

RNAV 1 - DME/DME/IRU or GPS

RADAR required for non-GPS equipped aircraft

DENVER APP CON

124.95 346.4

D-ATIS ARR

125.6 379.9

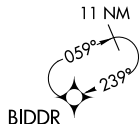
DENVER TOWER

128.75 273.55 (Rwy 7-25)

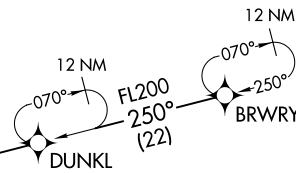
132.35 239.275 (Rwys 8-26, 17L-35R)

124.3 322.45 (Rwy 17R-35L)

135.3 351.95 (Rwys 16L-34R, 16R-34L)



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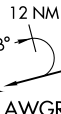
FL200
249°
(40)

17000
*6000
248°
(32)

10 NM



15000
*6000
248°
(43)



LAWGR
FL220
FL190

See following page
for arrival routes

NOTE: Turbojet aircraft only.

NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.

Maintain 280K until slowed by STAR.

NOTE: Denver Center will issue "descend via" clearance and landing direction.

NOTE: Landing north select Rwy 35R transition.

NOTE: Landing south select Rwy 17R transition.

NOTE: Landing east select Rwy 7 transition.

NOTE: Landing west select Rwy 26 transition.

NOTE: Expect runway assignment on initial contact with Denver TRACON.

BRWRY TRANSITION (BRWRY.LAWGR3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAWGR THREE ARRIVAL (RNAV)
(LAWGR.LAWGR3) 07OCT21

Transition Routes

DENVER, COLORADO
DENVER INTL (DEN)

(LAWGR.LAWGR3) 23110
LAWGR THREE ARRIVAL (RNAV)

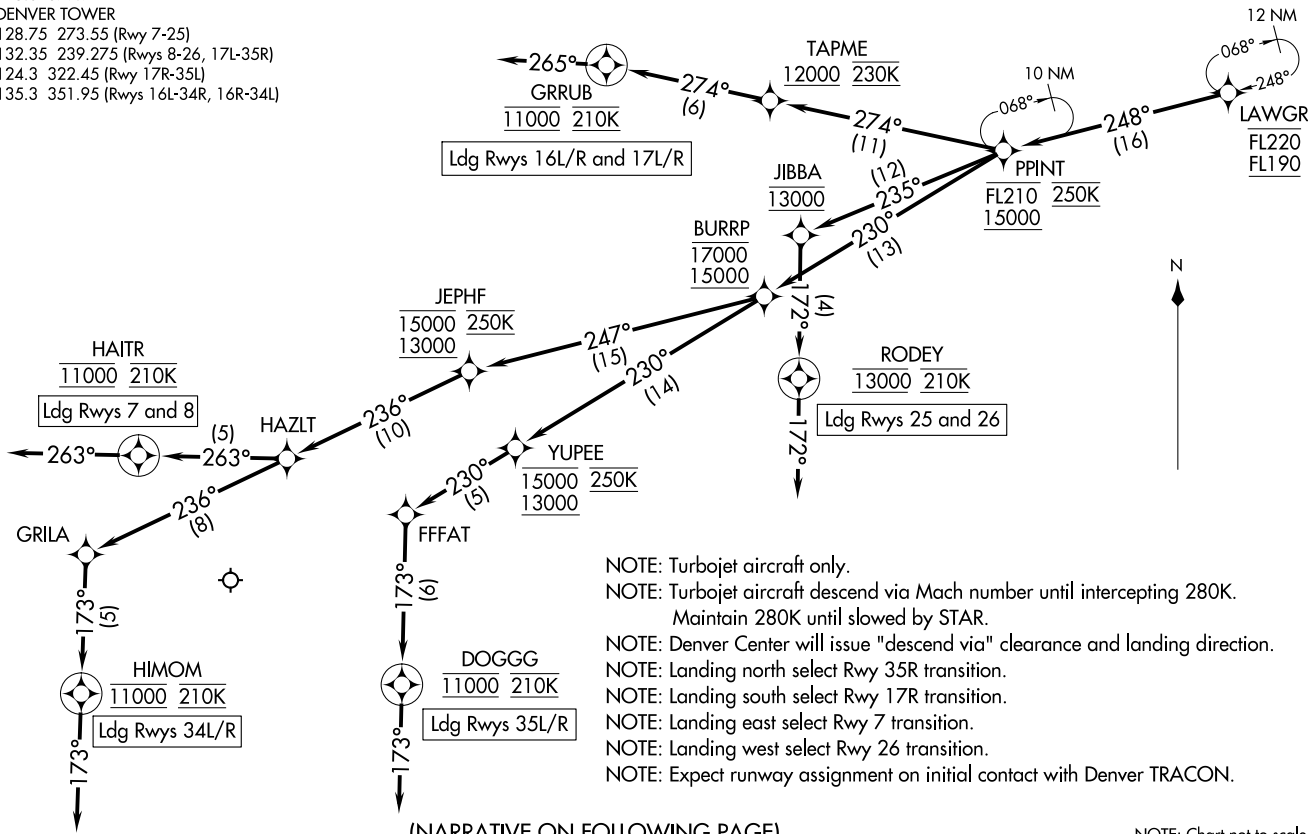
Transition Routes
AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

LAWGR THREE ARRIVAL (RNAV) Arrival Routes
(LAWGR.LAWGR3) 07OCT121

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(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DENVER COLORADO
DENVER INTL (DEN)

(LAWGR.LAWGR3) 23110
LAWGR THREE ARRIVAL (RNAV) Arrival Routes

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER COLORADO

ARRIVAL ROUTE DESCRIPTION

From LAWGR on track 248° to cross PPINT between 15000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 263° to cross HAIR at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From PPINT on track 274° to cross TAPME at or above 12000 and at 230K, then on track 274° to cross GRRUB at 11000 and at 210K, then on track 265°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25, 26: From PPINT on track 235° to cross JIBBA at 13000, then on track 172° to cross RODEY at 13000 and at 210K, then on track 172°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 236° to GRILA, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 35L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 230° to cross YUPEE between 13000 and 15000 and at 250K, then on track 230° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

SW-1, 26 DEC 2024 to 23 JAN 2025

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