

WAAS CH 53626 W08B	APP CRS 087°	Rwy Idg 9402 TDZE 96 Apt Elev 96
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RNAV (GPS) Z RWY 8R

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV Cat C/D/E visibility to 1%. Simultaneous approach authorized with Rwy 8L and Rwy 9. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MALSR



MISSED APPROACH:
Climb to 3000 direct
MKAYE and hold.

D-ATIS 124.05	HOUSTON APP CON 120.05 379.1 EAST 124.35 316.15 WEST	HOUSTON TOWER 125.35 290.2	GND CON 118.575	CLNC DEL 128.1	CPDLC
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RADAR REQUIRED

MISSED APCH FIX

4 NM

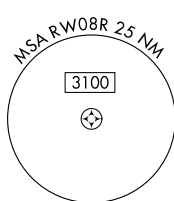
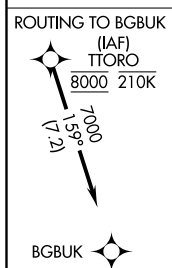
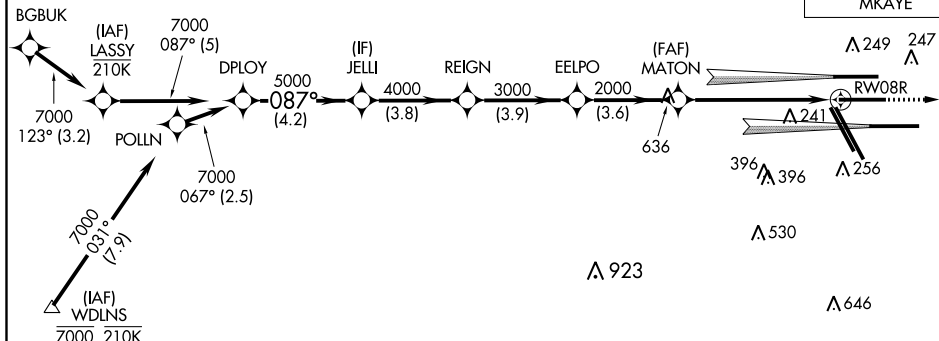
[illegible]

Diagram illustrating the glidepath for the 2000 approach. The glidepath starts at 7000 feet and descends to 2000 feet at the MATON fix. The glidepath angle is 3.00 degrees. The distance from the DPOY fix to the MATON fix is 16.4 NM (4.2 NM + 3.8 NM + 3.9 NM + 3.6 NM). The distance from the MATON fix to the RW08R runway is 1.3 NM. The diagram also shows the JELLI, REIGN, and EELPO fixes. The VGS and RNAV glidepaths are not coincident at the MATON fix. The diagram includes a scale bar and a compass rose.

CATEGORY	A	B	C	D	E
LPV DA	296/18 200 (200-½)				
LN/V VNAV DA	421/32 325 (400-¾)				
LN/V MDA	580/24	484 (500-½)	580/50	484 (500-1)	