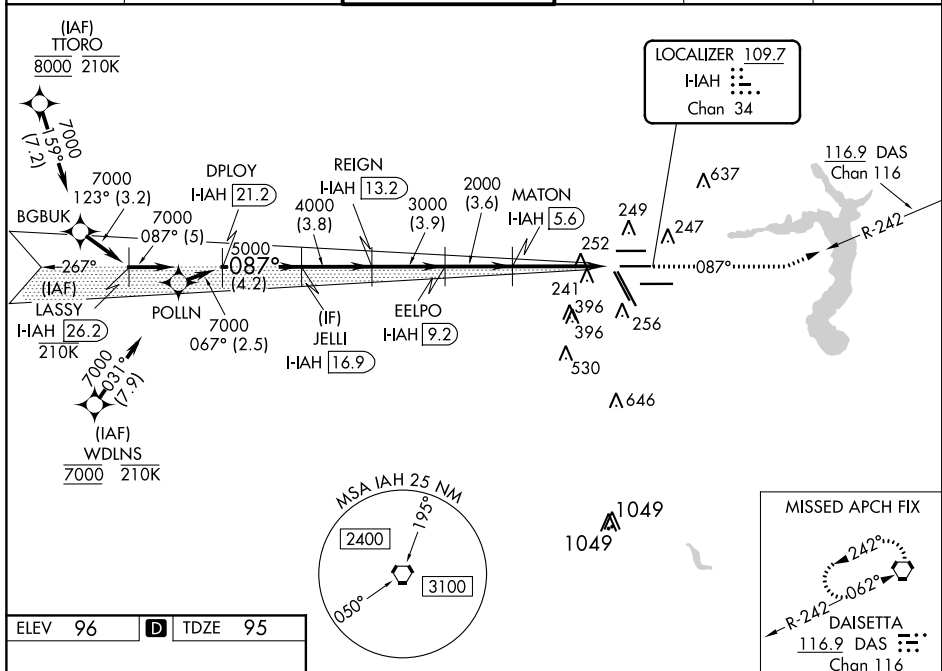


LOC/DME I-IAH 109.7 Chan 34	APP CRS 087°	Rwy Idg 9402 TDZE 95 Apt Elev 96
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ILS RWY 8R (SA CAT I & II)

GEORGE BUSH INTERCONTINENTAL/HOUSTON (TAH)

RNAV 1-GPS or RADAR required for procedure entry, DME.			MALSR		MISSED APPROACH: Climb to 3000 on heading 087° and on DAS VORTAC R-242 to DAS VORTAC and hold.	
 Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.						
D-ATIS 124.05	HOUSTON APP CON 120.05 379.1 EAST 124.35 316.1 WEST	HOUSTON TOWER 125.35 290.2	GND CON 118.575		CLNC DEL 128.1	CPDLC



ELEV 96	D	TDZE 95
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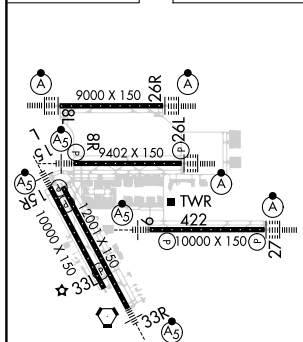


Diagram illustrating the ILS glidepath for Runway 24L, showing a 3.00° glide slope and a 3.00°/TCH 72.1° VGS angle. The diagram includes a profile view of the runway with a 3.00° glide slope and a 3.00°/TCH 72.1° VGS angle. The glide slope is 3.00° and the VGS angle is 3.00°/TCH 72.1°. The diagram also shows the horizontal distance from the runway end to the VGS start point (5.8 NM) and the vertical clearance at the VGS start point (1040').

CATEGORY	A	B	C	D
S-ILS 8R	SA CAT I	RA 152/14	150	DA 245
S-ILS 8R	SA CAT II	RA 102/12	100	DA 195

TDZ/CL Rwys 8R, 8L, 15R, 26R, 26L,
27 and 33L
HIRL all Rwys

SA CATEGORY I and II ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED