

WAAS CH 93529 W17B	APP CRS 173°	Rwy Idg 12000 TDZE 5392 Apt Elev 5434
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RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

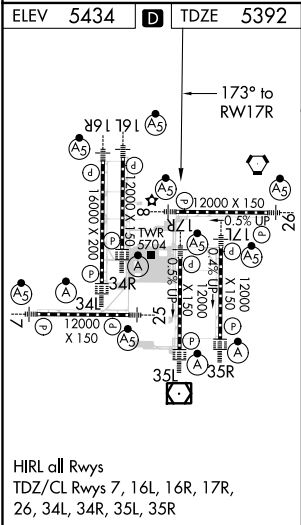
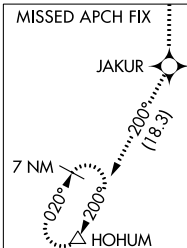
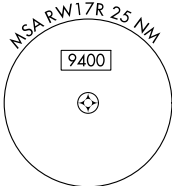
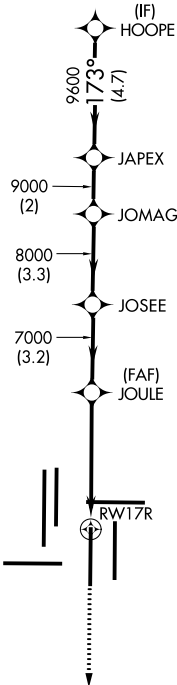
MALSR

MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM 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 133.3 322.45	GND CON 121.85 377.1	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

Λ 6260



10000 ↑	JAKUR ✧	tr 200°	HOHUM △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).		HOPE
*LNAV only						
*1.6 NM to RW17R		JOULE 7000	JOSEE 8000	JOMAG 9000	JAPEX 9600	11000
RW17R		173°		173°		GP 3.00° TCH 60
1.6		3.3 NM	3.2 NM	3.3 NM	2 NM	4.7 NM
CATEGORY	A		B		C	D
LPV DA	5592/18		200 (200-½)			
LNAV/VNAV DA	5857/60		465 (500-1¼)			
LNAV MDA	5940/24	548 (600-½)	5940-1¼		548 (600-1¼)	