

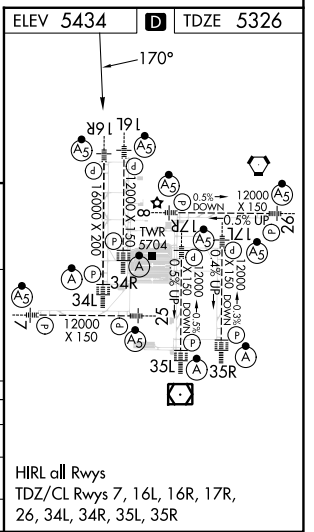
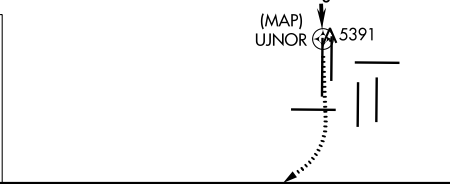
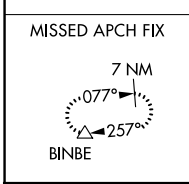
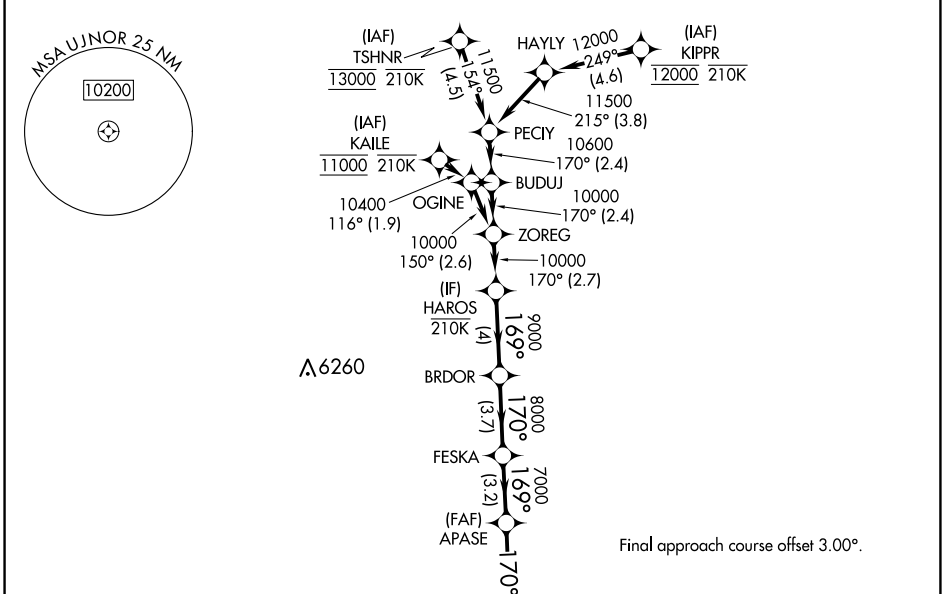
WAAS CH <b>53546</b> <b>W16B</b>	APP CRS <b>170°</b>	Rwy Idg <b>16000</b> TDZE <b>5326</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 16R

DENVER INTL (DEN)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 5900, then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.
<p>▼ LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. Simultaneous approach authorized.</p>		

D-ATIS <b>125.6 379.9</b> (ARR) <b>134.025</b> (DEP)	DENVER APP CON <b>119.3 307.3</b> (N) <b>120.35 379.3</b> (S)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b> (W) <b>121.85 377.1</b> (E)	CLNC DEL <b>118.75</b>	CPDLC
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HAROS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				5900	10000	BINBE
BRDOR	FESKA	APASE	0.8 NM to UJNOR				
10000	9000	8000	7000	GP 3.00° TCH 55			
4 NM		3.7 NM	3.2 NM	4.3 NM	0.8		
CATEGORY	A	B	C	D			
LPV DA	5576/24		250 (200-½)				
LNAV/VNAV DA	5582/24		256 (200-½)				
LNAV MDA	5660/24 334 (300-½)		5660/26 334 (300-½)				

SW-1, 26 DEC 2024 to 23 JAN 2025

SW-1, 26 DEC 2024 to 23 JAN 2025