
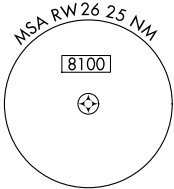
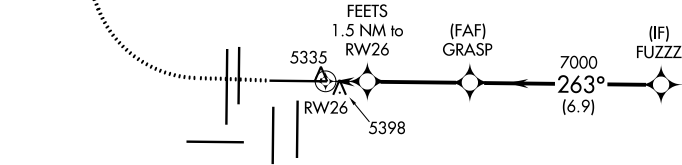


WAAS CH <b>58128</b> <b>W26A</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5309</b> Apt Elev <b>5434</b>
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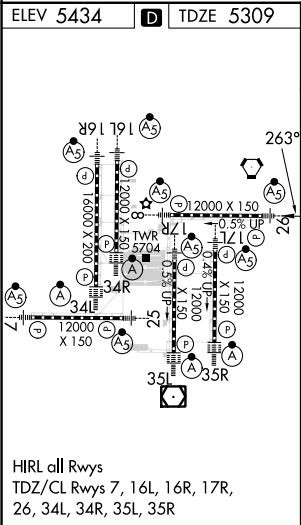
RNAV (GPS) Y RWY 26

DENVER INTL (DEN)

RNP APCH.					<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.	
RADAR required.							
<div><div>▼</div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 25. For inoperative ALS, increase LNAV/VNAV all Cots visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 5500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</div>							
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>		DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)		DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC



▲ 6147



6000 ↑		11000 ↗		NIWOT △		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).			
* LNAV only		FEETS 1.5 NM to RW26		GRASP 7000		FUZZ 9000			
↖ RW26		* 1 NM to RW26		↖ 7000		↗ 263°			
1 NM		0.5 NM		3.7 NM		6.9 NM			
5820*						GP 3.00° TCH 55			
CATEGORY		A		B		C		D	
LPV DA		5509/18 200 (100-½)							
LNAV/ VNAV		5559/24 250 (200-½)							
LNAV MDA		5660/24 351 (300-½)				5660/30 351 (300-¾)			