

ILS RWY 8L (CAT II & III)
GEORGE BUSH INTCNTL/HOUSTON (IAH)

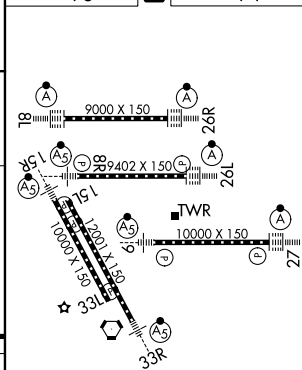
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on IAH VORTAC R-019 to CLEET INT/IAH 22.1 DME and hold.



This diagram illustrates a complex instrument approach procedure for IAH at Houston, Texas. The chart includes several key elements:

- Main Approach Path:** A series of waypoints connected by a path with a constant heading of 087°. Waypoints include MAAKO INT (I-BZU [26]), BEPEA (3000, 171° [3]), LIMEE (3000), KABBY (I-BZU [21], 123° [3.6]), KICKM (IF, I-BZU [16.7]), FLIBZ (RADAR, I-BZU [8.9]), JACEN (RADAR, I-BZU [5.6]), and IM (Localizer).
- Communication Frequencies:** Various frequencies are listed for different stages of the approach, such as 117.1 (IAF GUSHR), 116.6 (IAH), 116.9 (DAS R-278), 111.55 (LOCALIZER I-BZU), and 116.6 (IAH HUMBIE).
- Navigation Aids:** The chart shows the use of VORTAC stations like BEPEA, LIMEE, and KABBY, as well as radar-based navigation aids like FLIBZ and JACEN.
- Terrain and Obstacles:** Elevation contours are shown, with a prominent peak of 4000 feet near the start of the approach. A circular inset provides a closer look at the MSA (Minimum Safe Altitude) area around IAH, showing a 25 NM radius and specific altitudes of 2400 and 3100 feet.
- Visual Cues:** The chart uses standard aviation symbols for waypoints, navigation aids, and terrain features to provide a clear visual representation of the approach.

ELEV 96	D	TDZE 94
---------	----------	---------



33R

TDZ/CL Rwy's 8R, 8L, 15R, 26R, 26L,
27 and 33L
HURL all Rwy's