

APP CRS	Rwy Ldg	9000
267°	TDZE	96
	Apt Elev	96

RNAV (RNP) Y RWY 26R
GEORGE BUSH INTCNL/HOUSTON (IAH)

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T For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5000 and increase RNP 0.15 all Cats visibility to 1¼ SM. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

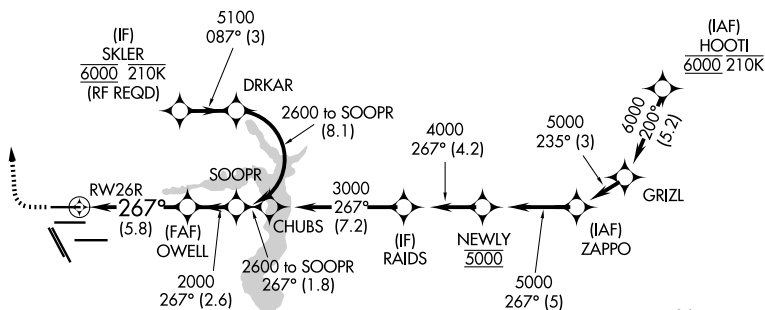
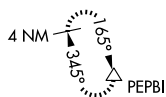
ALSF-2



MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct PEPBI and hold.

D-ATIS 124.05	HOUSTON APP CON 120.05 379.1 E 124.35 316.15 W	HOUSTON TOWER 120.725 290.2	GND CON 118.575
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RADAR REQUIRED



The diagram illustrates the lighting layout for Runway 27, showing the TDZ/CL (Touchdown and Clearance) and HIRL (High Intensity Runway Lighting) systems. The runway is oriented along a 267° heading. Key features include:

- Runway 27:** The main runway, 10000 x 150 feet, with a width of 26L.
- TDZ/CL Rwy 27:** The Touchdown and Clearance lights for Runway 27, consisting of a series of lights along the runway edge and centerline.
- TDZ/CL Rwy 8R, 8L, 15R, 26R, 26L:** The Touchdown and Clearance lights for the other runways, shown as a series of lights along the runway edges.
- HIRL all Rwy 27:** The High Intensity Runway Lighting for Runway 27, shown as a series of lights along the runway edge.
- Other Runways:** Runways 18, 9, 15, and 26 are also shown, with their respective dimensions and widths.
- Lighting Systems:** The diagram shows the layout of the TDZ/CL and HIRL systems, including the location of the lights and the spacing between them.

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.11 DA	429/40	333 (400-¾)		
RNP 0.15 DA	496/45	400 (400-¾)		
RNP 0.30 DA	554/50	458 (500-1¼)		

AUTHORIZATION REQUIRED

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