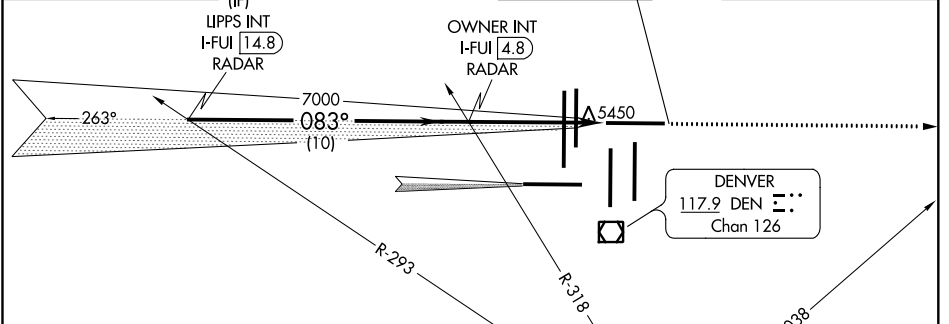
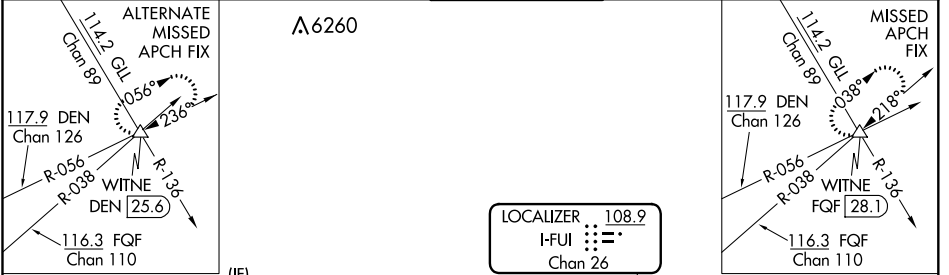
DENVER INTL (DEN)

**Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.**



**MISSED APPROACH:** Climb to 10000 on heading 083° and on FGF VORTAC R-038 to WITNE INT/FGF 28.1 DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (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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SW-1, 25 FEB 2021 to 25 MAR 2021

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## RADAR REQUIRED

ELEV 5434 **D** TDZE 5354

083° 5 NM from FAF

TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R  
HIRL all Rwy

Rwys to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MSA DEN 25 NM (9200)

LIPPS INT I-FUI (14.8) RADAR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

OWNER INT I-FUI (4.8) RADAR

10000 FGF R-038 WITNE

hdg 083° \*LOC only

GS 3.00° TCH 52

CATEGORY	A	B	C	D
S-ILS 8**	5554/24 200 (200-1/2)			
S-LOC 8	5700/24	346 (300-1/2)	5700/30	346 (300-5/8)