

While descending VFR into Denver International Airport, at approximately 11000 ft (6000 agl), we experienced a loud bang on the nose of the aircraft. The noise in the cockpit was so loud, we could barely hear the controller and each other. We quickly referenced the pressurization gauge thinking we had a rapid decompression. Realizing we were at 11,000 ft msl and referencing the gauges, we determined this was not the case. Captain Robert Semprini (pilot monitoring) noticed both his airspeed and altimeter were inoperative. I (pilot flying) had erratic airspeed and altimeter indications. The autopilot and autothrottle disengaged. I leveled the aircraft. We noticed splatter on the windscreen and knew we had a birdstrike. The Captain declared an emergency, quickly briefed flight attendants and took control of the aircraft. We did reference the standby instruments but based on power settings and altitude, it seemed not to make sense. We set up for an approach to 16L, but ATC cleared us for the visual approach to 26. I set the NAV radios for the ILS 26 for guidance. The Captain asked for groundspeed callouts from the tower so we could configure. The flaps and landing gear extended properly on schedule. The Captain knew the power settings to use while fully configured. The Captain landed the aircraft and elected to taxi off the runway and stop adjacent to a perpendicular taxiway where the fire trucks were waiting to inspect the aircraft for damage. The fire crew informed us there was not any smoke, fire or fluids leaking. We continued to the gate with the emergency vehicles following uneventfully. We shut down the aircraft and completed the parking checklist.