

ILS or LOC RWY 8
DENVER INTL (DEN)

MISSED APPROACH: Climb to 10000 on heading 083° and on FQF VORTAC R-038 to WITNE INT/FQF 28.1 DME and hold.

Diagram illustrating the geometry of the A6260 localization. The diagram shows three bearing lines originating from different stations and intersecting at a point labeled "WITNE DEN".

- Station 117.9 DEN (Chan 126) bearing 056° to the intersection point.
- Station 116.3 FQF (Chan 110) bearing 236° to the intersection point.
- Station 114.2 GLL (Chan 89) bearing 038° to the intersection point.

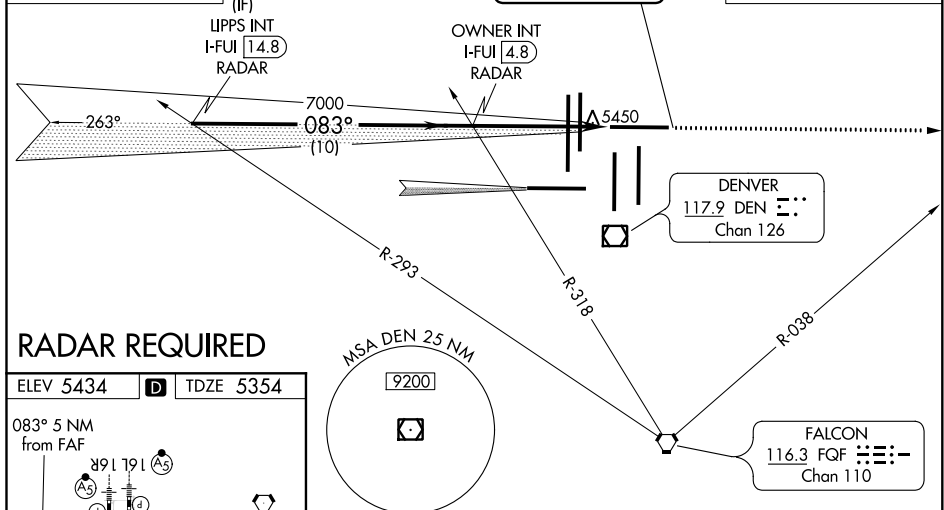
The intersection point is labeled "WITNE DEN" with a bearing of 25.6°.

Diagram illustrating the geometry of the MISSED APCH FIX localization. The diagram shows three bearing lines originating from different stations and intersecting at a point labeled "WITNE FQF".

- Station 117.9 DEN (Chan 126) bearing 038° to the intersection point.
- Station 116.3 FQF (Chan 110) bearing 218.1° to the intersection point.
- Station 114.2 GLL (Chan 89) bearing 038° to the intersection point.

The intersection point is labeled "WITNE FQF" with a bearing of 28.1°.

LOCALIZER 108.9
I-FUI Chan 26



RADAR REQUIRED

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 70).

LIPPS INT
I-FUI 14.8
RADAR

OWNER INT
I-FUI 4.8
RADAR

10000

083°

7000

*I-FUI 0.7

GS 3.00°
TCH 52

10 NM

4.1 NM

0.9

CATEGORY	A	B	C	D
S-ILS 8**	5554/24 200 (200-½)			
S-LOC 8	5700/24 346 (300-½)		5700/30 346 (300-⅝)	

*LOC only

QGF
R-038

WITNE
Δ

hdg 083°

SW-1, 03 DEC 2020 to 31 DEC 2020