

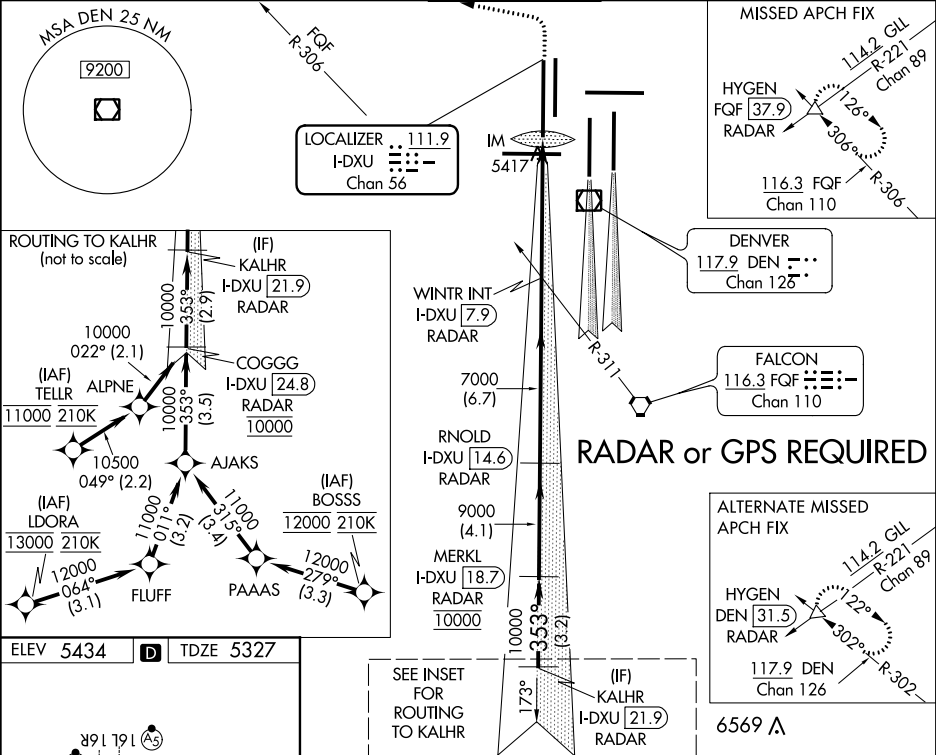
| | | | |
|---|------------------------|--|--|
| LOC/DME I-DXU 111.9 Chan 56 | APP CRS 353° | Rwy Idg 16000 TDZE 5327 Apt Elev 5434 | ILS RWY 34L (CAT II & III) DENVER INTL (DEN) |
|---|------------------------|--|--|

⚠️ **RADAR or DME required.** Simultaneous approach authorized with Rwy 35L/R. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

| | | | | | |
|--|--|-------------------------------------|---------------------------------|---------------------------|-------|
| D-ATIS ARR 125.6 379.9 DEP 134.025 | DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH) | DENVER TOWER 135.3 351.95 | GND CON 127.5 379.175 | CLNC DEL 118.75 | CPDLC |
|--|--|-------------------------------------|---------------------------------|---------------------------|-------|



| | | | | | | |
|---|-------------------------------------|-------------------------------------|--|----------|-------|--------------|
| ELEV 5434 | D | TDZE 5327 | 6569 A | | | |
| VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70). | | | | | | |
| KALHR I-DXU 21.9 RADAR | MERKL I-DXU 18.7 RADAR | RNOLD I-DXU 14.6 RADAR | WINTR INT I-DXU 7.9 RADAR | 5800 | 10000 | FQF R-306 |
| 10000 — 353° — 10000 — 9000 — 7000 — 7000 — 5422 | | | | IM | | |
| GS 3.00° TCH 50 | | | | hdg 270° | | |
| — 3.2 NM — 4.1 NM — 6.7 NM — 5.1 NM — 1090' — | | | | | | |
| CATEGORY | A | B | C | D | | |
| S-ILS 34L | CAT II RA 108/12 100 DA 5427 | | | | | |
| S-ILS 34L | CAT IIIa RVR 07 | | | | | |
| S-ILS 34L | CAT IIIb RVR 03 | | | | | |
| S-ILS 34L | CAT IIIc NA | | | | | |
| CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED | | | | | | |