

While descending into Denver International Airport, at approximately 11,000 ft. msl (6,000 ft agl) we experienced a loud bang on the nose of the airplane which sounded like an explosion. The noise in the cockpit was so loud we could not hear the controller and barely each other. We quickly referenced the pressurization gauge thinking we had a rapid depressurization. Realizing that we were at 11,000 ft. msl and referencing the gauge we knew that was not the case. I (the captain monitoring) noticed I lost my airspeed indicator and altimeter and eventually all my instruments. First Officer Miles Monroe (flying pilot) had erratic indications on his airspeed indicator as well. We received various messages on the scratch pad located on the Flight Management computer which said, "Airspeed disagrees, buffet alert, etc." I then noticed the splatter on my windshield and then knew we had a nasty bird strike. I declared an emergency and quickly briefed the flight attendants. A passenger announcement was made soon thereafter by First Officer Monroe after I took control of the airplane. It sounded like a hole was blown out of the forward fuselage. I reported to ATC that I had no airspeed indications on my side and that the first officer's seemed erroneous. We did reference the standby, but based on the power lever settings and our altitude, it seemed not to make sense. Everything was happening very quickly and the loud noise in the cockpit was a huge distraction. As mentioned, I took control of the airplane from first officer Monroe who did an outstanding job. We were set-up for ILS 16L approach, but ATC cleared us for the visual approach to runway 26. So we had no approach plates for runway 26, but First Officer Monroe managed to get the localizer frequency into NAV radios for some type of guidance. I asked the tower controller to call out our groundspeed several times so that I could properly extend the flaps and landing gear. I knew what power settings gave resulted in what airspeed, so that was a big help regarding targets. We landed the airplane successfully and turned off the runway and came to a full stop adjacent to a perpendicular taxiway. The fire trucks were waiting to assess the damage and reported no fluids dripping, no smoke or fire visible, so we continued to the gate with the emergency assistance behind us.