

WAAS CH 99307 W16A	APP CRS 173°	Rwy Idg 12000 TDZE 5357 Apt Elev 5434
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RNAV (GPS) Y RWY 16L
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALS/R, increase LNAV/VNAV all Cats, and LNAV Cats C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR



MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

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

A6260

RADAR REQUIRED

MISSED APCH FIX



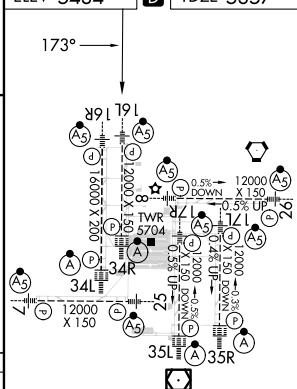
Diagram illustrating a VGS glidepath (VGS Angle 3.00/TCH 71) for a 10000 ft obstacle. The glidepath is shown as a line starting from a 0.8 NM distance from the RW16L and extending to a 3.7 NM distance from the RW16L. The glidepath is labeled with a 173° angle and a 7000 ft obstacle clearance. The diagram includes a table of waypoints and distances:

Waypoint	Distance (NM)	Altitude (ft)
RW16L	0.8	5820*
LEETS	3.7	7000
KIKME	3.2	8000
KUURT	3.9	9000
JOBBO	3.9	10000

Additional information: The glidepath is labeled "VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 71)". The diagram also shows a "GP 3.00° TCH 60" and a "173°" angle.

CATEGORY		A	B	C	D
LPV	DA	5557/18		200 (200-½)	
LNAV/ VNAV	DA	5647/24		290 (300-½)	
LNAV	MDA	5660/24		303 (300-½)	

ELEV 5434	D	TDZE 5357
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R

RNAV (GPS) Y RWY 16L

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025