

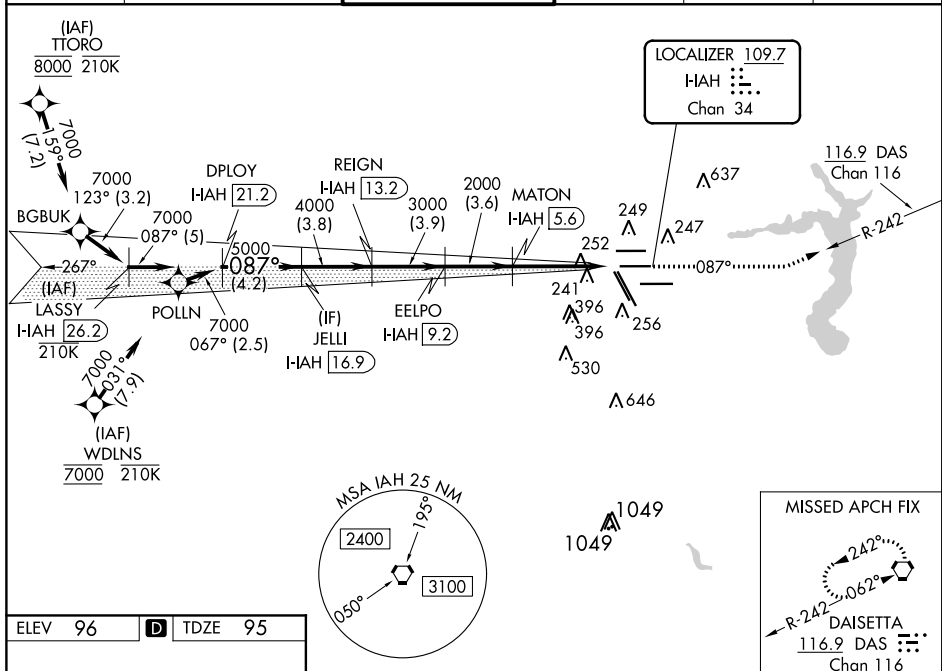


LOC/DME I-IAH <b>109.7</b> Chan 34	APP CRS <b>087°</b>	Rwy Idg <b>9402</b> TDZE <b>95</b> Apt Elev <b>96</b>
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## ILS RWY 8R (SA CAT I & II)

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 <b>124.05</b>	HOUSTON APP CON <b>120.05 379.1</b> EAST <b>124.35 316.1</b> WEST	HOUSTON TOWER <b>125.35 290.2</b>	GND CON <b>118.575</b>		CINC DEL <b>128.1</b>	CPDLC



ELEV 96	<b>D</b>	TDZE 95
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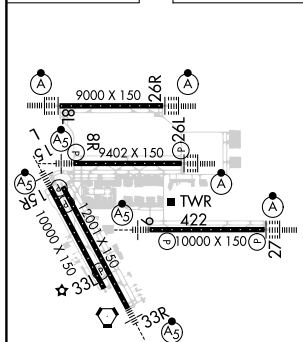


Diagram illustrating the LASSY ILS glidepath profile. The glidepath is shown as a solid line starting at 7000 feet MSL at the intercept point (087°) and descending to 2000 feet MSL at the MATON INT I-IAH (5.6 NM). The glidepath angle is 3.00°. The diagram also shows the VGSI glidepath (dashed line) which is not coincident with the ILS glidepath (VGSI Angle 3.00/TCH 72). Key points along the glidepath are marked with their respective I-IAH distances and altitudes: LASSY I-IAH (26.2), DPLOY I-IAH (21.2), JELLI I-IAH (16.9), REIGN I-IAH (13.2), EELPO I-IAH (9.2), and MATON INT I-IAH (5.6). The distance from the intercept point to the MATON INT I-IAH is 5.8 NM. The distance from the intercept point to the LASSY I-IAH is 10.40 NM. The diagram also shows the heading 087° and the glidepath angle 3.00°.

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 Rwy's 8R, 8L, 15R, 26R, 26L,  
27 and 33L  
HIRL all Rwy's

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

SC-5, 03 DEC 2020 to 31 DEC 2020