

Approach ILS16R at KDEN weather was VMC with light winds. First Officer (FO) was flying. Approach was normal, and stable throughout. At approx. 50 feet it appeared that we were flaring a little early, and the airspeed was trending slower. I commented we were starting to get a little slow as airspeed went below target, and the FO corrected. At touchdown, the airplane bounced. Just prior to second contact with the runway I took control of the aircraft. I lowered the nose just as we touched down and bounced the second time. The aircraft was below target speed at idle and I set a flat landing attitude and landed and stopped the aircraft.