

LOC/DME I-LTT <b>111.1</b> Chan <b>48</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5357</b> <b>5434</b>
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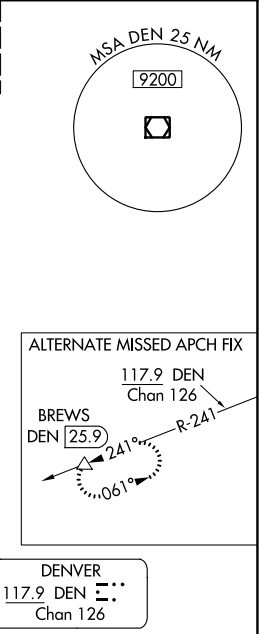
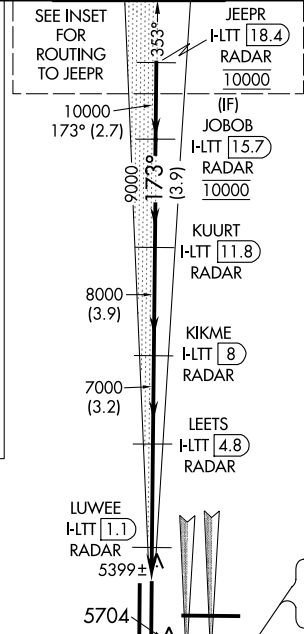
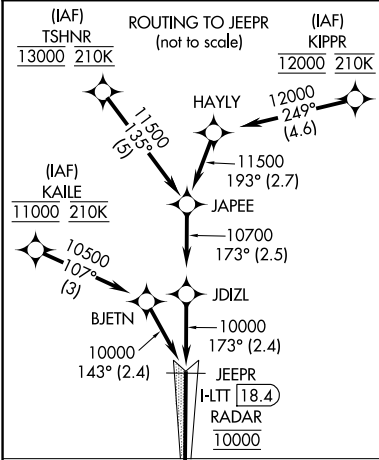
ILS or LOC RWY 16L  
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 17L/17R. DME required. S-LOC 16L DME or RADAR required. For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500.

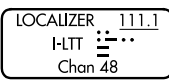
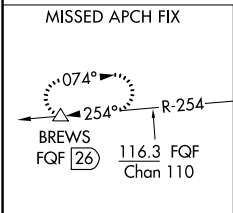
MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

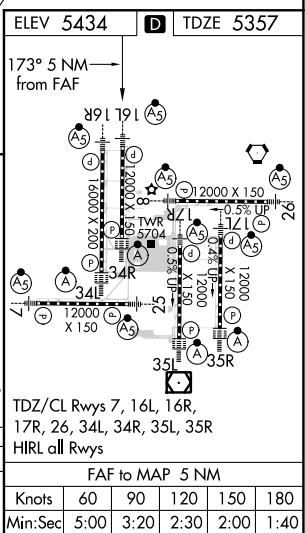
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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RADAR or GPS REQUIRED



5900	12000	FQF R-254	BREWS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
		hdg 218°	△	
*LOC only				
I-LTT 0.2	I-LTT 0.6	I-LTT 1.1	I-LTT 4.8	I-LTT 11.8
DME ANT.	RADAR	RADAR	RADAR	RADAR
0.8	0.5	3.7 NM	3.2 NM	3.9 NM
5820*	7000	8000	9000	10000
GS 3.00°	TCH 60			
CATEGORY	A	B	C	D
S-ILS 16L	5557/18	200 (200-½)		
S-LOC 16L	5660/24	303 (300-½)		



SW-1, 03 DEC 2020 to 31 DEC 2020

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