

(No More) Danger in Denver

Chris Shieff

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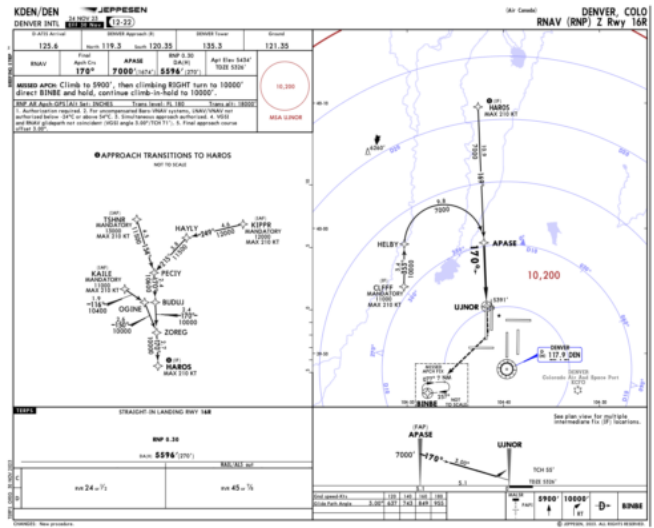
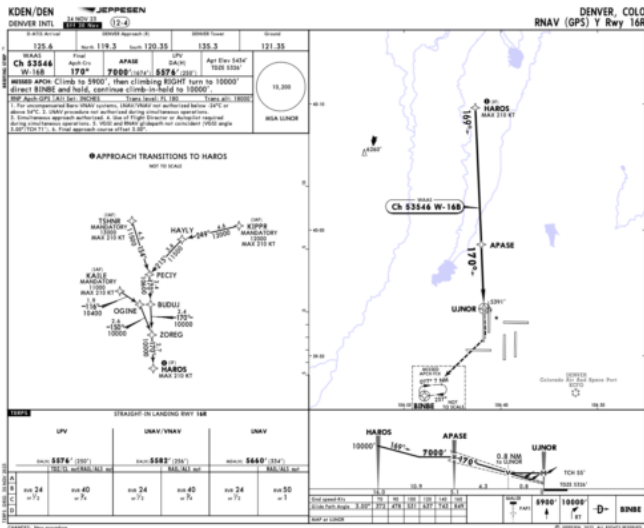


Back in 2022, the FAA issued a Safety Alert (SAFO) for KDEN/Denver, after a **high number of TCAS RA events** were recorded between aircraft landing on the parallel runways (16L/16R).

This was compounded by a number of factors:

- **High elevation**
- **Reduced separation**
- **Controller workload**
- **Possible complacency caused by regular nuisance TAs.**

It was a moody brew leading to the FAA becoming concerned about potential for a **midair collision**. If you're like to know more, here's an article we wrote at the time.



The two new offset approaches to Runway 16R

It was previously determined that 3-degrees would be enough to mitigate nuisance TCAS activations and allow operators to continue using full TA/RA mode throughout their approach and landing.

Along with these offset approaches, the FAA has published **new procedures** for their use found in this Information Note for Operators.

The procedures will be in use anytime Runways 16L and R are operating simultaneously, and **visual approaches are in use on at least one of the runways.**

New Procedures

Listen out for the following phrase on the ATIS:



“Expect offset RNAV or offset visual approach runway 16R, ILS, RNAV or visual approach runway 16L...”

If you’re landing on 16R, there are effectively now two scenarios:

Instrument Approach - Follow the RNAV (Y) or RNP (Z) charted procedure. Easy.

or

Visual Approach - Here’s where things get a little more complicated. Even though the FAA regs say that an aircraft on a visual approach does not need to follow a specific track or vertical profile, in the case of

KDEN, the FAA **strongly suggests** you do.

Aside from assuring you stay inside Class B airspace, it will also mitigate nuisance TCAS RA's that can lead to unstable approaches, go-arounds and level busts.

In their Info Note the FAA goes even further and says **don't fly a straight-in approach to 16R** (including via the existing ILS) unless **specifically cleared** to do so.

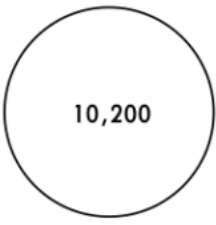
So when can we line up with the runway?

Whether you are on an instrument approach, or a visual, the FAA says don't break off the offset until you can see the runway and have **crossed the FAF**.

Look out for these chart notes...

Because the above procedure will only be used when conditions permit a visual approach on at least one of the two parallel runways, technically the whole deal doesn't fall within the realm of 'simultaneous IFR operations.'

So, you can disregard the following two chart notes:

KDEN/DEN		JEPPESEN		24 NOV 23		(12-4)		
DENVER INTL		Eff 30 Nov						
D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground		
125.6		North 119.3 South 120.35		135.3		121.35		
BRIEFING STRIP™	WAAS Ch 53546 W-16B	Final Apch Crs 170°	APASE 7000' (1674')	LPV DA(H) 5576' (250')	Apt Elev 5434' TDZE 5326'	 10,200 MSA UJNOR		
	MISSED APCH: Climb to 5900', then climbing RIGHT turn to 10000' direct BINBE and hold, continue climb-in-hold to 10000'.							
	RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			
	1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C or above 54°C. 2. LNAV procedure not authorized during simultaneous operations. 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71'). 6. Final approach course offset 3.00°.							

...although the last one is still recommended by the FAA.

Still have questions?

You can get in touch with the folk at the Flight Technologies and Procedures Division at 9-AWA-AVS-AFS-400-Flight-Technologies-Procedures@faa.gov (yes, that's the real address) or on the phone via (202) 267- 8790.

Or talk to us! team@ops.group. We'd love to hear from you.