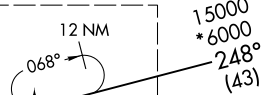
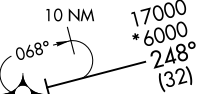
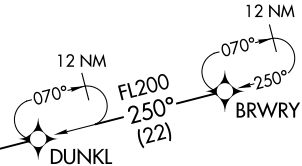
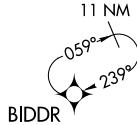


RNAV 1 - DME/DME/IRU or GPS

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)



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

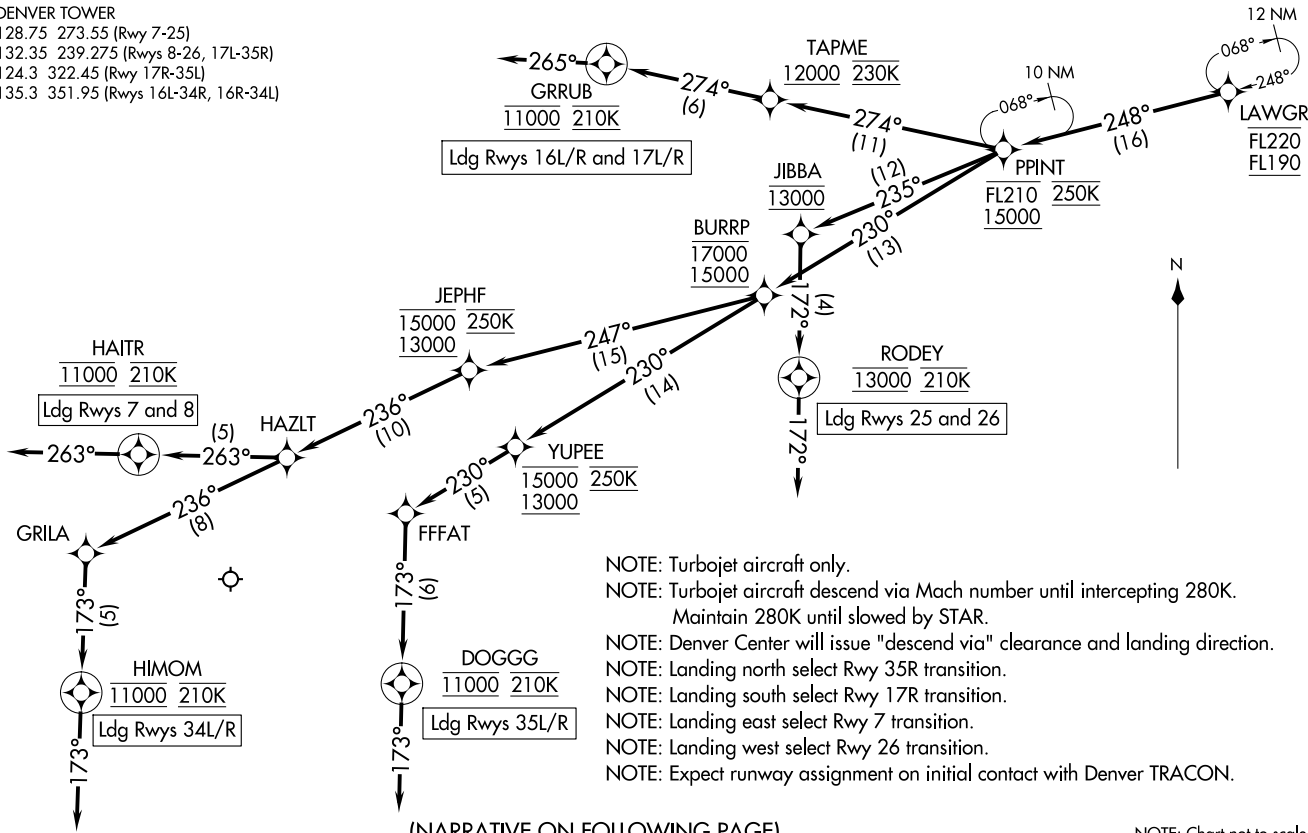
LAWGR THREE ARRIVAL (RNAV) Arrival Routes  
 (LAWGR.LAWGR3) 07OCT121

LAWGR THREE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO  
 DENVER INTL (DEN)

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

RNAV 1 - DME/DME/IRU or GPS  
 RADAR required for non-GPS equipped aircraft



NOTE: Chart not to scale.

(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, 23 JAN 2025 to 20 FEB 2025

SW-1, 23 JAN 2025 to 20 FEB 2025