

23334

ILS or LOC RWY 16R
DENVER INTL (DEN)

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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.

[illegible]

SEE INSET FOR ROUTING TO SHRED

10000
173° (2.7)

9000
173° (3.9)

8000
(3.8)

7000
(3.2)

SHRED
I-DQQ 18.5
RADAR 10000

(IF) SAKIC
I-DQQ 15.8
RADAR 10000

NEWIN
I-DQQ 11.9
RADAR

MERYN
I-DQQ 8.1
RADAR

JETSN
I-DQQ 4.9
RADAR

353°

MSA DEN 25 NM

9200



RADAR or GPS REQUIRED

MISSED APCH FIX

LOCALIZER .. 111.9
I-DQQ $\Xi \Xi \Xi$
Chan 56

DENVER
7.9 DEN 
Chan 126

074°
254° R-254
BREWS
FQF 26 116.3 FQF
Chan 110

5900 ↑	12000 hdg 218°	FQF R-254	BREWS △
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

*LOC only

Figure 1: A diagram of a flight path for a JETSON aircraft. The path starts at a point labeled '0.8' and proceeds through several waypoints. The first segment is 4.3 NM, followed by a 3.2 NM segment, then a 3.8 NM segment, a 3.9 NM segment, and finally a 2.7 NM segment. The aircraft's altitude is shown as 7000 feet at the first two waypoints, 8000 feet at the third, 9000 feet at the fourth, and 10000 feet at the fifth. The aircraft is shown in a climb profile, with a dashed line indicating the initial climb and a solid line showing the subsequent climb. The aircraft is labeled 'JETSON' and 'I-DGQ'. The diagram also shows a 'RADAR' range of 10000 feet and a 'GS 3.00° TCH 55'.

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39°52'N-104°40'W

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SW-1, 18 APR 2024 to 16 MAY 2024